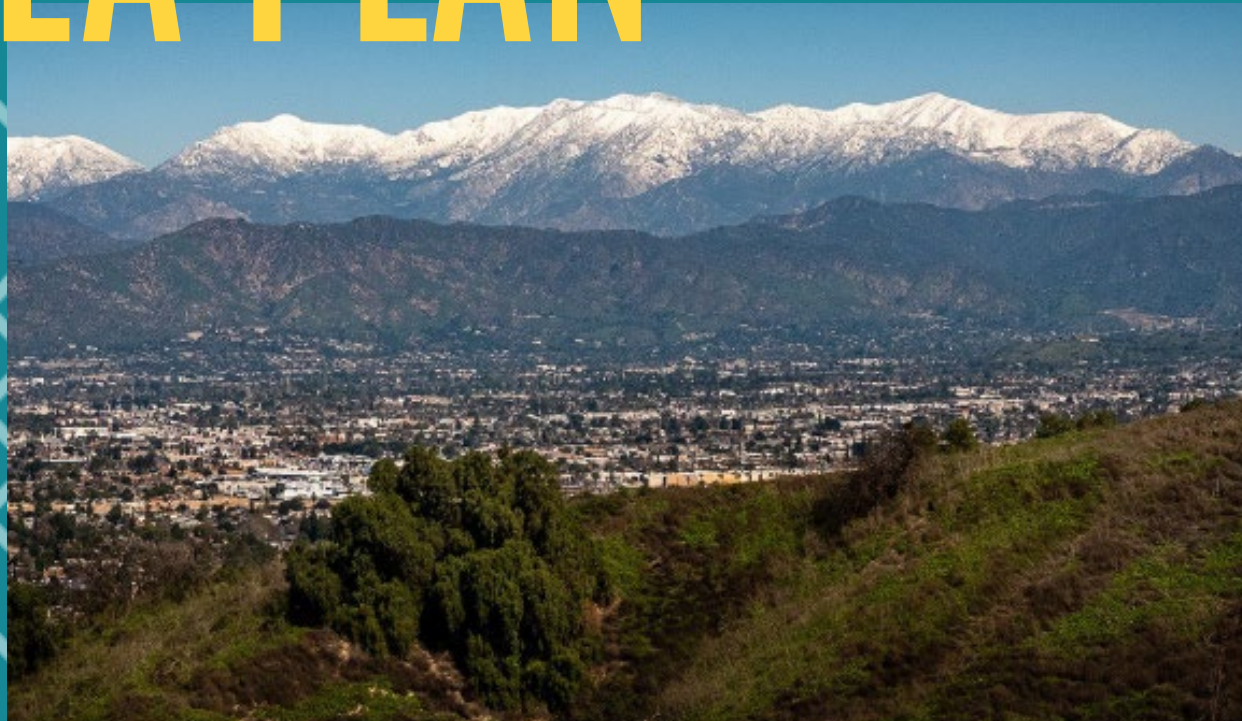


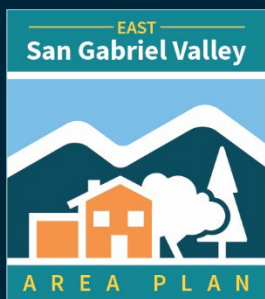
# EAST SAN GABRIEL VALLEY AREA PLAN



Public Review Draft – June 2023

LA COUNTY  
PLANNING





# EAST SAN GABRIEL VALLEY AREA PLAN







# Contents

## AREA PLAN

	Glossary
CHAPTER 1	Introduction
CHAPTER 2	Land Use Element
CHAPTER 3	Economic Development Element
CHAPTER 4	Community Character and Design Element
CHAPTER 5	Natural Resources, Conservation, and Open Space Element
CHAPTER 6	Parks and Recreation Element
CHAPTER 7	Mobility Element
CHAPTER 8	East San Gabriel Valley Unincorporated Communities
CHAPTER 9	Implementation Programs and Actions



## APPENDICES

APPENDIX A	ESGVAP Task 1.1, Land Use Issues, Challenges, and Opportunities Memo
APPENDIX B	Design Guidelines
APPENDIX C	Parks, Facilities, and Trails Operated by DPR in the ESGV
APPENDIX D	ESGV Unincorporated Communities Background
APPENDIX E	Land Use Maps
APPENDIX F	ESGVAP Task 2.1, Key Industries, Market Analysis, and Regulatory Analysis Memos
APPENDIX G	Mobility Action Plan
APPENDIX H	Existing Conditions Background for the Community Character and Design Element
APPENDIX I	Existing Conditions Background for the Natural Resources, Conservation, and Open Space Element

## FIGURES

FIGURE 1-1	ESGVAP Communities .....	1-3
FIGURE 1-2	Relationship of the General Plan to Community-Based Plans .....	1-11
FIGURE 7-1	Existing Transit Services Map.....	7-4
FIGURE 7-2	Existing and Proposed Bikeways .....	7-8

## TABLES

TABLE 1-1	User Groups and Intended Use of the Area Plan.....	1-9
TABLE 2-1	Growth and Preservation Strategies .....	2-7
TABLE 7-1	Bikeway Classes.....	7-9
TABLE 7-2	Recommended Transit Mode Alternatives .....	7-14
TABLE 8-1	Growth and Preservation Strategies .....	8-3
TABLE AH-1	Avocado Heights Challenges and Opportunities.....	8-5
TABLE CO-1	Charter Oak Challenges and Opportunities .....	8-12
TABLE ESD-1	East San Dimas Challenges and Opportunities.....	8-20
TABLE HH-1	Hacienda Heights Challenges and Opportunities.....	8-24
TABLE NP-1	North Pomona Challenges and Opportunities....	8-35
TABLE PV-1	Pellissier Village Challenges and Opportunities.....	8-38
TABLE RH-1	Rowland Heights Challenges and Opportunities.....	8-42
TABLE SBD-1	South Diamond Bar Challenges and Opportunities.....	8-51
TABLE SW-1	South Walnut Challenges and Opportunities .....	8-56
TABLE UNW-1	Unincorporated North Whittier Challenges and Opportunities.....	8-59

TABLE USEM-1	Unincorporated South El Monte Challenges and Opportunities.....	8-63
TABLE SJHC-1	San Jose Hills Communities Challenges and Opportunities.....	8-67
TABLE NWC-1	Northwestern Communities Challenges and Opportunities.....	8-71
TABLE SSJH-1	Southwest Communities Challenges and Opportunities.....	8-81
TABLE SGMFC-1	San Gabriel Mountains Foothill Communities Challenges and Opportunities.....	8-91
TABLE 9-1	East San Gabriel Valley Area Plan Implementation Table.....	9-4
TABLE 9-2	Avocado Heights Community Plan Implementation Table.....	9-21
TABLE 9-3	North Pomona Community Plan Implementation Table.....	9-21
TABLE 9-4	Pellissier Village Community Plan Implementation Table.....	9-22
TABLE 9-5	Rowland Heights Community Plan Implementation Table.....	9-22
TABLE 9-6	San Jose Hills Communities Plan Implementation Table.....	9-23
TABLE 9-5	Unincorporated South El Monte Community Plan Implementation Table .....	9-23
TABLE 9-8	Southwestern Communities Plan Implementation Table.....	9-24

INTENTIONALLY BLANK







# Glossary

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

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

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

## GLOSSARY

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

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

**Sections Included**



# CHAPTER 1 Introduction

## 1.1 Overview

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

## 1.2 Communities, Vision, and Purpose

### A. COMMUNITIES

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



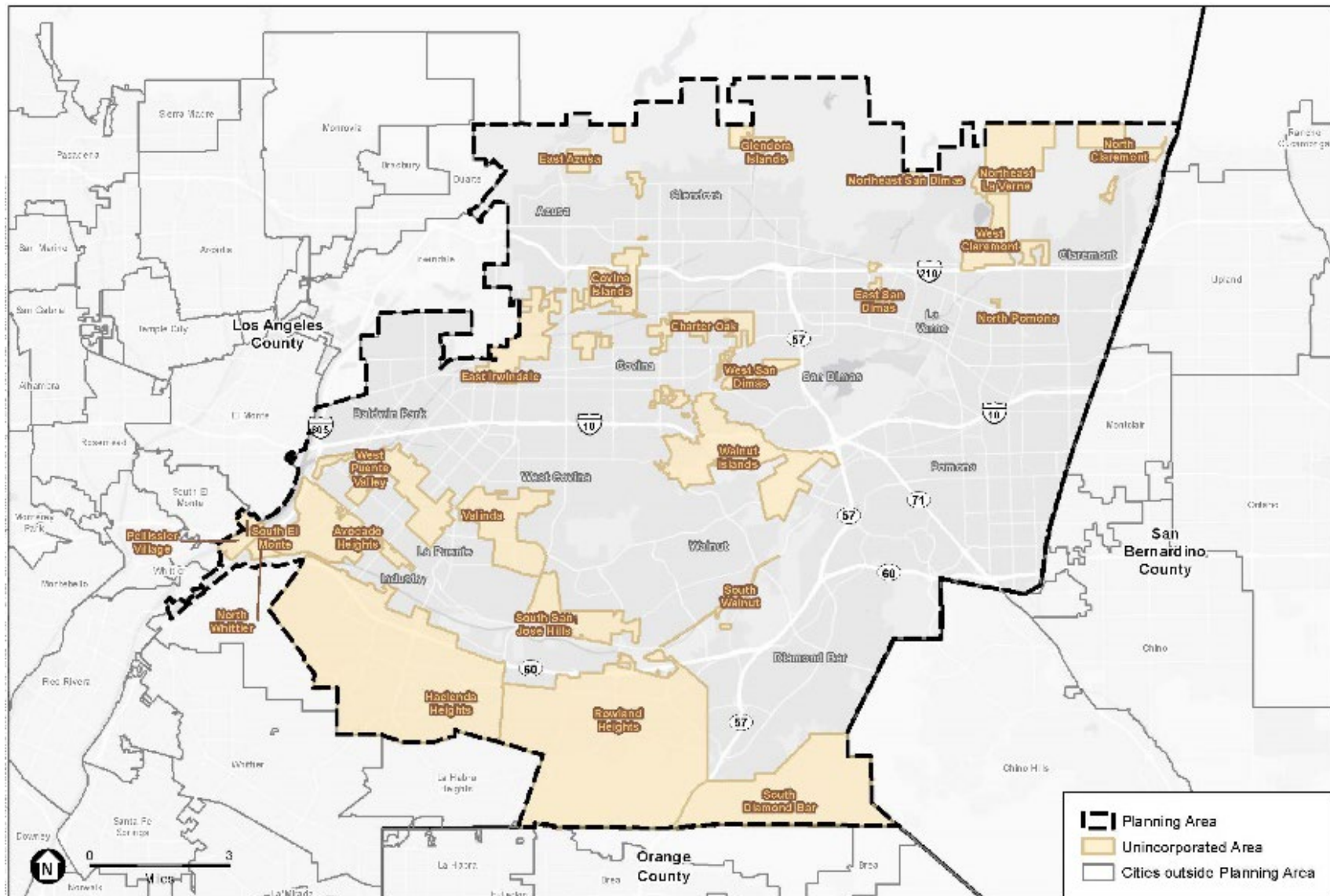
The Planning Area is comprised of the following 24 unincorporated islands and communities (see **Figure 1-1, *ESGVAP Communities***):

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

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







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

FIGURE 1-1 ESGVAP Communities



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

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

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

## B. VISION

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

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

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

## Sustainable Growth Patterns

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

## Diverse, Walkable Communities

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

## Connected and Active Communities

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

## Thriving Economy and Workforce

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

## Shared Community Identity and Character

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

## Sustainable Built and Natural Environment

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

## Informed, Empowered, and Environmentally Just Community

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

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

## C. PURPOSE

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

The primary objectives of the ESGVAP are to:

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

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

## 1.3 Organization of the Area Plan

The Area Plan is organized into the following nine chapters.

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



## A. HOW TO USE THE AREA PLAN

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

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

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

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

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

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

## A. GENERAL PLAN

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





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

## Countywide General Plan Guiding Principles

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

The General Plan's Guiding Principles include:

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

4. **Promote excellence in environmental resource management:**

Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space, in an integrated way that is both feasible and sustainable.

5. **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public well-being.

6. **Promote strengths, community voice, and equity outcomes:**

Seek out special places or traditions that are significant to the community and recommend ways to preserve and celebrate them.

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

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

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

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

**SCAG 2021**

## Los Angeles County Community Climate Action Plan 2045

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

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

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

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

## Active Transportation Strategic Plan

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

### Los Angeles ATSP 2016

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

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

## Connect SoCal

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

## Step by Step Los Angeles County

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

## 1.5 Community Engagement

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





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

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

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

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

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



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

Source: *A Box of Pictures*, flickr

## 1.6 History

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

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

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

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

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

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

## 1.7 Methodology

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

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

INTENTIONALLY BLANK

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

Sections Included



## CHAPTER 2 Land Use Element

### 2.1 Introduction

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

## 2.2 Existing Conditions

### A. EXISTING CONDITIONS SUMMARY

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

## 2.3 Challenges and Opportunities

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

### A. HOUSING AND LAND USE DIVERSITY

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

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

### B. COMMUNITY IDENTITY AND SENSE OF PLACE

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

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

---

**ESGV Communities**





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

## C. CENTRAL, WALKABLE DISTRICTS

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

## D. CONNECTIVITY



A typical street corridor in the Plan Area

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

## E. AGING, UNDERUTILIZED, AND INADEQUATE COMMERCIAL DEVELOPMENT



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

## F. INDUSTRIAL IMPACTS ON RESIDENTIAL USES

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

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

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

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



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

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

### Los Angeles County Title 22.84.010

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

### CalEnviroScreen

## G. PARKING AND CONGESTION

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

## H. AGING INFRASTRUCTURE

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

## I. ENVIRONMENTAL AND HAZARD CONSTRAINTS

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

## J. SIGNIFICANT ECOLOGICAL AREAS AND CONSERVATION CONCERNS



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

## K. JURISDICTIONAL FRAGMENTATION

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

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

## 2.4 Growth and Preservation Strategies

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

TABLE 2-1 Growth and Preservation Strategies

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

## 2.5 Land Use Element Goals and Policies

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

### VS 1 – Sustainable Growth Patterns

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

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

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

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

- Avocado Heights
- Hacienda Heights





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

#### Policy LU-1.5

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

#### Policy LU-1.6

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

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

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

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

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

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

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

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

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

#### Policy LU-2.2

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

## VS 2 – Diverse, Walkable Communities

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

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

### RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

**Policy LU-3.2: Housing for all Ages, Stages, and Incomes.**

Provide a wide variety of housing options for residents and employees in the ESGV by increasing housing choices, thereby enabling residents to find appropriate housing for their income, age, and stage in life.

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

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

#### Policy LU-3.4

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

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

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

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

### COMMERCIAL CENTERS AND CORRIDORS

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

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

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

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

#### Policy LU-3.9



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

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

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

### MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

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

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

### PUBLIC AND SEMI-PUBLIC FACILITIES

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

See Policy LU-3.15, *Village Centers*.

#### Policy LU-3.18

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

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

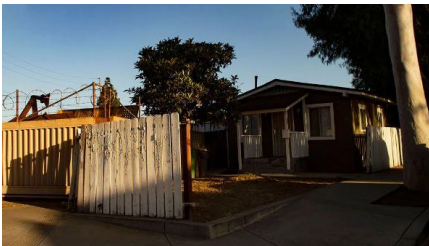
**Policy LU-3.19: Utility Infrastructure.** When not disruptive to sensitive habitat, require all new utilities to be underground. Prohibit obtrusive placement of service boxes for all new developments.

## INDUSTRIAL AND EMPLOYMENT-GENERATING USES

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

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

#### Policy LU-3.21



An example of an industrial use adjacent to a residential unit

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

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

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

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

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

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

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

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

## PARKS, OPEN SPACES, AND TRAILS

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

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

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

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

### Policy LU-3.29

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

### Policy LU-3.30



## VS 3 – Connected and Active Communities

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

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

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

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

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

## VS 6 – Sustainable Built and Natural Environment

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

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

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

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

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

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

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

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

### Policy LU-5.6

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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



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

#### Policy LU-6.3

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

#### Policy LU-6.6

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

#### Policy LU-6.7

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

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

## VS 7 – Informed, Empowered, and Environmentally Just Communities

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

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

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

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

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



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

#### Sections Included



Economic Development

## CHAPTER 3 Economic Development Element

### 3.1 Introduction

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

## 3.2 Existing Conditions

### A. KEY INDUSTRIES

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

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

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

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

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

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

**Total (35,951)**

**Top 9 Communities in the  
Planning Area by Job Count**

## B. RESIDENT WORKFORCE

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

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

## C. REAL ESTATE MARKET CONDITIONS

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

### Industrial Space

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

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

### Office Space

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

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

## Retail Space

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

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

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

## 3.3 Challenges and Opportunities

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

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

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

## A. NEED FOR WORKFORCE TRAINING

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

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

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

## B. JOBS-HOUSING IMBALANCE

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

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

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

## C. NEED FOR REVITALIZATION OF COMMERCIAL AND INDUSTRIAL AREAS

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

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

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

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



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

## 3.4 Economic Development Element Goals and Policies

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

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

### VS 5 – Thriving Economy and Workforce

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

**Policy ED-1.1: Access to Education and Economic Resources.**

Expand functional literacy and English as a Second Language programs, especially in communities with high levels of linguistic isolation. Accommodate the development of educational and workforce development facilities and resources that provide mentoring and training services.

**Policy ED-1.2: Workforce Development Collaboration.**

Coordinate the activities of key regional workforce development system stakeholders, community colleges, businesses, K–12 institutions, and philanthropic partners.

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

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

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

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

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

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

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

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

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



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

#### Sections Included



## CHAPTER 4 Community Character and Design Element

### 4.1 Introduction

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

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

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

## 4.2 Challenges and Opportunities

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

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

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

### ESGV Communities



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

## A. RESIDENTIAL CHARACTER



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

Residential conditions in the Planning Area include the following characteristics:

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

## B. COMMERCIAL CHARACTER



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

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

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



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

## C. PUBLIC REALM AND WATERWAYS

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

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



## 4.3 Community Character and Design Element Goals and Policies



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

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

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

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

### VS 4 – Shared Community Identity and Character

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

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

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

**Policy CC-1.3: Community, Historic, and Cultural Resources.**

Encourage the identification and preservation of community, historic, and cultural resources through community-led asset mapping.

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

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

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

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

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

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

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



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

**Policy CC-1.9**

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

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

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

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

#### Policy CC-2.1

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Goal CC-3**

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

#### Mansionization

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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



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

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

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

INTENTIONALLY BLANK

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

Sections Included



## CHAPTER 5 Natural Resources, Conservation, and Open Space Element

### 5.1 Introduction

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

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

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

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

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

## A. OPEN SPACE RESOURCES

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

## B. BIOLOGICAL RESOURCES



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

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

### Significant Ecological Areas

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

#### Significant Ecological Areas

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

The following SEAs are located in the Planning Area:

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

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

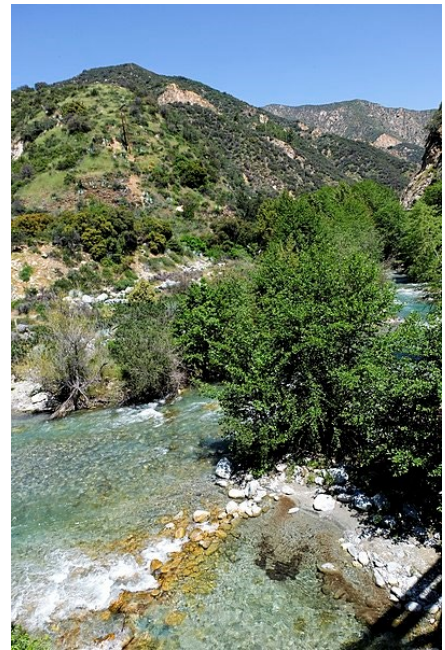
have been identified as occurring or potentially occurring in the Planning Area. The Planning Area is part of the Pacific Flyway, with 287 avian species known to occur in the Planning Area. Nearly the entire Puente Hills SEA is designated as the Puente-Chino Hills State Important Bird Area by Audubon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

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

## C. WATER RESOURCES

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

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





## D. SCENIC RESOURCES

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

### Scenic Viewsheds

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

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

## 5.2 Challenges and Opportunities

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

## A. OPEN SPACE RESOURCES

### Open Space Preservation

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

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

## Open Space Management Plan for Acquisition and Planning

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

## B. BIOLOGICAL RESOURCES

### Preservation of Biotic Diversity

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

## Habitat Fragmentation

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

## Connectivity for Wildlife Movement



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

## Multi-Jurisdiction Collaboration on Habitat Protection and Linkages

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

## Limiting Wildland/Urban Interface

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

## Climate Change and Conservation

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

## Restoration of Defunct Industrial Lands near Biological Resources

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

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

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

## Wildlife-Vehicle Collisions

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

### Wildlife Crossings

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

## Potential Impacts to Biological Resources of Road Widening Projects

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

## C. WATER RESOURCES

### Watershed Impacts and Land Use

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

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

## Surface Water Impairments

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

## Groundwater Impairment and Depletion

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

## D. SCENIC RESOURCES

### Protection of Scenic Routes

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



## Hillside Regulation

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

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

## Significant Ridgeline Protections



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

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

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

## VS 6 – Sustainable Built and Natural Environment

### OPEN SPACE RESOURCES

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

**Policy NR-1.1: Native Habitat in Developed Communities.**

Provide habitat areas for locally native species within developed communities and local parks, selecting species that function well in urban conditions and thrive in smaller, isolated stands of vegetation, which are particularly important for native insects and birds.

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

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

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

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

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

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

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

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

**Policy NR-3.2**

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

**BIOLOGICAL RESOURCES**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

---

**Policy NR-7.1**

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

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

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



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

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

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

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

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

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

**Policy NR-8.2: Education on Nontoxic Land Management.**

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

**Policy NR-8.3: Prohibit Rodenticides and Harmful Chemicals.**

Support regulation to prohibit the use of rodenticides and other chemicals harmful to all beings, water resources, and the natural environment.

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

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

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

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

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

## WATER RESOURCES

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

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

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

### Policy NR-9.2

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

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

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

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

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

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

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

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

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

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

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

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

---

**Policy NR-11.1**

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

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

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

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

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

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

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

## SCENIC RESOURCES

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

**Policy NR-13.1: Protect Scenic Hillsides and Ridgelines.**

Protect scenic hillsides, natural landforms, and significant ridgelines in the Puente Hills, San Jose Hills, and San Gabriel Mountain foothills from development that impacts their scenic and ecological value.

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

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

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

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



**Policy NR-13.6: Protect Scenic Qualities of Riparian Areas.**

Protect and preserve the scenic qualities of riparian corridors in undeveloped areas and canyons, and scenic portions of waterways in developed communities including the San Gabriel River, Walnut Creek, San Jose Creek, Thompson Creek, and Coyote Creek, among others.

INTENTIONALLY BLANK

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

#### Sections Included



## CHAPTER 6 Parks and Recreation Element

### 6.1 Introduction

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

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

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

## 6.2 Existing Conditions

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

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

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

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

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

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

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

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

## 6.3 Challenges and Opportunities

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

### A. PARK PLANNING FOR DIVERSE PARK NEEDS

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

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

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

## B. OPEN SPACE AND HISTORICAL RESOURCES PRESERVATION

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

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

## C. PARKS AND OPEN SPACE ACQUISITION AND PLANNING

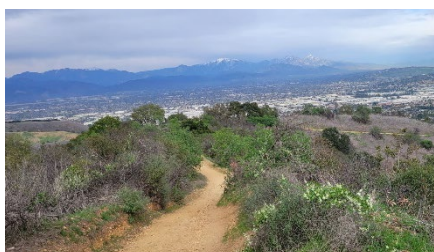
All residents in the ESGV should have equitable access to parks and open spaces. Additional parkland and recreational amenities are necessary to address the growing and diverse needs of ESGV residents. Parks are not equally accessible to all communities in the Planning Area—many in the valley flatlands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



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

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

#### Multi-benefit parks



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

## D. TRAIL CONNECTIVITY AND GREEN CONNECTIONS

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

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

## E. IMPROVED PARKS ACCESS AND SERVICES

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

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

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

## 6.4 Parks and Recreation Element Goals and Policies

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

### VS 3 – Connected and Active Communities

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

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

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

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

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

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

---

**Policy PR-1.5, PR-1.6**

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

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

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

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

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

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

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

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

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

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

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

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

**Policy PR-3.2, PR-3.3**

**Policy PR-3.3: Enhanced Multi-Use Pathway and Trail**

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

**Policy PR-3.4: Pathways, Trails, and Water Resources.**

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

## VS 6 – Sustainable Built and Natural Environment

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

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

**Policy PR-4.1, PR-4.2**

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

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

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

**Policy PR-4.3, PR-4.4**

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

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

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

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

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



---

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

---

#### Sections Included



## CHAPTER 7 Mobility Element

### 7.1 Introduction

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

#### A. MOBILITY PRIORITIES

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

- Environmental Justice
- Sustainability
- Climate Change
- Equity

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

## B. CONSIDERATIONS FOR SENSITIVE GROUPS

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

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

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

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

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

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

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

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

## 7.2 Challenges and Opportunities

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

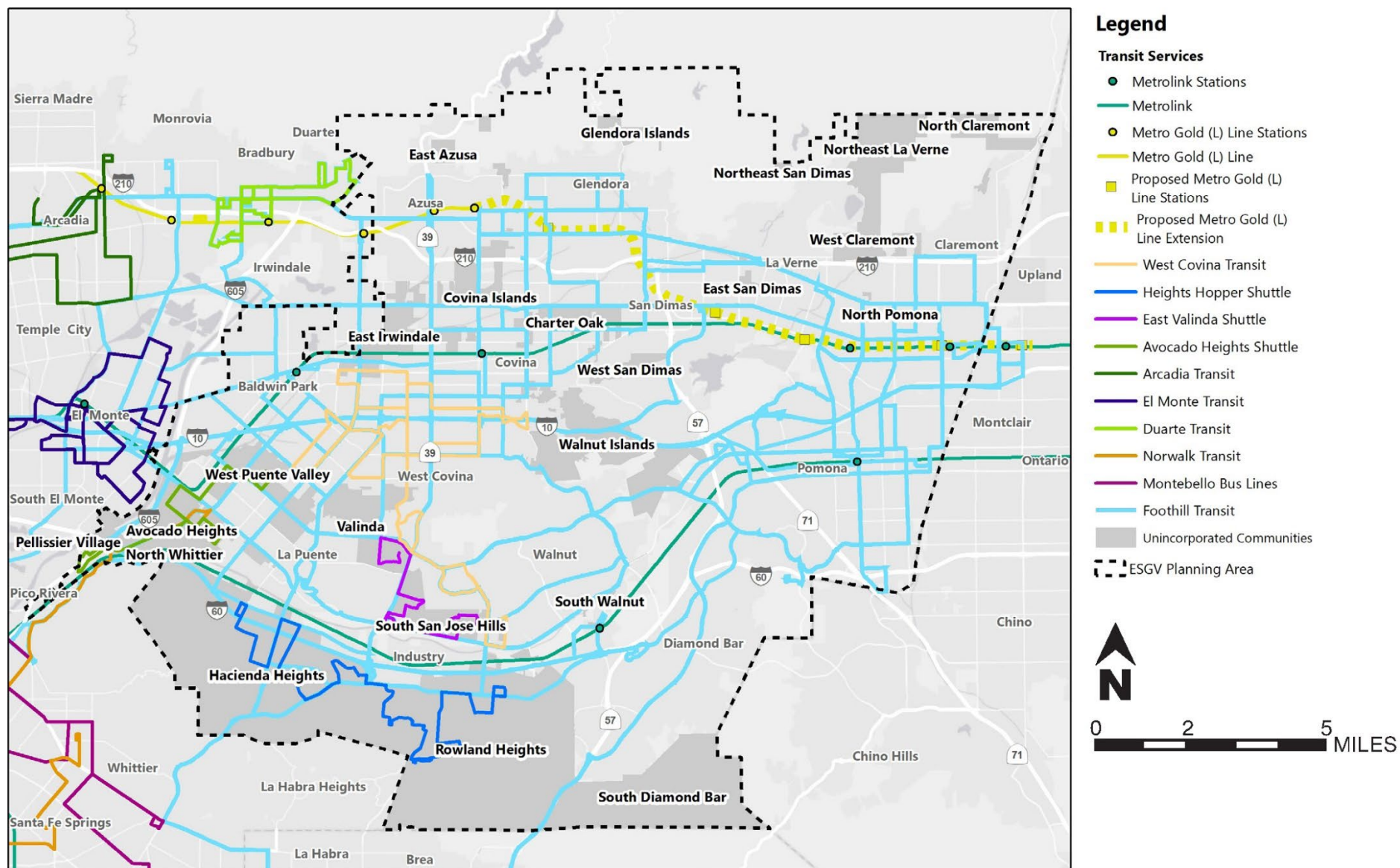
### A. TRANSIT

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



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

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



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

FIGURE 7-1 Existing Transit Services Map



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

## Transit Gaps



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

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

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



## B. ACTIVE TRANSPORTATION



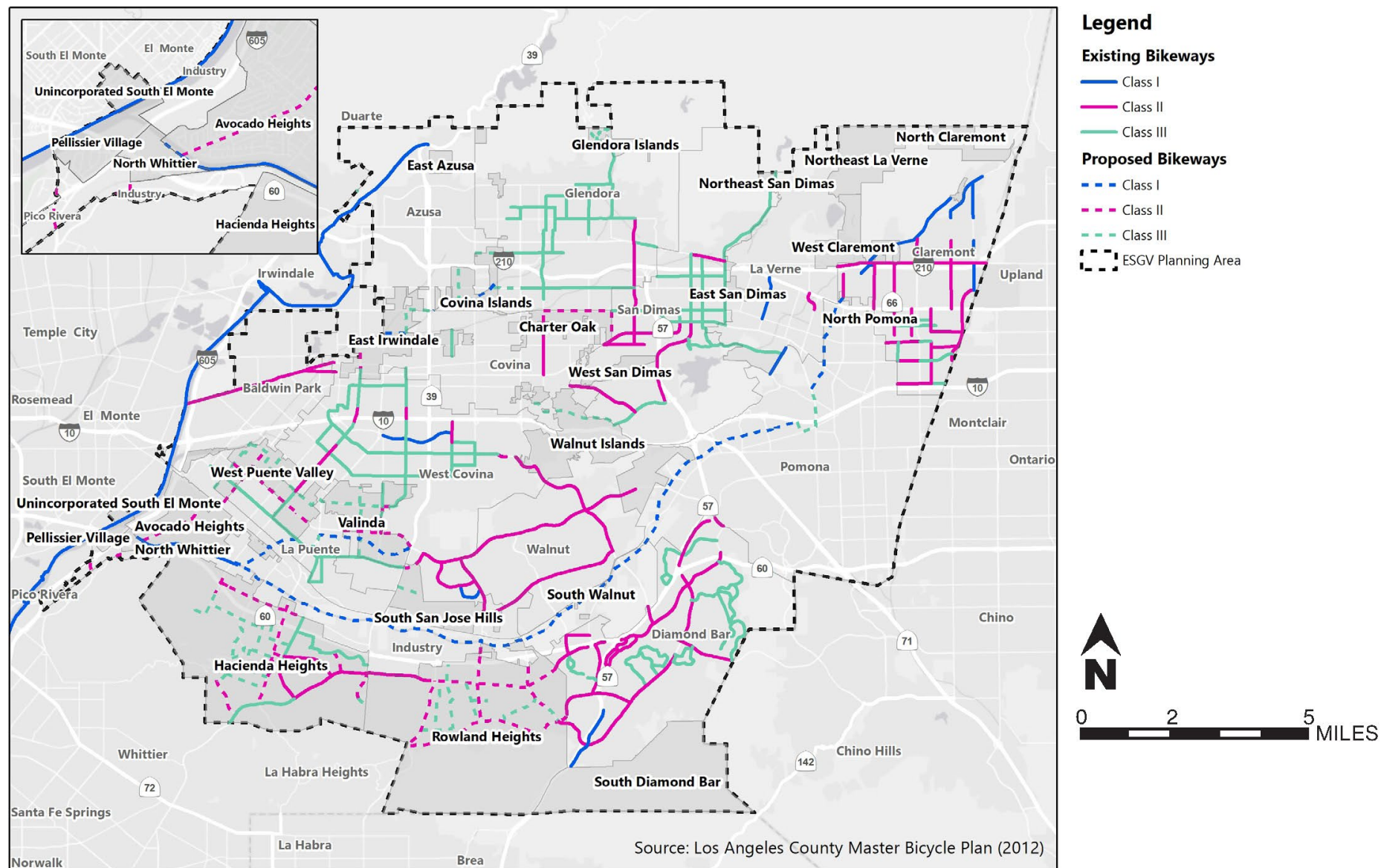
Active transportation modes, including walking, biking, and rolling, are a key component of a sustainable mobility system. These modes, when supported with active transportation infrastructure, can offer efficient connections with neighborhood destinations, and can serve as a vital first-last mile connection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



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

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

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



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

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

TABLE 7-1 Bikeway Classes

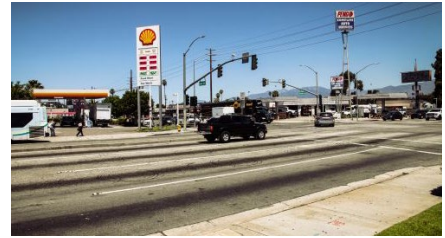
Class	Description	Siting
<b>Class I</b> (Bike Path or Shared-Use Path)	An off-street bikeway that provides a completely separate right-of-way for the exclusive use of bicycle and pedestrians with minimal cross-flow.	These are commonly installed along riverbeds, along shorelines, utility or railroad rights-of-way,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

## Active Transportation Gaps

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

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

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



## C. OTHER MOBILITY GAPS:

- **Transportation for Youth and Children.** Transportation gaps specifically related to youth and children may include the cost of transportation for youth, and particularly for a family with multiple children. In addition, buses may be over-crowded with a need for additional service in the morning before school starts, and after school. There may be safety concerns for students who ride the bus. If no school bus service is available, working parents using transit who drop children off at school or daycare before work can have lengthy and costly trips.
- **Affordability and Access to Autos.** Low-income individuals and families may report that transportation, whether using transit or owning a car, is costly. Fares, monthly passes requiring high-up front costs, and certain transit transfer policies, may be cited as expensive, especially for families with children who rely mainly on transit. Taxi or TNC fares may be cited as unaffordable. Cost is the





- primary barrier to auto ownership for low-income individuals and families.
- Land Use.** Transportation decisions typically affect land use patterns and resulting economic, social, and environmental impacts. These include direct impacts on land used for transportation facilities, and indirect impacts caused by changes to land use development patterns. County land use strategies in past decades have contributed to mobility gaps. The lack of vibrant, mixed community nodes is partly responsible for the lack of transit and active transportation use. These challenges highlight opportunities to plan for diverse land uses, expand transit use and alternative modes of transportation by improving the network, and develop innovative approaches to mobility services and technology. While the MAP is focused on the unincorporated communities in the ESGV, coordination with surrounding cities will ensure a successful and cohesive regional approach to mobility.
  - Mobility and Topography.** Communities in the northern and southern portions of ESGV have hilly topography with limited access to transit, in addition to the challenges that hilly areas present to active transportation, particularly for young children and aging populations. Opportunities exist to expand access to micro-transit and other alternative transportation options.
  - Traffic Collisions and Fatalities.** Los Angeles County Public Works' Vision Zero Los Angeles County: A Plan for Safer Roadways 2020–2025 (Vision Zero Action Plan) identifies several traffic collision concentration areas in the ESGV. According to the Vision Zero Action Plan, pedestrians, bicyclists, and motorcyclists are more likely to die or be severely injured as a result of a collision. As such, it is vitally important to increase the safety of pedestrians, bicyclists, and motorcyclists in tandem with encouraging active transportation infrastructure and participation among residents. In consideration of the high level of goods movement in the ESGV, truck and car injuries accounted for the majority of injury collisions, with nearly half resulting in fatal and severe injury.

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

1. East Irwindale – Vincent Avenue, Cypress Avenue, Lark Ellen Avenue, and Arrow Highway
  2. Covina Islands – Covina Boulevard, Barranca Avenue, Gladstone Street, and Arrow Highway
  3. Charter Oak – Arrow Highway and Cienega Avenue
  4. Hacienda Heights – Colima Road, Azusa Avenue, Gale Avenue, Hacienda Boulevard, and Stimson Avenue
  5. Rowland Heights – Colima Road and Batson Avenue
  6. South San Jose Hills -Valley Boulevard
  7. Valinda – Hacienda Boulevard, Valinda Avenue, Azusa Avenue, and Amar Road
  8. Walnut Islands – Temple Avenue
  9. West Puente Valley – Amar Road, Puente Avenue, Sunset Avenue
- **Residential-Transportation Infrastructure Interface.** Car-oriented urban design significantly impacts the environment and the people that live in the ESGV. Automobiles produce greenhouse gases and particulate emissions, contributing to negative air quality that significantly impacts adjacent neighborhoods, including the communities of Avocado Heights, Hacienda Heights, Rowland Heights, Walnut Islands, and Covina Islands. Car-oriented design creates traffic congestion, which is significant in the ESGV. Car-related infrastructure, including roads, freeways, and parking lots, predominantly consist of non-permeable surfaces that prevent groundwater regeneration and contribute to the urban heat island effect.

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

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



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

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

- **Goods Movement.** The ESGV is a major area for goods movement and industry, with impacts from the flow of goods on freeways and major roads that serve trucking, such as Valley Boulevard. Transportation systems and goods movement activities directly affect quality of life by contributing to traffic congestion, truck intrusion into neighborhoods, decreased safety, land use incompatibility, poor air quality, restricted mobility, delay at rail crossings, noise and vibration impacts, and visual impacts.
- **Equestrian Movement and Connectivity.** Several communities within the Planning Area have designated Equestrian Districts or have concentrations of equestrian properties. Multi-use trails that accommodate equestrians, pedestrians and mountain bikers are located throughout the Planning Area, predominantly in open space areas and flood control rights of way. There are also equestrian trails within communities that connect to the County's regional multi-use trail network. The connectivity of equestrian trails from developed communities to open space areas and waterways, especially with the considerable conflict vehicles present, requires consideration and improvements to better accommodate the needs of horses and equestrians for safe movement across the Planning Area.

## D. RECOMMENDATIONS FOR IMPROVING TRANSIT AND ACTIVE TRANSPORTATION



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



## Transit Mode Alternatives Summary

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

## Active Transportation Improvements

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

TABLE 7-2 Recommended Transit Mode Alternatives

Service	Description
On-Demand/ Flexible Microtransit	<ul style="list-style-type: none"><li>• Route is based entirely on customer demand.</li><li>• Customer pickups are based on customer requests through an online/mobile app or a customer call center.</li><li>• Suited to service areas that lack a strong linear transit corridor and that have dispersed trip origins and destinations.</li></ul>
Personal Mobility on Demand (PMoD)	<ul style="list-style-type: none"><li>• Is a low-capacity service designed for individuals and small groups (up to five persons) traveling between various origins and destinations.</li><li>• Is located along a dynamic itinerary formed in response to customer reservations.</li><li>• Like microtransit, reservations are made through an online/mobile application or a call center.</li><li>• The key advantage of PMoD is the cost structure based on service consumed (i.e., fixed subsidy per ride) versus cost based on hours of service provided (i.e., cost per revenue hour). This means that service coverage can be provided at off-peak periods, such as early mornings and evenings, at a far lower cost than other modes including fixed-route and paratransit service.</li><li>• Highly convenient and responsive to customer needs because PMoD is customer demand driven.</li></ul>

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



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

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

#### Corridors Identified in the MAP

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

## Complete Streets and Green Streets

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

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

## COMPONENTS OF COMPLETE AND GREEN STREETS

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

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

## Strategies for Improving Wide Arterials

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

### Typical Conditions

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

### Improvements Recommended

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

## Strategies for Improving Neighborhood Streets

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

### Typical Conditions

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

### Improvements Recommended

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

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

### Strategies for Improving Wide Intersections

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

#### Typical Conditions

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

#### Improvements Recommended

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

## 7.3 Mobility Element Goals and Policies

### VS 3 – Connected and Active Communities

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

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

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

#### Multi-use trails



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

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

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

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

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

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

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

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

#### Policy M-1.4

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

#### Policy M-1.9

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INTENTIONALLY BLANK

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



#### Sections Included

## CHAPTER 8 Unincorporated Communities

### 8.1 Introduction

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

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



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

## 8.2 Growth and Preservation Strategies

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

TABLE 8-1 Growth and Preservation Strategies

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



## A. GROWTH COMMUNITIES

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

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

## B. PRESERVATION COMMUNITIES

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

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

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

## 8.3 Avocado Heights

### A. INTRODUCTION

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

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

### B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

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

#### 1. Housing

**Housing Needs.** Additional housing is needed in Avocado Heights to maintain affordability for residents and provide needed housing for sensitive groups, including families and older adults. Land use changes to provide new housing should be located near parks and other existing community amenities.

Current residents prefer new housing to have a more granular density and character that is like the existing housing stock. Community members expressed interest in standards that allow for additional housing on existing properties, including prefabricated homes, tiny homes, accessory dwelling units, and garage conversions.

TABLE AH-1 Avocado Heights Challenges and Opportunities

**2. Land Use and Community Design**

**Community Amenities.** Community members expressed interest in beautifying their community and access to additional amenities, including additional street trees, community gardens, and better-quality streets. Other amenities include space for older adults to congregate, more educational opportunities, and more markets, local shops, and small stores in a walkable vicinity.

**Gathering Spaces.** Community members want additional community gathering spaces. While there are several parks in the Avocado Heights, there is a need for a greater variety of gathering spaces, including spaces adjacent to community-serving commercial development.

**Park Needs.** Based on the 2016 Parks Needs Assessment, about 1.4 acres of parkland is provided per 1,000 residents, below County averages of 3.3 acres/1,000. About 43% of residents have moderate park needs, primarily concentrated in the northwest neighborhoods.

**Commercial Areas.** Commercial areas in the Avocado Heights community need revitalization and enhancements that improve their accessibility and match the community's character. Areas in need of revitalization include the commercial and industrial properties along Valley Boulevard and the commercial properties at the intersection of Don Julian Road and Workman Mill Road. Residents have stated a desire for well-designed commercial properties, along with standards to help buffer existing industrial uses from residential uses.

**Don Julian Road and Workman Mill Road Intersection.** Commercial development at the intersection of Don Julian Road and Workman Mill Road should be oriented to the intersection to improve the pedestrian experience, and enhanced to provide community gathering spaces. Amenities should be collocated in these community gathering spaces, including services for older adults, families, and young people. Wayfinding signage and other pedestrian and bicycle infrastructure can support this intersection as a primary community gathering space.

The southeast parcel of the intersection currently contains a grocery store and other neighborhood uses, along with a large parking lot. This parking lot could be enhanced to provide community amenities, including a square/plaza and park space.

**Multi-benefit Uses.** Schools and other uses (including churches) are scattered throughout the community and can serve as multi-benefit and community gathering spaces.

**Equestrian Presence.** Avocado Heights contains equestrian properties, and the equestrian history is important to the community and should be highlighted where possible.

TABLE AH-1 Avocado Heights Challenges and Opportunities

**3. Mobility**

**Active Transportation.** Existing pedestrian and bicycle infrastructure in the community needs expansion to improve the walking and biking environment for pedestrians. Wider sidewalks, street trees, wayfinding signage, and new bike lanes, especially along routes connecting to San Jose Creek, will improve the quality of life for residents that walk and bike in Avocado Heights.

**Frontage Roads.** Frontage roads along Workman Mill Road provide good opportunities for design interventions to improve the pedestrian experience and provide pocket parks. The frontage roads run parallel to Workman Mill Road and provide spaces to activate for community gathering.

**San Jose Creek.** San Jose Creek serves as an important conduit for pedestrians, bicyclists, and equestrians to access nearby communities, amenities, and a larger network of trails and pathways. New infrastructure that supports walking, biking, and horseback riding should be connective to San Jose Creek. Additional infrastructure along the San Jose Creek path is needed to improve user experiences, including wayfinding signage, pedestrian-scale lighting, seating, and call boxes.

**Community Transit.** Avocado Heights residents require better access to transit to meet the community's needs and to decrease reliance on single-occupancy vehicles. Transit connectivity should be improved along the major streets in the community, including Don Julian Road, Workman Mill Road, and Valley Boulevard. A community circulator or micro-transit could provide connections to a nearby transit hub and other community amenities like parks and trails. Transit in Avocado Heights should be easily accessible for young people, families, and older adults.

**Pedestrian and Bicyclist Safety.** The perception of safety in Avocado Heights is low, especially at night. Infrastructure and design interventions are needed to create a safe environment for residents at all times of the day. These design interventions could include additional street lighting and pedestrian-scale lighting, as well as call boxes or buttons along community trails, pathways, and parks. Areas where residents walk and bike in their community should receive regular upkeep, including the abatement of any graffiti. Residents have identified speeding as a major issue, especially along Don Julian Road and Workman Mill Road. Design interventions on those streets are needed to improve the safety of pedestrians.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

### VS 1 – Sustainable Growth Patterns

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

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

See Land Use Policy LU-1.2.

#### Policy AH-2

### VS 2 – Diverse, Walkable Communities

#### RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

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

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

#### COMMERCIAL CENTERS AND CORRIDORS

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

## MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

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

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

## PUBLIC AND SEMI-PUBLIC FACILITIES

See Land Use Policy LU-3.18.

### Policy AH-8

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

## INDUSTRIAL AND EMPLOYMENT USES

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

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

## PARKS, OPEN SPACES, AND TRAILS

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



## VS 3 – Connected and Active Communities

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

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

## VS 4 – Shared Community Identity and Character

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

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

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

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

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

See Community Character and Design Policy CC-1.2.

### Policy AH-14



See Community Character and Design Policy CC-1.8.

### Policy AH-16

## VS 5 – Thriving Economy and Workforce

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

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

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

# 8.4 Charter Oak

## A. INTRODUCTION

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

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

## B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE CO-1 Charter Oak Challenges and Opportunities

### 1. Residential Areas

**Access.** Residential areas of the community have limited access to the primary commercial corridor along Arrow Highway. Where feasible, additional access pathways should be considered with new development to improve the permeability of residential areas and allow easier access to amenities along Arrow Highway.

**Multifamily Housing.** Multifamily housing is more prevalent in Charter Oak than in other communities in the area, but it is still limited. Multifamily housing in the community tends to be car-oriented with limited pedestrian access, and complexes are sometimes gated. There is a need for multifamily housing design that promotes multiple points of accessibility. Multifamily housing along Arrow Highway does not contain co-uses like commercial or retail.

**Development Opportunities.** Many areas along the Arrow Highway corridor offer sites suitable for affordable housing—one of the most difficult tasks facing the ESGV. The presence of significant transit systems also creates opportunities to introduce mixed-use and transit-oriented residential development.

TABLE CO-1 Charter Oak Challenges and Opportunities

**2. Public Realm**

**Frontage Roads.** Large frontage roads in residential areas limit greenspace and can act as barriers for bicyclists and pedestrians. These roads run parallel to arterial streets and connect to neighborhood streets. Frontage roads and the parallel arterials create large swathes of paved streets with little to no vegetation. Where feasible, these areas can be enhanced to provide additional green space and pedestrian infrastructure.

**Arrow Highway Corridor.** This commercial corridor is a major thoroughfare with little improvements made for pedestrian and bicyclist comforts. The City of Glendora is proposing improvements to the north side of Arrow Highway to create an urban trail. This is in line with their recently adopted specific plan for their jurisdictions along Arrow Highway. County jurisdiction includes the Arrow Highway right-of-way, and the design of the corridor should be reoriented to support the needs of pedestrian and people on bicycles.

**Wayfinding.** The boundaries of the community are difficult to discern, and lack of wayfinding signage makes it easy to get lost in the community.

**Amenities.** The community lacks trees, shade, or plantings along sidewalks and walking paths. Sidewalks are generally built to the minimum width.

**Safety.** Public spaces, including parks, have low perceived safety.

**Park Needs.** Based on the Countywide Parks and Recreation Needs Assessment (PNA), 52% of the study area that includes Charter Oak has a high park need, 46% has a moderate park need, and 2% has a low park need. Within the same study area, only 16% of the population lives within a half mile of a park, which is lower than the countywide average (49%).

**Open Space Opportunities.** Charter Oak has limited space for traditional park development. In lieu of traditional park space, the community could benefit from parklets along frontage streets, urban trails, pocket parks, and outdoor programs (CicLAvia-type programs). New development should co-locate open space/landscaping requirements to maximize public benefit.

**Charter Oak Park.** This park is oriented to Covina Boulevard, which serves as its primary entrance. Other neighborhood entrances may be located on both sides of the park on E. Tudor Street cul-de-sacs.

Northern bordering parcels are owned by the Charter Oak Unified School District and Charter Oak Day School. Because these uses are government owned, perhaps there is potential in providing pedestrian pathways through these parcels to better connect Covina Boulevard to Cienega Avenue.

**Charter Oak High School.** The school is located directly south of Charter Oak Park. Though it is located just outside of the community's jurisdiction, its location warrants attention on the school's connectivity to the surrounding neighborhood. This further justifies creating a linear pedestrian pathway connecting the high school to the south with Cienega Avenue and Arrow Highway.

**Charter Oak Library.** The library is located in an existing strip mall along Arrow Highway. Library space is small and may be insufficient for the community.

TABLE CO-1 Charter Oak Challenges and Opportunities

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

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

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

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

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

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

### 3. Commercial Areas

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

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

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

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

**Existing Commercial Stock.** Some commercial properties along Arrow Highway are run down and need enhancement. Commercial properties often consist of commercial structures pushed to the back of the lot with parking in the front. This creates access barriers for pedestrians and bicyclists. Development standards could help locate structures along Arrow Highway closer to the street.

Charter Oak has few small markets and stores that serve healthy food within walking distance of residents. Retail in the community is minimal and decentralized, with little orientation toward a singular walkable environment for pedestrians.

**Third Places.** There are few “third” places—spaces other than the workplace and the home where people congregate—within the community. Charter Oak Park is one primary third place in the community, but these spaces are otherwise lacking along Arrow Highway, which is intended to be a vibrant commercial corridor. Outside of Arrow Highway, there are few places within the community that are shared and support gathering and socialization.

**Façades.** The façades of the commercial properties in the community are worn and in some cases in need of enhancement. Upkeep of façades in the community is not incentivized.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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



## VS 2 – Diverse, Walkable Communities

### COMMERCIAL CENTERS AND CORRIDORS

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

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

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



### MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

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

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

See Land Use Policy LU-3.15.

#### Policy CO-4

## INDUSTRIAL AND EMPLOYMENT USES

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

## PARKS, OPEN SPACES, AND TRAILS

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

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

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

See Chapter 7, Mobility Element, for related policies.

### VS 3 Policies

## VS 3 – Connected and Active Communities

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

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

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

## VS 4 – Shared Community Identity and Character

### **Policy CO-13: Corridor Revitalization and Beautification.**

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

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

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

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

See Community Character and Design Policy CC-1.8.

### **Policy CO-15**

## VS 5 – Thriving Economy and Workforce

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

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

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

## VS 6 – Sustainable Built and Natural Environment

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

# 8.5 East San Dimas

## A. INTRODUCTION

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

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

## B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE ESD-1 East San Dimas Challenges and Opportunities

### 1. Land Use and Community Design

**Vacant and Underutilized Land.** Vacant parcels are located along Foothill Boulevard in the north end of the community, along Juanita Avenue in the south end of the community.

### 2. Community Spaces and Parks

**Parks and Open Space Needs.** Based on the 2016 Park Needs Assessment, most of the community has low park needs with some pockets of moderate needs in the east area. The community, however, falls below the County average of 3.3 acres of parkland per 1,000 people with only 2.7 acres per 1,000.

TABLE ESD-1 East San Dimas Challenges and Opportunities

**3. Traffic, Transportation, and Accessibility**

**Freeway Adjacency.** The Foothill Freeway bisects the community in the northern region. This division of the community makes it difficult to improve the walkability of the surrounding neighborhoods. Adjacency to the freeway also creates air quality issues for nearby residential properties.

**Sensitive Uses.** Avoid intensifying areas for sensitive uses such as hospitals, schools, and residences, near the Foothill Freeway.

**Major Corridors/Intersections.** The southeast corner of the San Dimas Road and Foothill Boulevard intersection is a large commercial center with nearby residential that contain underutilized/vacant parcels. These areas could be explored as an opportunity to enhance local community amenities.

**Puddingstone Channel.** Puddingstone Channel bisects the community from north to south from the foothills to Puddingstone Reservoir. It presents the opportunity to create an urban pathway and to enhance to local destinations and open spaces, including Los Encinos Park to the north.

**Cul-de-Sacs and Walkability.** The community is filled with small streets that typically end in cul-de-sacs, which limits mobility for pedestrians and people on bicycles by increasing trip distances. The nature of the street network, including cul-de-sacs, limited sidewalks, and a limited mix of land uses, has increased automobile reliance which worsens air quality, pollution, and noise issues.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

## VS 1 – Sustainable Growth Patterns

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

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

## VS 2 – Diverse, Walkable Communities

### COMMERCIAL CENTERS AND CORRIDORS

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

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

### MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

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

### PARKS, OPEN SPACES, AND TRAILS

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



## VS 3 – Connected and Active Communities

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

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

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

# 8.6 Hacienda Heights

## A. INTRODUCTION

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

## B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE HH-1 Hacienda Heights Challenges and Opportunities

### 1. Residential

**Housing Diversity.** Lack of diversity in housing types contributes to housing unaffordability, traffic congestion, and a lack of community reinvestment. Neighborhoods near commercial centers present an opportunity for diverse housing options that are accessible to services.

**Residential Development.** Residential areas are often oriented inward, developed in cul-de-sacs, and spread out, with few connections to the community's commercial corridors.

**Areas to Avoid Housing Development.** Undeveloped and underutilized parcels exist throughout the community; however, they are not recommended for housing as many are located within the fire hazard zones or near industrial uses and the railroad rights-of-way.

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

**VS-1, Sustainable Growth Patterns, and VS-2, Diverse, Walkable Communities,** address the above by providing complete communities with diverse housing options for residents of Hacienda Heights, while preserving existing, established neighborhoods.

## 2. Commercial

**Limited Commercial Uses.** The core commercial area of Hacienda Heights is limited in goods and services, requiring residents to travel outside the community.

**Commercial Development.** Many commercial developments near the Hacienda Boulevard and Halliburton Road intersection are located across multiple parcels and sometimes owned by multiple owners, which leads to non-cohesive development and confusing parking layouts that are not efficiently designed.

**Car-Oriented Development.** Commercial centers are generally car-oriented with structures pushed to the rear of the lot and large parking lots fronting the street, creating non-pedestrian friendly environments.

**Walkability.** Several major commercial nodes offer opportunities to create walkable districts, especially considering the location of existing and planned bike routes.

**VS-2, Diverse, Walkable Communities, VS-3, Connected and Active Communities, VS-4, Thriving Economy and Workforce, and VS-5, Shared Community Identity and Character,** address the above by improving commercial areas to have a clear visual and experiential identity, providing a mix of commercial services and amenities, and enhancing accessibility.

## 3. Industrial and Employment Uses

**Residential/Industrial Interface.** Industrial sites along Clark Avenue are located directly across the street from single-family residences. This interface can present health and air quality concerns for residents.

**Industrial Areas.** The Industrial Opportunity Area north of SR-60 near Turnbull Canyon Road is heavily industrial and runs along railroad lines. Industrial land uses should be focused here, and incompatible uses should not be established.

**VS-2, Diverse, Walkable Communities, and VS-4, Thriving Economy and Workforce,** address the above by preserving existing industrial uses and strengthening employment for residents of Hacienda Heights.

## 4. Community Spaces and Parks

**Park Need.** Hacienda Heights is below the County goal for public space with only 36% of the community within walking distance to a park and only 3.3 local park acres per 1,000 persons. The greatest need for local park space is north of SR-60, where limited park space impacts approximately 4% of the population.

TABLE HH-1 Hacienda Heights Challenges and Opportunities

**Social Gathering Places.** Social gathering spaces and plazas in commercial areas with services and amenities are limited in Hacienda Heights.

## 5. Traffic, Transportation, and Accessibility

**Connectivity Barriers.** SR-60 and Southern Pacific Railroad run through the northern portion of the community creating barriers and challenges for creating walkable neighborhoods.

**Transportation Impacts.** Active freight and proximity to freeways and railroads creates issues related to air quality, traffic, noise, and light that impact adjacent residences and make it difficult to create walkable, connected neighborhoods.

**Car-Oriented Development and Walkability.** The car-oriented development pattern with non-connecting residential streets pushes traffic onto major roads and reinforces driving habits because residents cannot easily walk to local services, goods, or parks and open spaces.

**Transit Needs.** The community is poorly served by transit and active transportation options. Residents indicated a desire for efficient and well-connected transit options to reduce automobile dependence.

**Connectivity Improvements.** There is a need for improved connectivity through active transportation routes and trails, along with improved upkeep and maintenance of existing trails.

**Trails and Safety.** Safety concerns have been reported at designated and undesignated trail access points, which are difficult to monitor given their distribution throughout the area.

**Trails and Habitat.** There is a need to ensure that trail users and trail routes do not negatively impact native habitat and wildlife areas.

**VS-2, Diverse, Walkable Communities, and VS-3, Connected and Active Communities, address the above by enhancing connectivity through active transportation infrastructure to create complete streets and improve access for residents.**

## 6. Public Realm

**Public Realm Needs.** There is a lack of active transportation and public realm amenities, including street furniture, shading, crosswalks for improved safety, landscaping, wayfinding signage, lighting, and decorative amenities. An improvement to the public realm contributes to enhanced community identity and character.

**Sidewalks.** Residents have expressed the need for improved sidewalk accessibility and maintenance.

**VS-5, Shared Community Identity and Character, addresses the above by enhancing public realm amenities to express the community identity, creating an attractive and walkable community, and accommodating a diversity of lived experiences.**

TABLE HH-1 Hacienda Heights Challenges and Opportunities

**7. Preservation and Wildlife**

**Puente Hills.** The Puente Hills are a highly valued local asset for residents and visitors, and contain important wildlife linkages, scenic ridgelines, habitat areas, and migratory corridors for regional wildlife populations. They are largely designated as part of the Puente Hills SEA.

**Wildland/Urban Interface.** Hacienda Heights contains 25 miles of wildland/urban interface surrounding the Puente Hills, contributing to habitat fragmentation, as development has extended into the hills creating negative impacts to habitat areas.

**Hazards.** Many portions of the community fall within designated Very High Fire Hazard Severity Zones (VHFHSZs) and HMAs and should be avoided for development.

**VS-6, *Sustainable Built and Natural Environment*, addresses the above by focusing on the protection and preservation of natural and biological resources through directing development away from areas with sensitive resources, sensitive design, and conservation strategies.**

**8. Environmental and Social Equity**

**Superfund Sites.** There are two superfund sites located in the vicinity of Hacienda Heights, north of SR-60 in the City of Industry. The proximity and impacts of these facilities operating near residential areas is of considerable concern and requires cross-jurisdictional consideration.

**Disproportionately Impacted Communities.** Approximately 32% of Hacienda Heights residents live in areas within the top percentile for environmental, socioeconomic, and health impacts, indicating significant effects on the well-being of residents and workers. The most impacted areas are located in the north and west, adjacent to industrial areas, SR-60, and railroad rights-of-way.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

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

## VS 1 – Sustainable Growth Patterns

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

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

See Land Use Policy LU-1.2.

### Policy HH-1



## VS 2 – Diverse, Walkable Communities

### COMMERCIAL CENTERS AND CORRIDORS

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

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

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

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

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

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

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

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

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

## MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

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

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



## PUBLIC AND SEMI-PUBLIC FACILITIES

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

See Land Use Policy LU-3.18.

### Policy HH-14

## INDUSTRIAL AND EMPLOYMENT USES

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

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

## PARKS, OPEN SPACES, AND TRAILS

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

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

## VS 3 – Connected and Active Communities

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

### Policy HH-19

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

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

**Policy HH-21: Residential Pathways.** In residential areas where sidewalks may not exist, require visual indicators, such as safety striping and signs, to delineate driving areas from non-vehicular areas.

**Policy HH-22: Local Transit.** Expand the community shuttle service and create routes to better link residential neighborhoods to commercial areas and community facilities. Promote and expand the Park and Ride bus system, including providing bike parking facilities at Park and Ride locations. Explore opportunities to expand micro-transit options and alternatives, including local Dial-a-Ride, on-demand, and other paratransit service.

**Policy HH-23: Upgraded Bike Lanes.** Upgrade existing Class II and III bike lane designations to Class I, where feasible. Ensure all new bike lanes are Class I or better, where infrastructure permits.

**Policy HH-24: Bicycle Infrastructure.** Install safe bike accommodations in appropriate places along Hacienda Boulevard, Colima Road, and other well-traveled roads. Add and maintain new bike racks and lockers at major bus stops in commercial areas and at all community facilities.

## VS 4 – Shared Community Identity and Character

**Policy HH-25: Community Identity.** Create a cohesive identity and design program for public realm amenities that reflects the character of Hacienda Heights. Incorporate a coordinated branding and signage program to beautify primary corridors and central areas, with coordinated amenities in the public realm, including street furniture, street lighting, bike lanes, signage, public art, native drought-tolerant street trees and landscaping, and other strategies that lend a cohesive identity to the commercial and public realm of Hacienda Heights. Prioritize beautification of major corridors that lead to commercial centers, village centers, recreation, and open spaces, and those that provide an entrance to the community, including Hacienda Boulevard, Azusa Avenue, Stimson Avenue, and Colima Road.

**Policy HH-26: Community Gateways.** Promote a welcoming experience by creating community gateways through identifying signage or other visual cues at the primary entryways into the community. Prioritize the entrances on major corridors that lead to commercial and village centers, at Hacienda Boulevard to the north, and Azusa Avenue at Colima Road to the east.

See Community Character and Design Policy CC-1.8.

### Policy HH-26

**Policy HH-27: Enhance Active Transportation Corridors.**

Enhance local walkways and bikeways with native drought-tolerant landscaping, pavement treatments, and other beautification measures. Promote the installation of native drought-tolerant shade trees and landscaping along public rights-of-way and medians. Balance beautification efforts with the space needed for bike lanes. Added medians and landscaping should not take precedence over the need for protected bike lanes.

**Policy HH-28: Street Maintenance.** Ensure regular maintenance of the public right-of-way, particularly damage resulting from the heavy use of local roads by truck traffic. Develop and ensure continuous funding of public street and sidewalk maintenance, including repairs, repaving, and lighting.

**Policy HH-29: Trash Receptacles.** Provide garbage and recycling receptacles in public places throughout the community. For residential neighborhoods, ensure that trash receptacles are effectively screened from view from the street outside of scheduled garbage collection times.

**Policy HH-30: Pathway Maintenance.** Maintain all sidewalks, crosswalks, paths, and overpasses in a clean and safe manner, including recementing, removing weeds, and repairing utility boxes. Use sustainable paving materials, when possible.

**Policy HH-31: Concrete Masonry Wall Beautification.** Promote visual continuity of private walls that face rights-of-way, and primary and secondary roads and highways in Hacienda Heights. Identify possible options and design strategies to beautify the concrete masonry walls through the use of uniform paint, design, or other devices or decorative materials and landscaping. Engage community members in decision-making and present possible design options for community input and participation in the selection of a design.

## VS 6 – Sustainable Built and Natural Environment

**Policy HH-32: Protect Migrating Wildlife.** Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

**Policy HH-33: Threatened Species.** Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills through Hacienda Heights into Rowland Heights.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for additional information on preserving wildlife connectivity.

### Policy HH-34

**Policy HH-34: Canyon Preservation.** Preserve and protect Sycamore and Turnbull Canyons. The high preservation value of these canyons is noted for the rare habitat existing in a largely natural state and for the need to preserve wildlife connectivity from the Puente Hills to Chino Hills State Park.

## VS 7 – Informed, Empowered, and Environmentally Just Communities

**Policy HH-35: Permit Application Information.** Provide weekly permit application reports to any community member who requests such information.

**Policy HH-36: Project Presentations for Community Groups.** Require all discretionary permit applicants to present proposed projects early in the application process to the Hacienda Heights Improvement Association or other community groups that requests presentations. Applicants will be required to present projects on multiple occasions as needed and as the project is revised.

## 8.7 North Pomona

### A. INTRODUCTION

North Pomona is a community of 567 residents. Approximately 32.6 acres in area, it is the smallest unincorporated community in the ESGV. The community is located in the northeast portion of the Planning Area, surrounded by the city of Pomona to the west and south, and the city of Claremont to the east and north. From the late 1800s, the area served as a major citrus producer and agricultural hub. The arrival of the railroads in the latter part of the 1800s further spurred industry and development. The name Pomona comes from the Roman goddess of fruitful abundance.

### B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

**TABLE NP-1 North Pomona Challenges and Opportunities**

**Lack of Housing Type Diversity.** The existing land use in North Pomona consists of single-family homes, as well as a mobile home park. Similar to other communities in the Planning Area, North Pomona lacks a diversity of housing types. This can create pressure on the existing housing stock, leading to affordability concerns and unintended land use outcomes.

**Community Wayfinding.** Due to the small size of the community, it can be difficult to determine community boundaries, which can limit community identity and make navigation confusing.

**Annexation.** The North Pomona community is very small in size and is surrounded by incorporated cities. In this configuration, the provision of community services may be more inefficient than through the annexation of these islands into the adjacent cities. Where feasible, further investigation may be needed to determine the long-term viability of smaller, unincorporated islands, like North Pomona, remaining independent of their city neighbors.

TABLE NP-1 North Pomona Challenges and Opportunities

**Thompson Creek.** Thompson Creek passes through the northwestern tip of North Pomona. The creek is overseen by the Los Angeles County Flood Control District and connects to the San Jose Creek to the south. Where feasible, this creek should be studied as part of the San Gabriel Valley Greenway Network, considering its potential viability as a multi-use pathway that connects to the San Gabriel River Trail and other regional destinations.

**Community Mobility.** Transit access in the North Pomona is relatively limited. The community has no central gathering point and relies on large arterials for traveling to adjacent jurisdictions. Nearby destinations include Foothill Boulevard, a major commercial corridor located between the North Pomona community islands. Coordination with adjacent jurisdictions, like the cities of Pomona and Claremont, is vital to ensure high-quality pedestrian infrastructure connects residential neighborhoods to nearby destinations.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

### VS 1 – Sustainable Growth Patterns

**Policy NP-1: Annexation.** Explore the feasibility of annexing North Pomona to the City of Pomona to provide needed services and infrastructure more efficiently to the community.

### VS 2 – Diverse, Walkable Communities

#### PARKS, OPEN SPACES, AND TRAILS

**Policy NP-2: Pedestrian Infrastructure.** Coordinate with surrounding jurisdictions to implement high-quality pedestrian infrastructure that connects nearby residential neighborhoods to the Foothill Boulevard commercial corridor.

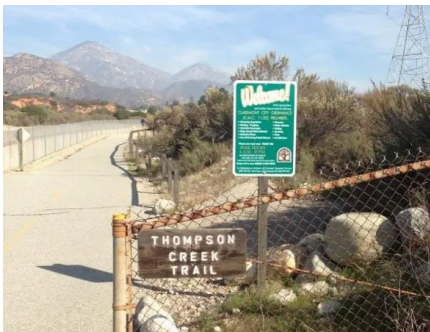


### VS 3 – Connected and Active Communities

**Policy NP3: Multi-Use Path.** Study Thompson Creek as part of the San Gabriel Valley Greenway Network, considering its potential viability as a multi-use pathway that connects to the San Gabriel River Trail and other regional destinations.

**Policy NP4: Pedestrian Plan.** Explore the development of a pedestrian plan for the community of North Pomona to improve wayfinding and connectivity.

### VS 4 – Shared Community Identity and Character



**Policy NP5: Wayfinding.** Provide clear signage in North Pomona with signs that give the community its own unique identity while being a part of the greater ESGV. Use signs to mark arrival, provide direction and distance to important destinations, and clearly guide pedestrians and cyclists.

### VS 6 – Sustainable Built and Natural Environment

**Policy NP-6: Waterways.** Maintain, protect, restore, and enhance Thompson Creek which provides a unique environmental feature in North Pomona and provide wayfinding signage, clear entrance points, and connective paths to other areas of the community.

# 8.8 Pellissier Village

## A. INTRODUCTION

Pellissier Village is a 202-acre unincorporated community located in the southwest part of the Planning Area. The community shares a boundary with the City of Industry to the south. The community is bounded by two freeways—I-605 to the east and SR-60 to the north. The San Gabriel River forms the western boundary to the community and provides a source of recreation.

The name Pellissier Village comes from a prosperous dairy ranching family who owned the land in the area from the 1880s to the 1950s. Ranching in the area started coming to an end around the late 1940s. Land around the Pellissier dairy farm was being annexed for industry and other land uses, such as freeway construction, Rio Hondo College, Rose Hills Memorial Park, and Puente Hills Landfill. The remaining ranch land throughout the county was sold and subdivided to support the post-World War II housing boom.

## B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE PV-1 Pellissier Village Challenges and Opportunities

<p><b>Residential Lots and Structures.</b> Residential lots in the community are narrow and deep compared to other communities in the ESGV. The shape of these lots provides opportunities for animal keeping or additional accessory units. Over time, non-compliant structures and facilities have been constructed in the community, which may not meet building code and Animal Care and Control standards.</p>
<p><b>Maintenance.</b> Most of the homes in Pellissier Village were constructed around the same time during the mid-20th century, but upkeep and maintenance of some properties in this community is inconsistent. Some properties need attention and investment to improve façades and existing structures.</p>



**TABLE PV-1 Pellissier Village Challenges and Opportunities**

**Parks and Open Space.** The community has limited open space and parks, and the associated amenities, which are important for increasing access to recreation facilities and greenery. Based on the 2016 Parks Needs Assessment, about 1.4 acres of parkland is provided per 1,000 residents, below County averages of 3.3 acres/1,000. The majority of residents have moderate park needs.

**Community Access.** Kella Avenue is the only road that accesses Pellissier Village. The community has direct access to the San Gabriel River Trail, but no other access points. This presents accessibility concerns for residents, especially during emergencies or disasters. Where feasible, existing access points should be enhanced with infrastructure to improve accessibility and safety. Development in the community should be limited to avoid straining existing access points.

**Connection to San Gabriel River Trail.** A proposed Class I bike path in the northern portion of the community provides an opportunity to connect residents, including equestrians, both to the San Gabriel River Trail to the west and to adjacent communities along this regional path.

**Freeway Adjacency.** The community is somewhat hidden and hemmed in by freeways, the San Gabriel River, and industrial areas in the City of Industry. This creates challenges in improving community access and walkability, and poses air quality issues for adjacent residential properties.

**Lack of Walkability.** The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

**Equestrian Tradition.** Pellissier Village holds a long tradition of horsekeeping and equestrian uses, as acknowledged by the 1976 designation of the Pellissier Village Equestrian District. Where feasible, the equestrian identity of this community should be highlighted and considered, especially as new infrastructure and amenities are proposed.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

## VS 3 – Connected and Active Communities

**Policy PV1-: Improve Community Access.** Enhance existing access points with infrastructure to improve accessibility and safety.

**Policy PV-2: San Gabriel River Trail.** Prioritize the development of a proposed Class I bike and multi-use path in the northern portion of the community to provide opportunities to connect residents, including equestrians, both to the San Gabriel River Trail to the west and to adjacent communities along this regional path.

## VS 4 – Shared Community Identity and Character

**Policy PV-3: Preserve Equestrian District.** Maintain Pellissier Village's rural and equestrian character through the preservation of its equestrian district and bridle paths.

**Policy PV-4: Provide Additional Equestrian Amenities.** Explore the possibility of acquiring property in Pellissier Village for the development of shared equestrian uses, including community stables and feeding and riding areas.

**Policy PV-5: Wayfinding.** Utilize the proposed Class I bike path in the northern portion of the community as an opportunity to provide signage that contributes to Pellissier Villages' unique identity while also recognizing the community as being a part of the greater ESGV.

See Community Character and Design Policy CC-1.2.

### Policy PV-3



## 8.9 Rowland Heights

### A. INTRODUCTION

The Rowland Heights community is approximately 13 square miles and is located in the southern part of the Planning Area. The community has a population of 48,231 and is characterized by scenic hillsides and residential uses. Rowland Heights has varied topography rising from the valley floor at the northern edge of the community to the slopes of the Puente Hills bordering Orange County. The community is surrounded by the cities of Industry on the north, Brea (Orange County) on the south, Diamond Bar on the east, and La Habra Heights on the west. In addition, the unincorporated communities of Hacienda Heights and South Diamond Bar are located to the west and southeast.

### B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table RH-1, Rowland Heights Challenges and Opportunities**). Several outreach events and a visioning workshop were conducted where residents shared what they value, their concerns, and desired improvements. In addition, DRP met monthly for over a year with the Rowland Heights Planning Advisory Group, a group that was convened by the Rowland Heights Community Coordinating Council to discuss updates to the Rowland Heights Community Standards District and the ESGVAP. The group consisted of several members of the Rowland Heights Community Coordinating Council and other interested community members.

Major themes the community identified at the engagement events related to housing affordability, fear of displacement, improvements to commercial areas, increasing retail options, proximity to local industrial uses, traffic congestion, road safety, and access to transit. These challenges and opportunities, presented in Table RH-1, serve to inform the preparation of community-specific land use, zoning, policies, and programs for Rowland Heights.

TABLE RH-1 Rowland Heights Challenges and Opportunities

**1. Residential**

**Housing Options.** A lack of diverse housing options leads to long term impacts, including housing unaffordability, increase in traffic congestion, unpermitted additions, and a lack of community reinvestment.

**Residential Development Pattern.** Residential areas are often oriented inward, with few connections to nearby amenities and services. While this beneficially limits through traffic, it unfortunately also limits walkability and community connectivity. The nature of the existing development pattern, which includes cul-de-sacs, wide rights-of-way without landscaping, narrow sidewalks, lack of transit options, and lack of services and amenities, has increased automobile reliance, exacerbating air quality, pollution, congestion, and noise issues (particularly on Colima Road).

**Short-Term Rentals.** Housing units rented out for short-term housing can lead to issues with parking, noise, and limit the availability of long-term rental housing.

**VS-1, Sustainable Growth Patterns, and VS-2, Diverse, Walkable Communities,** address the above by providing diverse housing options near major commercial corridors that enhance the existing character of the community and preserve the existing HMAs and SEAs.

**2. Commercial**

**Commercial Areas.** Commercial areas are primarily located along Colima Road and Gale Avenue. Lack of commercial uses outside of these areas results in residents traveling outside of the community to find work, goods, and services.

**Commercial Design.** Commercial properties are generally car-oriented, with large, often inefficiently designed parking areas fronting roads, limiting pedestrian connectivity and vibrancy of commercial areas.

**Revitalization.** Major corridor and intersection revitalization opportunities exist on Colima Road, between S. Azusa Avenue and Fairway Drive; there are various vacant and aging parcels along this corridor.

**VS-2, Diverse, Walkable Communities,** address the above by revitalizing existing commercial uses along Colima Road and adding commercial uses that create attractive, accessible, and community-serving centers.

**3. Industrial and Employment Uses**

**Industrial Areas.** Existing land uses north of SR-60 between Nogales Road and Fairway Drive share boundaries with the City of Industry and heavily industrial areas that run along the railroad lines.

**Residential/Industrial Interface.** Residential and other sensitive uses are proximate to industrial uses in the north part of the community with potential negative impacts. Additional residential uses should be avoided in this area.

**TABLE RH-1 Rowland Heights Challenges and Opportunities**

**Employment.** There are not enough employment-generating uses in the community to employ the current population, forcing residents to travel outside of the community for employment.

**VS-2, *Diverse, Walkable Communities*, and VS-4, *Thriving Economy and Workforce*,** address the above by focusing on industrial uses and enhancing and increasing employment opportunities within Rowland Heights.

#### 4. Community Spaces and Parks

**Downtown Gathering Space.** Enhanced commercial uses along Colima Road could include mixed-use development, a restaurant row, night markets, gathering spaces, plazas, placemaking elements, neighborhood serving stores, and mom-and-pop establishments to promote a “vibrant downtown center” as a center of activity and community gathering.

**Park Needs.** According to the 2016 Countywide Parks and Recreation Needs Assessment, 27% of the community’s population lives within a half mile of a park, far less than the County average of 49%. Approximately 33% of the community has a “very high need” or “high need of additional park space.”

**Open Space Access.** In general, hillside communities are adjacent to open space areas, but the neighborhoods in the northeastern section of Rowland Heights lack access to these amenities and open space uses.

**VS-2, *Diverse, Walkable Communities*,** addresses the above by enhancing social gathering places where people can connect and enjoy the community assets, services, and amenities.

#### 5. Traffic, Transportation, and Accessibility

**Transportation Infrastructure.** SR-60 is located at the northern boundary and SR-57 is located at the eastern boundary of the community. The proximity to freeways and railroads creates air quality issues for adjacent residential uses.

**Car-Oriented Patterns.** The existing development pattern is car-oriented which increases automobile reliance and contributes to greater greenhouse gas emissions, air pollution, and noise.

**Traffic Congestion.** The proximity of SR-60 to industrial clusters in the region, as well as limited alternative transportation options, has led to significant traffic congestion on the freeway and major corridors throughout the area.

**Goods Movement.** The high frequency of goods movement results in truck traffic spilling over into secondary highways to avoid traffic congestion, resulting in impacts to residential quality of life.



TABLE RH-1 Rowland Heights Challenges and Opportunities

**Collision Concentration Corridors.** Collision concentration corridors are located along Colima Road, at the intersections of Nogales Street and Fairway Drive, and along Batson Avenue. The intersection of Fullerton and Colima Roads has also been voiced as a collision area of concern. Additionally, speeding, road racing, and “donuts” on Pathfinder Road and other major arterials have been observed, causing added safety concerns.

**Amenities.** Residential areas use arterials such as Fullerton Road, Nogales Street, and Pathfinder Road, which have few amenities for pedestrians and bikers, and are perceived to be unsafe and unpleasant to walk or bike along.

**Mixed-Use Development.** Increased active transportation can be supported by mixed-use development patterns, through retrofitting the inherited infrastructure, and by incorporating a public realm strategy that prioritizes active transportation.

**Transit.** There is an opportunity to develop a well-connected, easily accessible, and efficient transit system. This transit system could include an on-demand community shuttle or circulator that serves residents.

**VS-2, Diverse, Walkable Communities, and VS-3, Connected and Active Communities, address the above by enhancing connectivity through creating complete streets, increasing active transportation and road infrastructure, and improving commercial access for residents.**

## 6. Public Realm

**Walkability.** Walkable access to nearby community amenities is often difficult due to the lack of connecting streets.

**Public Realm.** The public realm is lacking a brand—unified signage, beautification, and distinct public realm amenities—to unify the main commercial corridor and foster a distinct community identity. There is an opportunity to enhance commercial areas with pedestrian-friendly infrastructure, beautification, and landscape design to create a public realm that supports active transportation and community identity.

**Wayfinding.** There is little to no wayfinding signage to identify community boundaries and amenities.

**Shade and Greenery.** Tree canopy and greenery can be added to improve major roads with landscaping along sidewalks, medians, and walking paths.

**VS-3, Connected and Active Communities, and VS-5, Shared Community Identity and Character, address the above by enhancing public realm amenities that provide community identity, create attractive and safe walkable spaces, and accommodate a diversity of needs.**

## 7. Preservation and Wildlife

**Preservation.** Growth should be avoided in the hillsides located in the southern and southeastern area of the community, including areas in the Puente Hills SEA and fire hazard areas.

**TABLE RH-1 Rowland Heights Challenges and Opportunities**

**Industrial Areas.** The northern portion of the community includes heavy manufacturing near sensitive uses (residential); as such, additional residential uses should be avoided in this area.

**Ridgelines.** The community contains scenic ridgelines and there is an opportunity to protect this valued local asset with regulatory standards.

**Wildlife Corridors and Connectivity.** Wildlife corridors connect the Puente Hills eastward to the Chino Hills. Some of this area is designated SEA, but some of the wildlife corridor remains undesignated. Development should be avoided in this area.

**Canyon Preservation.** Powder and Brea Canyons support diverse habitat and wildlife connectivity by a series of open space corridors that allow animal species to migrate. These canyons should be protected and further habitat fragmentation avoided.

**Wildfire and Safety Risks.** Much of southern Rowland Heights falls within the VHFHSZ. In the ESGV, most structures built within the wildland/urban interface are within the VHFHSZ. Increased development at the urban periphery introduces structures, roads, vehicle traffic, and people into previously undeveloped areas, increasing the probability of wildfires, which are largely human-caused. Given the severity of the threats, development in these high-risk areas should be avoided.

**VS-2, Diverse, Walkable Communities, and VS-6, Sustainable Built and Natural Environment,** address the above by focusing on the protection and preservation of natural and biological resources through preservation and conservation strategies.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

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

## VS 1 – Sustainable Growth Patterns

**Policy RH-1: Transportation Options.** Increase access to transit and active transportation options throughout Rowland Heights. In coordination with Foothill Transit, expand shuttle services and create on-demand transit options to connect neighborhoods to wider area of services (retail and public facilities) within the community and beyond.

**Policy RH-2: Transit Options for Hillside Areas.** Support development of on-demand shuttle options to serve aging populations, particularly those located in hillside areas without access to transit.

**Policy RH-3: Hillside Housing.** Minimize alteration of natural hillsides, water courses, and vegetation; in particular, preserve specimen and native trees. Focus development on land with less natural cover, excluding major ridgelines.

## VS 2 – Diverse, Walkable Communities

### RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

**Policy RH-4: Adequate Parking.** Ensure adequate parking in all residential neighborhoods, particularly in the northern and central residential neighborhoods of Rowland Heights between Azusa Avenue and Fairway Drive. Limit the parking of vehicles on public roads in residential neighborhoods.

### COMMERCIAL CENTERS AND CORRIDORS

Colima Road between Azusa Avenue and Fairway Drive is identified as the downtown of Rowland Heights.

**Policy RH-5: Downtown Corridor.** Enhance Colima Road as a pedestrian-oriented downtown gathering area and commercial corridor with amenities, services, and greenways connecting to residential neighborhoods to enhance the sense of community, diversity, and place of Rowland Heights.



**Policy RH-6: Downtown Identity and Branding.** Create a cohesive downtown identity through a coordinated placemaking program to consider unified and distinct branding, signage, public art, and public realm improvements along Colima Road. Incorporate distinct drought-tolerant, climate-appropriate native trees and landscaping along roadways and medians, unified pedestrian-scale street lighting, and coordinated public realm amenities—such as street furnishings—for Colima Road between Azusa Avenue and Fairway Drive, identifying the area as the downtown of Rowland Heights.

**Policy RH-7: Existing Commercial Centers.** Strengthen and enhance existing commercial centers on Colima Road, Jellick Avenue, and Nogales Street.

**Policy RH-8: Lot Consolidation.** Encourage and incentivize lot consolidation in commercial areas, especially vacant parcels, and parcels under different ownership where commercial uses and parking layouts spread over contiguous properties.

**Policy RH-9: Driveway Consolidation.** For discretionary projects, require consolidation of driveways to limit curb cuts and traffic disruptions.

**Policy RH-10: Site Plan Requirements.** Ensure that contiguous commercial properties under different ownership prepare coordinated site plans and parking layouts to limit the number of curb cuts and ensure clear and cohesive site layouts with efficient use of parking.

**Policy RH-11: Shared Driveways.** Facilitate shared driveway access for contiguous commercial properties under different ownership to prevent excess driveway constructions.

**Policy RH-12: Limit Curb Cuts.** To create a pedestrian-friendly public realm, limit the number of curb cuts along commercial thoroughfares.

## MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

**Policy RH-13: Village Center.** Create village centers in the northern portion of the community along Colima Road and its major intersections, where access to amenities, services, and connections through greenways is high.

**Policy RH-14: Social Gathering Area.** Encourage and incentivize the inclusion of social gathering spaces in commercial development and near existing schools through enhanced public park and open space amenities. Prioritize locations in the northern portion of the community near Colima Road, where access to existing services and amenities is high. Prioritize areas near Rowland Elementary, Alvarado Intermediate, John A. Rowland High, and Shelyn Elementary south of Colima Road, and Jellick Elementary and Ybarra Academy north of Colima Road.

## PUBLIC AND SEMI-PUBLIC FACILITIES

**Policy RH-15: Joint-Use Facilities.** Explore partnerships with schools in the community, near Colima Road and residential neighborhoods, to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents.

See Land Use Policy LU-3.18.

### Policy RH-15

## PARKS, OPEN SPACES, AND TRAILS

**Policy RH-16: Equitable Open Space Distribution.** Increase open space amenities and access to existing open space to neighborhoods located in the northeastern section of Rowland Heights, which represent the share of the community that is in very high need or high need of additional park space.

## NATURAL, CULTURAL, AND BIOLOGICAL RESOURCES

The following policies address how to preserve the natural and biological resources in Rowland Heights through the acquisition of undeveloped lands in the Puente Hills to maintain a critical wildlife linkage and corridor, preserve ridgelines, and prevent expansion of the wildland/urban interface and habitat fragmentation.

**Policy RH-17: Paleontological and Archeological Resources.** Ensure permanent preservation of Chalk Hill and other areas with paleontological and archeological resources.

**Policy RH-18: Native American Sites.** Support the study, survey, and recognition of Indigenous American/Gabrielesño/Tongva sites of importance in Rowland Heights.

**Policy RH-19: Brea Canyon Road.** Prohibit the widening of Brea Canyon Road and maintain the current width as it exists in the county for maximum protection of habitat areas.

**Policy RH-20: Equestrian Uses.** Support the preservation of agriculture and equestrian uses in the central section of Rowland Heights, south of Colima Road along Desire Avenue and around Native Avenue, north of Pathfinder Road.

**Policy RH-21: Protect Migrating Wildlife.** Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

**Policy RH-22: Threatened Species.** Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of the southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills through Hacienda Heights into Rowland Heights.

### VS 3 – Connected and Active Communities

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

#### Policy RH-23

**Policy RH-23: Complete Streets.** Create complete streets from neighborhoods leading to Colima Road, commercial uses, and village centers.

**Policy RH-24: Connected Pathways.** Support the preservation, maintenance, and expansion of heritage agricultural pathways known as cat walks. Use multi-use pathways and trails to connect neighborhoods to schools, retail, services, public facilities, and active transportation routes.

## VS 4 – Shared Community Identity and Character

**Policy RH-25: Community Gateways.** Mark prominent community entrance points with special design and architectural enhancements. Prioritize the entrances on major corridors near commercial and village centers, at Azusa Avenue, Fullerton Road, Nogales Street, and Fairway Drive to the north and south, and Colima Road to the west and east.

**Policy RH-26: Preserve Ridgeline Aesthetic.** Protect the visual qualities of scenic areas including ridgelines, hillsides, and views from public roads and trails, particularly in the Brea Canyon Cut-Off area and Puente Hills.

See Community Character and Design Policy CC-1.8.

### Policy RH-25

## VS 7 – Informed, Empowered, and Environmentally Just Communities

**Policy RH-27: Permit Application Information.** Provide weekly permit application reports to any community member who requests such information.

**Policy RH-28: Project Presentations for Community Groups.** Require all discretionary permit applicants to present proposed projects early in the application process to the Rowland Height Community Coordinating Council or other community groups that requests presentations. Applicants will be required to present projects on multiple occasions as needed and as the project is revised.





## 8.10 South Diamond Bar

### A. INTRODUCTION

South Diamond Bar consists of 5.6 square miles of largely undisturbed natural area, with no residents, located in the southeast part of the Planning Area. It shares boundaries with cities of Diamond Bar to the north and Chino Hills to the east, Orange County to the south, and the unincorporated community of Rowland Heights to the west. The community contains the Firestone Boy Scout Reservation. In addition, SR-57 runs along the western boundary through natural areas, connecting to Orange County and SR-60.

### B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

**TABLE SDB-1 South Diamond Bar Challenges and Opportunities**

#### 1. Wildland/Urban Interface

**Limiting Wildland/Urban Interface and Habitat Fragmentation.** This is a largely undisturbed natural area, with natural watercourses and a wealth of sensitive biological resources that are becoming increasingly threatened by expansion of the wildland/urban interface, with negative impacts to biological resources, wildlife, and increased wildfire hazard threats. Conflicting needs exist countywide, however, the need to preserve the continuity of the remaining habitat areas should not be compromised or negatively impacted by development needs.

**Wildlife-Vehicle Collisions and Wildlife Crossings.** Development encroaching into habitat areas impacts wildlife movement, increases habitat fragmentation, and results in collisions and increased dangers to wildlife. Wildlife have been documented using major arterial roads and highways to cross the hills, mostly by use of dangerous surface crossings when wildlife undercrossings and passages are not available. Studies of wildlife crossing points should be undertaken to assess needed locations of future wildlife crossings. The construction of dedicated wildlife crossings, separated from vehicular traffic, would support wildlife movement and improve safety for humans and animals.

**TABLE SBD-1 South Diamond Bar Challenges and Opportunities**

**Wildfire and Safety Risks.** South Diamond Bar falls within the VHFHSZ. In the ESGV, most structures built within the wildland/urban interface are within the VHFHSZ. Increased development at the urban periphery introduces structures, roads, vehicle traffic, and people into previously undeveloped areas, increasing the probability of wildfires, which are largely human-caused. Given the severity of the threats, development in these high-risk areas should be avoided.

## **2. Preservation of Biological Resources**

**Puente Hills SEA.** South Diamond Bar is part of the Puente Hills SEA, which has been designated a State Important Bird Area by Audubon California. The South Diamond Bar portion of the SEA contains the largely undisturbed Tonner Canyon. Several plant communities within this SEA are designated by the California Department of Fish and Wildlife as highest priority communities, including walnut woodland, oak riparian woodland, stands of southern willow scrub along drainages, scattered freshwater marsh, and coastal sage scrub.

## **3. Preservation of Significant Ridgelines**

**Significant Ridgelines.** The area contains significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided. As with other communities located in the foothills, significant ridgelines should be identified, and protection requirements should be developed.

## **4. Preservation of Wildlife Movement Corridors and Linkages**

**Puente Hills Wildlife Corridor.** The Puente Hills are a key area for wildlife movement connecting to the Chino Hills State Park. The area contains undeveloped, privately owned properties and land that is predominantly designated as SEA. There is a strong desire by residents in the community to see the wildlife corridor protected and preserved.

**Wildlife Linkages and Corridors.** The Puente/Chino Hills function as both an important wildlife linkage and resident habitat area for regional wildlife populations. Tonner Canyon and other major canyons throughout the ESGV, are connected by a series of open space corridors, which allows wildlife populations to migrate. The space and linkages for wildlife movement are crucial for the maintenance of biological diversity and population viability especially with increasing threats from climate change.

## **5. Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels**

**Channelization.** It is estimated that the San Gabriel Valley has lost 86% of its historical wetlands. Agricultural, and later urban and suburban development, in the San Gabriel River watershed prompted channelizing the river and creeks. Native riparian vegetation was removed for farmland and orchards, and river waters were diverted for crop production.

**TABLE SBD-1 South Diamond Bar Challenges and Opportunities**

**Riparian Areas, Creeks, and Natural Drainages.** Riparian corridors, wetlands, streams, and natural drainages are found across South Diamond Bar. The streams collect at the base of the main canyon, Tonner Canyon, and the other minor canyons in the community. The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections.

#### 6. Critical Habitat for Endangered Species

**Critical Habitat.** The southwest portion of South Diamond Bar, also in the Puente Hills SEA, is designated by the U.S. Fish and Wildlife Service as critical habitat for the federally threatened coastal gnatcatcher, which is found in coastal sage scrubland all the way across the Puente Hills, into the southwest portions of South Diamond Bar and into Orange County. Habitat loss is the primary threat to the species, as coastal sage scrubland is eagerly sought by developers for residential development.

#### 7. Multi-jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages

**SEA Protections Across Jurisdictions.** The Puente Hills SEA continues into the unincorporated communities of Rowland Heights and Hacienda Heights, as well as adjacent jurisdictions, including the cities of Diamond Bar, Industry, La Habra Heights, Montebello, Pico Rivera, South El Monte, and Whittier. In some cases, other jurisdictions may not yet have adopted a comparable program for protection of biological resources. In the past, some property owners have sought annexation to avoid the regulatory review and controls of the SEA program. There are opportunities for regional collaboration to protect natural and biological resources that exist across jurisdictional boundaries. Coordinated efforts to preserve and protect priority conservation areas is key to prevent further habitat fragmentation and loss.

#### 8. Hazards

**Flood, Landslide, and Liquefaction Hazards.** The southern part of Tonner Canyon is designated as a flood hazard area for the 100-year flood. Almost all of South Diamond Bar, which consists of sloping hillsides, is designated as a landslide hazard area. In addition, the bottom of Tonner Canyon, as a riparian and wetland area, is a designated liquefaction hazard zone.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, and Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies particularly relevant to South Diamond Bar. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan’s policies.

### VS 1 – Sustainable Growth Patterns

**Policy SDB-1: Preservation Areas.** Avoid development within South Diamond Bar due to hazards and environmental designations, such as SEA, VHFHSZ, landslide, and flooding designations. The SEA, HMA, VHFHSZ, and hazard designations make the community appropriate for preservation.

**Policy SDB-2: Canyon Preservation.** Preserve Tonner Canyon, including its riparian oak woodlands, natural drainages, streams, wetlands, and creeks.

**Policy SDB-3: Tonner Canyon Road.** Prohibit widening of Tonner Canyon Road and the development of any major or secondary highways for public use in South Diamond Bar.

**Policy SDB-4: Wildlife Corridor Planning.** Support studies, planning, and implementation for wildlife corridor projects that enhance connectivity in South Diamond Bar and throughout the Puente Hills to Chino Hills. Support works that assess the location needs and construction of safe and protected wildlife crossings, separated from vehicular traffic, especially to facilitate east-west movement of wildlife.



## VS 6 – Sustainable Built and Natural Environment

**Policy SDB-5: Preservation of Biological Resources.** Direct development away from natural and biological resource areas, including those identified in the Puente Hills SEA and those found on lands outside of the designated SEAs. Maintain the natural environment and resources within the community, including vegetation, wildlife, habitats, waterways, and ridgelines.

**Policy SDB-6: Hydrologic Resources.** Preserve wetland areas, natural drainages, and riparian corridors on undeveloped lands, particularly in the Tonner Canyon area, and direct development away from these areas.

**Policy SDB-7: Multi-Jurisdiction Collaboration.** Collaborate with local and regional agencies, such as the Puente Hills Habitat Preservation Authority, on the planning, acquisition, and management of lands containing biological resources in the Puente Hills SEA, from the Puente Hills through South Diamond Bar extending to Chino Hills, for their protection and preservation in perpetuity.

**Policy SDB-8: Protect Migrating Wildlife.** Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

**Policy SDB-9: Threatened Species.** Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills.

# 8.11 South Walnut

## A. INTRODUCTION

South Walnut is approximately 75 acres and consists of two distinct unincorporated areas in the southeastern portion of the Planning Area. It consists almost entirely of industrial uses with no housing units or residents. For the purposes of this section, the two areas of South Walnut will be referred to as the north island and the south island.

## B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

**TABLE SW-1 South Walnut Challenges and Opportunities**

**Annexation.** South Walnut consists of two unincorporated industrial islands surrounded by incorporated cities. In the case of the south island, the entire island is surrounded by one city. In this configuration, the provision of community services may be more inefficient than through the annexation of the islands into the adjacent cities.

**South Island Industrial Revitalization.** The south island is located across the street from the Industry Metrolink Station, the only Riverside Line station in the ESGV area. Currently used for warehousing, storage, and distribution uses, the southern island could benefit from different flex uses that blend the activities of light industrial uses and office uses. Proximity to a regional transit hub can allow for the development of industrial flex spaces, like incubator firms and specialized/artisanal manufacturing that attract specialized talent from across the region. This area should be identified for future opportunities to revitalize.

**Active Freight.** There is a freight and passenger line that cuts through the area diagonally. This creates traffic and noise impacts and can serve as a barrier to improve walkability in the area.

**TABLE SW-1 South Walnut Challenges and Opportunities**

**San Jose Creek Channel.** The San Jose Creek, currently utilized as a storm channel, serves as a southern boundary of the north island. The San Gabriel Valley Greenway Network project aims to improve pedestrian connectivity along these channels, including portions of the San Jose Creek. This channel connects to the San Gabriel River Trail to the west, which provides regional connections. Where feasible, the San Jose Creek should be improved as a multi-use pathway, complete with pedestrian amenities and landscaping, balanced with the existing needs of the storm channel. This off-street pathway can be used by employees in South Walnut businesses to travel to and from work.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

### VS 1 – Sustainable Growth Patterns

**Policy SW-1: Annexation.** Explore the feasibility of annexing South Walnut into adjacent cities to provide needed services and infrastructure more efficiently to the community.

### VS 2 – Diverse, Walkable Communities

#### INDUSTRIAL AND EMPLOYMENT USES

**Policy SW-2: Industrial Revitalization.** Identify opportunities to revitalize the south island of South Walnut for more varied industrial uses, including flex uses and offices.

**Policy SW-3: Maximize Employment Uses near Transit.** Incentivize business to fill the vacant sites in the industrial employment center located on Valley Boulevard that are within a half mile of a major transit stop to reduce automobile reliance.





## VS 3 – Connected and Active Communities

**Policy SW-4: Pedestrian Mobility.** Improve pedestrian access to South Walnut with amenities like improved street lighting and shade trees to encourage alternative modes of travel for area workers, especially to the nearby Industry Metrolink Station and the San Jose Creek pathway.

## 8.12 Unincorporated North Whittier

### A. INTRODUCTION

Unincorporated North Whittier is a 124-acre unincorporated community located in the west part of the Planning Area. The community is bounded by the San Jose Creek to the north, San Gabriel River to the east, and the City of Industry, the unincorporated community of Pellissier Village, and the Union Pacific Railroad line to the south. The community has two freeways running through it, I-605 and SR-60, as well as the extensive freeway interchange between the two. The area was largely used for ranching and agriculture until the mid-20th century when land in the area was annexed for industry and subdivided for housing.

### B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

**TABLE UNW-1 Unincorporated North Whittier Challenges and Opportunities**

#### 1. Access and Walkability

**Freeway Adjacency Impacts.** Unincorporated North Whittier is bisected by two major freeways, I-605 and SR-60, as well as the extensive freeway interchange between the two. This divides the community into four separate areas, which is a major challenge for creating a sense of community cohesion.

**Auto-Dependency.** The nature of the street network—with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses—has increased automobile reliance, exacerbating air quality, pollution, and noise.

**TABLE UNW-1 Unincorporated North Whittier Challenges and Opportunities**

**Walkability.** The residential area off of Cambray Drive does not contain sidewalks. Sidewalks in the area are frequently interrupted by driveways designed for large trucks. Pedestrian crossing infrastructure, though present in the area at specific intersections, are designed to maximize car throughput and thus only allow crossings on specific corners. The industrial nature of development and infrastructure in the area, along with the presence of freeways, creates an uninviting walking environment with little tree cover and minimal pedestrian amenities. Under these conditions, there are few destinations in the area that are realistically accessible by walking.

**Workman Mill Road.** Unincorporated North Whittier has access to the San Jose Creek Trail via Workman Mill Road, as the street crosses over the creek and into the unincorporated community of Avocado Heights. Workman Mill Road is the primary road used to access the residential areas in unincorporated North Whittier. The commercially designated area located at its intersection with Whittier Woods Drive could be a target for more diversified commercial uses to service both employees and residents in the community. This area is also easily accessed by the river trail to the north and east.

## 2. Incompatible Uses

**Land Uses.** The collection of uses in unincorporated North Whittier are varied and could be incompatible with existing residential areas. These uses include important government infrastructure, freeways, and railroad rights-of-way. New housing is not advisable in this area because of the lack of available community services and proximity to intensive infrastructure, like freeways, which can cause harmful health impacts. There is also the Union Pacific Railroad line that runs along the southern edge of the two residential parts of the community, which can contribute to traffic and noise impacts.

**Sensitive Uses.** Areas within 500 feet of a freeway should be avoided for sensitive land uses. Due to the prevalence of two freeways and a heavy interchange, that may preclude opportunities for residential land uses in this area.

## 3. Parks and Trails

**San Jose Creek Trail.** The nearby San Jose Creek Trail, along an existing flood control channel, provides connections to the San Gabriel River Trail. An important piece of the San Gabriel Valley Greenway Network, this trail can connect residents to major regional destinations. Where feasible, new pedestrian infrastructure in the area should be oriented toward enhancing connections to the San Jose Creek Trail.

**Parks Needs.** Based on the 2016 Parks Needs Assessment, about 1.4 acres of parkland is provided per 1,000 residents, below County averages of 3.3 acres/1,000. About 43% of residents have moderate park needs, primarily concentrated in the south neighborhoods.

## Land Use

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

## C. COMMUNITY-SPECIFIC POLICIES

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

### VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

#### Policy UNW-1

**Policy UNW-1: Complete Communities.** Enhance community access, connectivity, services, and amenities within walking distance of residential neighborhoods with multi-use pathways. Focus amenities and services along Workman Mill Road.

### VS 2 – Diverse, Walkable Communities

#### COMMERCIAL CENTERS AND CORRIDORS

See Land Use Policy LU-3.11.

#### Policy UNW-2

**Policy UNW-2: Commercial Use Flexibility.** Target the commercial area located at the intersection of Workman Mill Road and Whittier Woods Drive for more diversified commercial uses to service both employees and residents in the community. This area is also easily accessed by the San Gabriel River Trail to the north and east.



#### PARKS, OPEN SPACES, AND TRAILS

**Policy UNW-3: Enhance San Jose Creek Trail.** Enhance both access and improvements to the San Jose Creek Trail, which provides connections to the San Gabriel River Trail and can connect residents to major regional destinations, thereby reducing reliance on automobiles.

## VS 3 – Connected and Active Communities

**Policy UNW-4: Safe, Continuous Sidewalks.** Provide safe, continuous, and well-maintained sidewalks throughout the community. As a disadvantaged community, prioritize sidewalk improvements where many residents must rely on walking to access transit, services, and jobs.

**Policy UNW-5: Trail Connections.** Where feasible, new pedestrian infrastructure in the area should be oriented toward enhancing connections to the San Jose Creek Trail.

## VS 6 – Sustainable Built and Natural Environment

**Policy UNW-6: Sensitive Uses.** Avoid development of new sensitive uses within 500 feet of SR-60 and I-605.

## 8.13 Unincorporated South El Monte

### A. INTRODUCTION

Unincorporated South El Monte is an 83-acre unincorporated community located on the western edge of the Planning Area. It is the only unincorporated community in the Planning Area located on the west side of the San Gabriel River. The river forms the eastern boundary and provides access to recreation and trails. The community shares boundaries with the cities of El Monte to the north and South El Monte to the west and south. The community shares a long equestrian history with many other communities in the ESGV and was the first County-designated equestrian district. The area was largely used for ranching and agriculture until the mid-20th century, when land in the area was subdivided and developed for housing.

### B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table USEM-1, Unincorporated South El Monte Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific policies and programs for unincorporated South El Monte.

**TABLE USEM-1 Unincorporated South El Monte Challenges and Opportunities**

**Commercial Property Revitalization.** A couple of commercial properties are located in the northwest corner of the community's boundaries along Rush Street. A catalyst project on these properties, with uses oriented toward the community's needs, could help connect the unincorporated community to the Durfee Avenue commercial corridor.

**Community Jurisdiction.** Unincorporated South El Monte is one of the smallest communities in the ESGV area by size and population. The community is surrounded on two sides by the City of South El Monte, one side by the City of El Monte, and fronts the San Gabriel River on the eastern side. There may be inefficiencies and inequities with the provision of public services for a community this small. One option to alleviate these inequities is to determine the feasibility of annexation of the unincorporated community into one of the neighboring jurisdictions.

**TABLE USEM-1 Unincorporated South El Monte Challenges and Opportunities**

**San Gabriel River Trail.** The community is located along the San Gabriel River Trail, which provides numerous connections to places across the county and region. Continued improvement of this vital link, as well as improvements to the safety and aesthetics to this connective resource, could greatly benefit the community.

**Crossings.** There is a lack of pedestrian and equestrian crossings along this section of the San Gabriel River. Where feasible, a multi-use bridge could connect communities across the river and improve access.

**Industrial Proximity.** Nearby industrial uses nearby in the City of South El Monte to the west may present challenges in siting new sensitive uses in the community.

**Employment Areas.** Major employment areas are located in close proximity to this community to the west along Durfree Avenue and Peck Road. Additionally, the San Gabriel River Trail provides accessibility by bike to employment areas along the San Gabriel River.

**Parks and Open Space Needs.** Despite the community's proximity to the San Gabriel River Trail, the community lacks additional parks and open spaces, and associated amenities. Based on the 2016 Park Needs Assessment, there is 0.7 acres of parkland per 1,000 residents, far below the County average of 3.3 acres, and only 36% of residents live within ½ mile of a park. The area falls under high and moderate park needs with high needs concentrated in the west.

## Land Use

The **Unincorporated South El Monte Land Use Map**, found in Appendix E, *Land Use Maps*, presents land use designations and establishes the general location and diversity of each land use in unincorporated South El Monte.

## C. COMMUNITY-SPECIFIC POLICIES

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



## VS 1 – Sustainable Growth Patterns

**Policy USEM-1: Annexation.** Explore the feasibility of annexing unincorporated South El Monte to a neighboring jurisdiction to provide needed services and infrastructure more efficiently to the community.

## VS 2 – Diverse, Walkable Communities

### COMMERCIAL CENTERS AND CORRIDORS

**Policy USEM-2: Revitalize Commercial Properties.** Support commercial revitalization and diversification of existing commercial uses at the intersection of Rush and Burkett Road to enhance community revitalization, support a central walkable district, and provide connections to the Durfee Avenue commercial corridor.



## VS 3 – Connected and Active Communities

**Policy USEM-3: Waterway Access.** Support the creation of a multi-use pathway and/or trail along Rush Street to the adjacent San Gabriel River Trail, which would provide enhanced access to open space amenities.

**Policy USEM-4: Enhance Community Connections.** Explore the feasibility of providing a multi-use bridge across the San Gabriel River to connect communities across the river and improve access.

## VS 4 – Shared Community Identity and Character

See Community Character and Design Policy CC-1.2.

### Policy USEM-5

**Policy USEM-5: Preserve Equestrian District.** Preserve unincorporated South El Monte's rural and equestrian character through the preservation and enhancement of its equestrian district and bridle paths. Ensure any new development contributes to preserving and enhancing the equestrian character of the equestrian district.

## 8.14 San Jose Hills Communities

### A. INTRODUCTION

The unincorporated communities of Walnut Islands and West San Dimas—referred to here as the San Jose Hills Communities—share similar geographic features with topographic variation, creeks and drainage channels, hazards, and biological resources. The San Jose Hills Communities have land uses that are made up primarily of pockets of residential development, equestrian uses, undeveloped land, institutional land, and designated open space, located along the wildland/urban interface. Below is a brief description of the characteristics and features of each of the communities.

- Walnut Islands
- West San Dimas

#### San Jose Hills Communities

### Walnut Islands

The Walnut Islands is 3.8 square miles, with a population of 5,150, located in the central part of the Planning Area. It shares boundaries with San Dimas and Covina to the north, Pomona to the east, Walnut to the south, and West Covina to the west. In the early 20th century, land surrounding the Walnut Islands was primarily used for agriculture. The area retains some rural elements, including a prevalence of horsekeeping.

Walnut Islands consists of hilly land with primarily residential uses, some government uses, and institutional uses. It contains no commercially zoned land. The East San Gabriel Valley Significant Ecological Area (SEA) is designated on parts of the community. The SEA contains sensitive and rare habitats and species that necessitate protections, including critical habitat for the federally-threatened coastal gnatcatcher (*Polioptila californica*), some of the largest remaining stands of native black walnut woodlands, and waterways which contain rare habitat.

### West San Dimas

West San Dimas is a community of 229.2 acres, with a population of approximately 330 people, located in the northern portion of the Planning Area. It is surrounded by San Dimas. Most of the homes were built in the 1950s and 1960s. The majority of the land is designated open space, known as the Walnut Creek Park, owned and managed by LA County Parks and Recreation and the Watershed Conservation

Authority. The remainder of the land remains privately-owned and undeveloped or used by an institution.

Walnut Creek Park consists of almost 70 acres of woodlands and coastal sage scrub with one of the only remaining natural waterways in the ESGV flowing through it and one of the best riparian oak woodlands in the County. Large portions of West San Dimas, including Walnut Creek, are in the East San Gabriel Valley SEA.

## B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

**TABLE SJHC-1 San Jose Hills Communities Challenges and Opportunities**

### 1. Wildland/Urban Interface

**Limiting Wildland/Urban Interface.** Recent residential and institutional development in the ESGV has occurred within the wildland/urban interface, with considerable negative impacts to natural resources and wildlife. This growth exacerbates wildfire hazard threats for both the residential populations and habitat and causes further habitat fragmentation.

**Wildlife Movement and Wildlife-Vehicle Collisions.** Development encroaching into habitat areas restricts wildlife movement and increases habitat loss. The increased presence of roads results in collisions and increased endangerment to wildlife.

**Wildfire and Safety Risks.** Walnut Islands has extensive areas in Very High Fire Hazards Severity Zones (VHFHSZs). Development in these areas results in greater risk to communities, wildlife, natural resources, and increased costs for residents and agencies for fire protection. As wildfire risks mount due to climate change, communities that have developed within the wildland/urban interface and VHFHSZs face significant challenges. Further development in these high-risk areas should be avoided.

### 2. Preservation and Biological Resources

**East San Gabriel Valley SEA.** The East San Gabriel Valley SEA contains several ridgelines and hilltops, and the major drainage of Walnut Creek on the north side of the San Jose Hills. The natural riparian section of Walnut Creek County Park is a rare natural resource in an area surrounded by development. Along most of its boundaries, the SEA is bordered by developed properties.

**TABLE SJHC-1 San Jose Hills Communities Challenges and Opportunities**

**Critical Habitat and Sensitive Communities.** Large parts of the East San Gabriel Valley SEA are designated critical habitat for the federally threatened coastal California gnatcatcher. Several plant communities within this SEA are designated by the California Department of Fish and Wildlife as highest priority communities due to their restricted distribution in the Southern California region.

**Preservation of Significant Ridgelines.** The area contains several significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided.

**Preservation of Wildlife Movement Corridors and Linkages.** With increasing threats from climate change, ensuring the ability of wildlife to migrate and maintaining continuity of open space areas is key for species survival. The East San Gabriel Valley SEA represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills and Chino Hills, serving as a migration and habitat connection between them.

**Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels.** The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections. A portion of Walnut Creek has maintained a natural creek bed, a rare remnant as many creeks have been lined with concrete and rerouted. It also has one of the best examples of riparian oak woodlands in the County. It is one of the few remaining natural riparian areas in an area surrounded by development.

**Multi-jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages.** The East San Gabriel SEA, designated on parts of unincorporated Walnut Islands and West San Dimas, continues into adjacent jurisdictions, including West Covina, Walnut, San Dimas, and Covina, which may not yet have a comparable program for protection of biological resources. This provides an opportunity for regional collaboration on protection of natural and biological resources that spread across jurisdictional boundaries.

### 3. Land Use Needs and Hazards

**Hazards.** Areas within the San Jose Hills Communities present wildfire, dam inundation, landslide, and liquefaction hazards. The upper elevation areas and slopes of Walnut Islands are designated VHFHSZs. The norther parts of Walnut Islands and the northern edge of West San Dimas are designated as dam inundation areas. The hills and canyon areas of both communities are designated as landslide hazard areas, and liquefaction hazard areas overlap with residential neighborhoods. Further development in these areas should be avoided.

**Freeway Adjacency and Industrial Proximity.** I-10 cuts through Walnut Islands, segregating residential uses in the north from commercial services and other amenities to the south and potentially causing air quality concerns.

**Parks and Open Space.** Based on the 2016 Park Needs Assessment, the communities generally have low park needs. However, there are issues with park proximity, as only 14% of the population lives with a ½ mile of a park.

## Land Use

The **Walnut Islands and West San Dimas Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in these San Jose Hills Communities.

## C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, Chapter 5, *Natural Resources, Conservation, and Open Space Element*, and Chapter 6, *Parks and Recreation Element*, for policies particularly relevant to Walnut Islands and West San Dimas communities. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan’s policies.

### VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

#### Policy SJH-1

**Policy SJH-1: Complete Communities.** Enhance community access, connectivity, services, and amenities within walking distance of schools and residential neighborhoods with multi-use pathways. Focus amenities and services within the major transit area, near Puente Street and Grand Avenue, in the flatter area and south of the San Bernardino Freeway, where fire risk is reduced.

### VS 4 – Shared Community Identity and Character

**Policy SJH-2: Equestrian District Designation.** Engage community members and explore support for designating a Walnut Islands Equestrian District in the area.



## VS 6 – Sustainable Built and Natural Environment

**Policy SJH-3: Biological Resources.** Ensure the protection of biological resources and critical habitats for endangered species that occur on private lands. Support collaborations with Forest Lawn Cemetery, other institutions, businesses, and property owners in the area to preserve the biological resources located on privately held lands.

**Policy SJH-4: Natural Environment.** Direct development away from natural resource areas, including those identified in the East San Gabriel Valley SEA and those found on lands outside of the designated SEA, to preserve the continuity of habitat areas and prevent further habitat fragmentation and loss.

**Policy SJH-5: Wetland and Riparian Resources.** Preserve and protect Walnut Creek, wetland areas, and riparian corridors.

**Policy SJH-6: Water Quality.** Ensure implementation of water quality best management practices on properties with equestrian uses, horses, and livestock.

**Policy SJH-7: Walnut Creek Restoration.** Support efforts to naturalize the portions of Walnut Creek’s concrete channel, when and where feasible.

**Policy SJH-8: Critical Habitat Preservation.** Support the preservation of lands that are designated critical habitat for federally threatened wildlife, including the coastal California gnatcatcher (*Polioptila californica*).

**Policy SJH-9: Wildlife Connectivity.** Seek opportunities to create and enhance the wildlife linkages in the East San Gabriel Valley SEA between the San Gabriel Mountains and the Puente Hills and Chino Hills, particularly in areas of discontinuous habitat blocks and patches.

**Policy SJH-10: Multi-Jurisdiction Collaboration.** Collaborate with local and regional agencies to prepare and adopt a protection program for the East San Gabriel Valley SEA designated areas that continue into adjacent jurisdictions, including West Covina, Walnut, San Dimas, and Covina. Identify measures to protect natural and biological resources, and to prevent further habitat fragmentation and loss.

## 8.15 Northwestern Communities

### A. INTRODUCTION

- Covina Islands
- East Irwindale

#### Northwestern Communities

Covina Islands and East Irwindale, referred to here as the Northwestern Communities, are approximately 1.3 square miles and 1.5 square miles in size, respectively, and located in the northwest portion of the Planning Area. The Northwestern Communities are mostly flat, with curvilinear street layouts that usually end in cul-de-sacs. Major streets are paralleled by frontage roads that serve local residents. East Irwindale is southwest of Covina Islands, and these communities share boundaries with the city of Covina to the east, the city of West Covina to the south, the cities of Irwindale and Baldwin Park to the west, and the cities of Azusa and Glendora to the north. The unincorporated community of Charter Oak is located to the east of Covina Islands.

### B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

**TABLE NWC-1 Northwestern Communities Challenges and Opportunities**

#### 1. Residential

**Housing Types.** Most of the existing land uses in East Irwindale and Covina Islands are single-family homes, resulting in a lack of diverse housing types.

**Housing Age.** The existing housing stock in East Irwindale and Covina Islands was largely built at the same time and upgrades to the housing stock have been sporadic over several decades. There is an opportunity to invest in upgrades, including updated façade treatments.

**Public Services to Residents.** Covina Islands and East Irwindale largely consist of residential land uses surrounded by incorporated cities. There may be inefficiencies and inequities with the provision of public services for these unincorporated islands. One option to alleviate these inequities is to determine the feasibility of annexation of the islands into one of the neighboring jurisdictions.



**TABLE NWC-1 Northwestern Communities Challenges and Opportunities**

**VS 2, *Diverse, Walkable Communities*, addresses the above by upgrading existing housing stock, updating existing zoning, and increasing housing diversity.**

## **2. Commercial**

**Revitalization.** A cluster of commercial parcels is located north of Arrow Highway at Clydebank Avenue in East Irwindale, and Cypress Street, west of Citrus Avenue in Covina Islands. Based on the central location and existing uses in these clusters, parcels along these major corridors could be revitalized with façade treatments and pedestrian infrastructure to serve as community plazas or centers.

**Community-Serving Uses.** There is an opportunity to revitalize existing uses that consist of underutilized deep lots, auto-related uses, a community market, and strip mall with community-serving uses.

**Commercial Nodes.** Opportunities should be explored in both communities to create commercial nodes at key intersections along active transportation routes and within the three major transit areas.

**VS 3, *Connected and Active Communities*, addresses the above by improving existing commercial nodes and enhancing underutilized sites in the Northwestern Communities to provide revitalized and thriving commercial uses to residents.**

## **3. Industrial and Employment Uses**

**Employment.** An industrial employment center exists on Arrow Highway, east of Barranca Avenue, which presents potential opportunities to direct opportunities and revitalization.

**Commercial Opportunities.** Revitalize existing vacant sites within a half-mile radius of a major transit stop with commercial uses that increase employment opportunities.

**VS 4, *Thriving Economy and Workforce*, addresses the above by identifying goals for business attraction, retention, and growth in the Northwestern Communities.**

## **4. Access and Connectivity**

**Community Identity.** Covina Islands consists of five different unincorporated islands interspersed throughout existing incorporated city boundaries, creating difficulty in determining community boundaries, which can limit community identity and make navigation confusing.

**Pedestrian Infrastructure.** Some residential streets in East Irwindale and Covina Islands lack sidewalks, which can make it difficult to walk around the neighborhood, and access community amenities on foot. There is an opportunity to enhance access by improving pedestrian infrastructure, if feasible.

**TABLE NWC-1 Northwestern Communities Challenges and Opportunities**

**Connectivity.** The current street network in the Northwestern Communities consists of neighborhood blocks terminating in cul-de-sacs, with a lack of sidewalks and homogenous land use types. These conditions increase automobile reliance, exacerbating air quality, pollution, and noise. There is an opportunity to increase connectivity by improving the active transportation infrastructure.

**Enhancement of Frontage Roads.** Frontage roads in East Irwindale and Covina Islands—including Cypress Street and Gladstone Street, respectively—work to shield faster-moving traffic from residential streets. There are opportunities to further enhanced them to include transit amenities like bus shelters, and mobility amenities like wider sidewalks, bike paths, street trees, and parklets to improve walkability and provide additional open spaces areas.

**Waterways.** San Dimas Wash and Big Dalton Wash connect to the San Gabriel River. Where feasible, routes parallel to the channel should be accessible to residents to access the San Gabriel River Trail and create urban pathways with greenery.

**VS 2, Diverse, Walkable Communities, and VS 3, Connected and Active Communities, address the above by enhancing existing infrastructure such as roads and sidewalks to increase pedestrian access and create community identity.**

## 5. Traffic and Transportation

**Active Transportation.** Covina Islands is surrounded by major transit stops that are not particularly walkable from the community but are accessible by biking. This presents an opportunity to increase transit use through improved active transportation infrastructure for people on bicycles. There is an opportunity for new development in growth areas to connect to County-proposed bike paths along active transportation routes.

**VS 1, Sustainable Growth Patterns, VS 2, Diverse, Walkable Communities, and VS 3, Connected and Active Communities, address the above by increasing transit access and development of bike lanes along active transportation routes.**

## 6. Public Realm

**Tree Canopy.** The existing tree canopy in East Irwindale and Covina Islands is sporadic and in some areas is nonexistent. There are opportunities in these areas to improve the tree canopy, which can provide shelter and shade for pedestrians, help lower ambient temperatures, reduce heat island effects, and make walking in the public realm a more pleasurable experience.

**Greenways.** There is an opportunity in the community of East Irwindale to create greenways with pedestrian improvements, such as trees and other greenery, on the frontage streets located at the intersection of Cypress Street and Lark Ellen Avenue. In addition, where feasible, vacant and underutilized areas along frontage roads can be revitalized with public realm improvements like bioswales, greenways, and pocket parks.

TABLE NWC-1 **Northwestern Communities Challenges and Opportunities**

**VS 5, *Shared Community Identity and Character*, addresses the above by focusing on street beautification in the Northwestern Communities, including improvements like tree canopy, bioswales, and greenways.**

#### 7. Preservation

**Areas in Industry and Highways.** Development should be discouraged in areas in proximity to I-210, near industrial uses within the cities of Baldwin Park and Azusa.

**Mining Areas.** Development should be discouraged in areas near active mining, such as residential uses to the east of Vincent Avenue. Areas with active mining should be buffered to avoid erosion, poor air quality, and contamination of soil and ground and surface water.

**Freight Lines.** Development should be discouraged near active rail located in both communities. Active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.

#### 8. Open Space

**Parks Needs.** Based on the 2016 Park Needs Assessment, this area has high and moderate park needs, with approximately 50% of residents, concentrated in the southern and eastern neighborhoods, in high need of park space.

**VS 6, *Sustainable Built and Natural Environment*, addresses the above by identifying the areas in each community where growth would be avoided and where existing natural resources would be preserved.**

## Land Use

The **Covina Islands** and **East Irwindale Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the Northwestern Communities.

## C. COMMUNITY-SPECIFIC POLICIES

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

## VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

### Policy NWC-1

**Policy NWC-1: Complete Communities.** Enhance community access, connectivity, services, and amenities within walking distance of residential neighborhoods. Focus amenities and services along primary roads connecting residential neighborhoods to commercial centers and major transit in the northwest of East Irwindale along Arrow Highway and Azusa Avenue, as well as in key commercial nodes near major transit at Azusa Avenue and Gladstone Street, along Barranca Avenue, and at Barranca Avenue and Arrow Highway in Covina Islands.



**Policy NWC-2: Sensitive Uses.** Discourage sensitive uses in Covina Islands that are within 500 feet of I-210 to the north along Baseline Road, and near industrial uses to the southeast on Arrow Highway, where they would be exposed to increased levels of air pollution.

## VS 2 – Diverse, Walkable Communities

### RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

**Policy NWC-3: Affordable Housing.** Support opportunities to provide low-income and affordable housing options in the Northwestern Communities. Consider vacant lots in the northern portion of the community between Gladstone Street and Vincent Avenue in East Irwindale.



**Policy NWC-4: Annexation.** Discourage annexations of the Northwestern Communities that would involve smaller islands that may cause an inefficient configuration for fair distribution of community services. Where feasible, further investigation may be needed to determine the long-term viability of smaller, unincorporated islands, like Covina Islands and East Irwindale, remaining independent of their city neighbors.

**Policy NWC-5: Central Walkable Districts.** Support creation of redeveloped mixed-use commercial nodes and walkable districts at large, underutilized public/semi-public parcels, such as the Tri-Community Griswold Adult Education Center in East Irwindale and the Edison easement in Covina Islands, both of which can be enhanced as a central open space corridor.

**Policy NWC-6: Pedestrian Improvements.** Support improving pedestrian infrastructure along major intersections. Consider intersections at Cypress Street and Lark Ellen Avenue in East Irwindale—which would support youth at the school on the southwest corner and a daycare southeast of the intersection—and the frontage roads east, south, and west of the Covina Boulevard and Hollenbeck Avenue intersection in Covina Islands.

## COMMERCIAL CENTERS AND CORRIDORS

**Policy NWC-7: Downtown Corridor.** Enhance Arrow Highway in the northern portion of East Irwindale as a pedestrian-oriented downtown and commercial corridor.

**Policy NWC-8: Existing Commercial Centers.** Strengthen and enhance existing commercial centers on Irwindale Avenue, Vincent Avenue, Lark Ellen Avenue, and Azusa Avenue in East Irwindale, and on Barranca Avenue and Arrow Highway to provide retail needs for residents of Covina Islands.

Additional revitalization and adaptive reuse opportunities exist at the following commercial nodes in East Irwindale:

- Southwest corner of Gladstone Street and Azusa Avenue, within the major transit area and at the northeast entrance to the community;
- Arrow Highway, west of Lark Ellen Avenue and east of Clydebank where it backs onto the water channel. This area is also close to the active transportation route and proposed bike paths;
- South side of Renwick Road, east of Clydebank Avenue; this area contains deep lots, backs onto the public easement area, and is located near the Valleydale Park;
- Southwest corner of Edna Place and North Vincent Avenue;
- San Bernardino Road and N. Irwindale, where a commercial center is located.

**Policy NWC-9: Healthy Food.** Explore opportunities for smaller grocery stores within commercial centers in both communities to increase access to healthy food options. In East Irwindale, focus grocery stores along Arrow Highway and Vincent Avenue.

## MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

**Policy NWC-10: Village Centers.** Support development of a village center in the northern portion of the East Irwindale at Arrow Highway and Clydebank Avenue, within one mile of major transit (Arrow Highway and Azusa Avenue) and in Covina Islands along Barranca Avenue, south of I-210, and near Gladstone Street and Hollenbeck Avenue where access to amenities, services, and connections through greenways is high.

**Policy NWC-11: Social Gathering Area.** Support additional social gathering areas near existing schools through enhanced public park and open space amenities in the Northwestern Communities. Prioritize locations in the northern portion of East Irwindale within one mile of major transit at Arrow Highway and Lark Ellen Avenue, near Ellington Elementary School, Valleydale Elementary School, and Gladstone High School; and in the southern portion of East Irwindale at Irwindale Avenue and San Bernardino Road, near Manzanita Elementary School.

## PUBLIC AND SEMI-PUBLIC FACILITIES

See Land Use Policy LU-3.18.

### Policy NWC-12

**Policy NWC-12: Joint-Use Facilities in East Irwindale.** Support partnerships with schools in the community—Ellington Elementary School to the north and Manzanita Elementary School to the south—to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents.

## PARKS, OPEN SPACES, AND TRAILS

**Policy NWC-13: Park Needs.** Support creation of new parks and open space in the southern portion of the Northwestern Communities, near San Bernardino Road between Irwindale Avenue and Vincent Avenue in East Irwindale, and along Rockvale Avenue at Orkey Street, toward the western portion of Covina Islands. Explore opportunities to provide additional parks and open space amenities in the Northwestern Communities to fill the need for parks that are accessible from residential neighborhoods on foot.

## VS 3 – Connected and Active Communities

**Policy NWC-14: Complete Streets.** Support complete streets development from neighborhoods leading to commercial centers on Arrow Highway, Cypress Street, Vincent Avenue, and Irwindale Avenue in East Irwindale, and major transit and commercial centers at the following nodes in Covina Islands: Arrow Highway and Azusa Avenue, Barranca Avenue and Azusa Avenue, Gladstone Street and Hollenbeck Avenue, and Gladstone and Barranca Avenue.

See Chapter 7, *Mobility Element*, for related policies.

### Policy NWC-14

**Policy NWC-15: Waterways and Trails.** Support development of urban trails and greenways along Big Dalton and San Dimas Washes to enhance community connectivity and connect residential neighborhoods to the village center on Arrow Highway in East Irwindale and in the northern and southern portions of Covina Islands, as well as connecting to active transportation infrastructure and transit stops. Consider repurposing vacant land adjacent to the waterways for the development of pathways and greenways.

**Policy NWC-16: Coordinate with Adjacent Cities.** Work with the City of Azusa to create urban pathways connecting residential neighborhoods in Covina Islands to Gladstone Park to the west on Pasadena Avenue, to provide greater access to parks and open space for residents.

## VS 4 – Shared Community Identity and Character

**Policy NWC-17: Street Beautification.** Beautify and reinforce East Irwindale's and Covina Islands' identity and character through added street trees, lighting, community signage, bike lanes, public art, bioswales, greenways, and pocket parks. Prioritize beautification of major corridors that lead to commercial centers, major transit, and provide entrance to East Irwindale, including Arrow Highway, Cypress Street, Lark Ellen Avenue, San Bernardino Road, Irwindale Avenue, and Vincent Road; and major corridors that traverse and provide entrance to Covina Islands, including Arrow Highway, Gladstone Street, Barranca Avenue, and Citrus Avenue.



See Community Character and Design Policy CC-1.8.

#### Policy NWC-19

**Policy NWC-18: Frontage Roads to Greenways.** Support readapting select existing frontage roads in Covina Islands as urban greenways to provide attractive buffers between major streets and residential neighborhoods.

**Policy NWC-19: Community Gateways.** Mark prominent community entrance points with special design and architectural enhancements. Prioritize the entrances on major corridors near major transit, including Arrow Highway, Citrus Avenue, Lark Ellen Avenue, San Bernardino Road, and Cypress Street in East Irwindale; and at Gladstone Avenue, Citrus Avenue, Barranca Avenue, Arrow Highway, and Cypress Street in Covina Islands

## VS 5 – Thriving Economy and Workforce

**Policy NWC-20: Retail Industry.** Promote new retail businesses within commercial centers, and vacant and underutilized sites to add to the community's retail diversity and bring more shops to East Irwindale and proposed commercial centers in Covina Islands.

**Policy NWC-21: Employment Center.** Provide resources for the community by creating employment centers around top industries and business uses, such as an industrial employment center on Arrow Highway, east of Barranca Avenue.

**Policy NWC-22: Business Retention and Growth.** Support the retention and growth of local retail shops, market, and small businesses through economic development strategies that enable businesses to easily and efficiently navigate the permitting process, gain access to resources, and adapt to fluctuating markets.

## VS 6 – Sustainable Built and Natural Environment

**Policy NWC-23: Waterways.** Maintain, protect, restore, and enhance the existing waterways—Big Dalton Wash, Little Dalton Wash, and San Dimas Wash— where feasible, as natural resources and assets that contribute to the community identity, beautification, and culture.

## 8.16 Southwestern Communities

### A. INTRODUCTION

The unincorporated communities of South San Jose Hills, Valinda, and West Puente Valley—referred to here as the Southwestern Communities—are located in the south and southwestern part of the Planning Area. The communities largely consist of subdivisions of single-family homes built in the middle of the 20th century. The need for greater housing type diversity has led to increased housing costs and potentially larger households. There are also adjacencies between industrial and residential uses along Valley Blvd. and near the City of Industry and Baldwin Park that present issues for residential areas, as well as walkability and connectivity. Included below is further detail on each of the communities.

- South San Jose Hills
- Valinda
- West Puente Valley

#### Southwestern Communities

### South San Jose Hills

South San Jose Hills is approximately 1.5 square miles with a population of 22,252 and is characterized by single-family residential subdivisions with multi-family uses. Residential garage conversions are prevalent which can indicate a need for more rental housing, greater need for income generation, and/or a desire for inter-generational homes. Intensive industrial uses are located south of the community in Industry, with some industrial and commercial uses located within the community along Valley Boulevard. The community is bordered by the West Covina on the north and east, La Puente to the west, and Industry to the west and south.

### Valinda

Valinda is approximately 2 square miles with a population of 23,702 and is characterized by single-family residential subdivisions with limited multi-family residential. The community contains limited commercial uses on Amar Rd. and Azusa Ave., with proximity to busy commercial corridors, including Hacienda Blvd. and Amar Rd. that continue into La Puente and Industry. Residential areas experience impacts from proximity to industrial uses in adjacent cities. The Puente Creek Channel runs through the southern part of Valinda has the potential to become an amenity with improvements and the proposed connection to the San Jose Creek and San Gabriel River Trail. The community shares boundaries with Industry and La Puente to the west

and south, and West Covina to the north and east. The unincorporated communities of South San Jose Hills and Valinda are located to the east and west.

## West Puente Valley

West Puente Valley is approximately 1.9 square miles with a population of 25,061 and is characterized by single-family residential subdivisions. There are limited commercial areas, but they can provide neighborhood serving uses with potential for enhanced pedestrian connections. The community experience impacts from proximity to industrial uses from the shared boundaries with Baldwin Park to the north and west, and Industry to the east and south. The Southern Pacific railroad right-of-way runs along parts of the western boundary and acts as a barrier to mobility. Boundaries are shared with West Covina to the north, and La Puente to the east and south. The unincorporated communities of Valinda and Avocado Height are located to the east and south. Walnut Creek and Puente Creek Channels both run through the community and have the potential to become recreational assets.

## B. COMMUNITY CHALLENGES OPPORTUNITIES

### Southwest Communities

The following presents a summary of challenges and opportunities for South San Jose Hills, Valinda, and West Puente Valley, comprising the Southwest Communities, learned from community feedback and an analysis of existing conditions in the community (see **Table SWC-1, Southwest Communities Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for the Southwest Communities.

**TABLE SSJH-1 Southwest Communities Challenges and Opportunities**

#### 1. Residential

- **Lack of Housing Type Diversity.** Similar to other communities in the ESGV, the southwest communities lack a diversity of housing types. This can create pressure on the existing housing stock, leading to affordability concerns and unintended land use outcomes, like overcrowding.

**TABLE SSJH-1 Southwest Communities Challenges and Opportunities**

- **Residential Garage Conversions.** South San Jose Hills has increased residential garage conversions. Their prevalence in South San Jose Hills may indicate existing instances of overcrowded housing, a desire for intergenerational living, or a need to generate supplemental income. In circumstances in which residential garage conversions are unpermitted, there needs to be a process to update these conversions so meet requirements for the health and safety of the public.

## 2. Land Uses

**Residential Proximity to Industrial Uses.** Residential areas interface with or are in the vicinity of industrial uses, both in unincorporated areas and in adjacent jurisdictions. Local industrial properties have negative spillover affects into residential areas or the public realm. South San Jose Hills has industrially zoned property along Valley Blvd. There are existing freight rail rights-of-way and the Valley Boulevard freight corridor. An interface of residential and industrial uses can result in health, safety, and quality of life impacts on local residents.

**South San Jose Hills Industrial/Commercial Uses and Opportunity Area.** General Plan identifies an Industrial Flex District stretching along Valley Boulevard and bordered to the north by low- to medium-density residential neighborhoods, and to the south by heavily industrialized parcels in Industry.

Much of this area is zoned C-M (Commercial Manufacturing), which allows for less intensive industrial uses and other non-industrial uses. Auto repair, auto sales, churches, a mobile home park, and a large self-service storage facility are some of the existing non-industrial uses in the area. There is an opportunity to encourage the development of this area as a supportive commercial use district to the nearby high-employment work sites south of Valley Boulevard in the City of Industry.

**West Puente Valley Industrial Island.** A cluster of industrial parcels noncontiguous with the rest of the West Puente Valley is located west of the community boundary and east of the Planning Area boundary. This cluster is bounded by I-605 to the west and Walnut Creek to the north.

**Jobs/Housing Balance.** There is a deficit of jobs available in the area compared to the population. This means that most residents must travel outside of the community for work.

**Parking Impacts.** There is concern over the number of parked cars in the community, and the lack of available street parking. Higher utilization of street parking in single-family neighborhoods may also correlate to overcrowded housing or high rates of intergenerational living. There are also spillover parking issues near commercial areas.

**Senate Bill 535 Disadvantaged Community Designation.** The central and southern portions of Valinda, central and western portions of South San Jose Hills, and much of West Puente Valley are classified in the top 25% of CalEnviroScreen 3.0 scores, which is defined as “disadvantaged” under Senate Bill 535. This score indicates a high need for mitigation of relevant hazards in the community, and a need for funding for projects in the community to relieve environmental inequities.

**TABLE SSJH-1 Southwest Communities Challenges and Opportunities**

### 3. Commercial Areas

**Commercial Area Use and Design.** Commercial developments often consist of commercial structures pushed to the back of the lot with parking in the front. This design style is car-oriented and does not prioritize the needs of pedestrians or bicyclists, which creates access barriers for these users. Retail options are limited, with little orientation toward a singular walkable environment for pedestrians.

**Commercial Façades.** The façades of the commercial properties in the community need enhancement. Upkeep of façades often comes at a significant cost to property owners and tenants, who usually have little influence on the physical structure their business occupies.

**Food Markets.** There are limited small markets and few stores that serve healthy food within walking distance to residents.

**Third Places.** There are few “third” places—spaces other than the workplace and the home where people congregate—within the community. The Southwest Communities lack shared places where community members can gather and socialize.

**Street Vending.** Street vending is a common occurrence and causes a perceived impact on brick-and-mortar stores. This may be a sign that there are not enough commercial properties/establishments in the community to support consumer demand. Street vending is common in parts of communities where there are few traditional retail alternatives, or the alternatives are too costly or inefficient for their needs.

**South San Jose Hills - Nogales Street/La Puente Intersection.** There are major land uses at this intersection. Nogales High School is located to the west of the intersection, while a commercial shopping center is located east of the intersection. Northeast commercial parcels are in the city of Walnut, which presents an opportunity for cross jurisdictional partnership for redevelopment.

**Valinda - Hacienda Plaza.** Hacienda Plaza is a substantial shopping center located in La Puente, across Hacienda Boulevard from the Valinda community boundary. The arterial is in County right-of-way and is complete with a frontage road on the Valinda side. Commercial parcels are located on the Valinda side, and some of the properties appear to need enhancement. This area could be a candidate for a significant revitalization project that mixes housing and community amenities.

**West Puente Valley - Sunset/Amar Neighborhood Center.** The intersection of Sunset and Amar Roads in the community could be enhanced as a neighborhood gathering space. Commercial parcels exist on all four corners of the intersection, with three located in unincorporated West Puente Valley. Commercial parcels at this intersection should be designed and oriented to pedestrian activity. Commercial parcels in West Puente Valley are limited but can provide neighborhood-serving uses with the potential for enhanced pedestrian connections.

TABLE SSJH-1 Southwest Communities Challenges and Opportunities

#### 4. Community Character and Identity

**Wayfinding and Community Identity.** The communities are surrounded by incorporated cities, and because of the similar nature of development in the surrounding area, the boundaries of the community are difficult to discern. The location of neighborhood amenities and resources are not centrally marked, meaning that finding these locations requires familiarity with the community layout. The communities do not have a sense of place or identify compared to surrounding areas.

**Walking Areas.** Sidewalks are often built to a minimum width. Portions of walking paths lack shade trees, shade structures, and sufficient plantings. This lack of sun protection, combined with uninterrupted residential walls along major arterials, create an uninviting environment for pedestrians. The ESGV will see disproportionately higher temperatures in the future related to climate change, which will disproportionately affect communities without a tree canopy adequately sized to protect pedestrians.

**Safety.** Community members indicated that several public spaces including parks, are perceived as unsafe. Environmental design features, including pedestrian-scale lighting and clear sightlines, may be needed in areas that feel unsafe.

#### 5. Parks and Open Space

**Park Needs.** Based on the 2016 Park Needs Assessment, approximately 78% of residents of these communities live in neighborhoods with high and very high parks needs, with only an average of 0.7 acres of parkland per 1,000 residents, far below the County average of 3.3 acres. Strategies need to be considered to meet the significant need for recreational space in these communities.

**Walnut Creek and Puente Creek Channel.** Walnut and Puente Creek Channels connect to some portions of the communities. These channels contain unutilized pathways that could be enhanced to improve pedestrian connections. Walnut Creek connects to the San Gabriel River, and Puente Creek connects to San Jose Creek, which in turn connects to the San Gabriel River. Where feasible, pathways along these channels should be revitalized into pedestrian greenways. This has the potential to become a community amenity with beautification and improvements.

**Multi-use School and Church Sites.** Several school and church properties in West Puente Valley consist of playing fields and open space amenities. To satisfy the need for additional access to open space, multi-use agreements could be forged between the County and local school districts or churches to allow for community use of school amenities outside of traditional school hours.

TABLE SSJH-1 Southwest Communities Challenges and Opportunities

**6. Mobility**

- **Connectivity.** Consisting of non-connecting streets and large arterial corridors, the residential areas are primarily designed to prioritize auto-use over other methods of transportation. In addition, railroad tracks, busy roads, and other barriers act as obstacles for pedestrians or bicyclists to travel to parts of the community. As a result, it can be challenging for residents to walk, bike, or take transit to nearby amenities.
- **Transit Access.** Transit access and usage in the community is minimal. Residents have expressed interest in expanding transit access in the community to reach local destinations. These local destinations are often centralized, walkable areas with opportunities for leisure and shopping. These amenities are lacking in Valinda, so residents must seek them elsewhere.
- **Street Maintenance.** Community members would like more frequent street maintenance.
- **Car Congestion.** Traffic congestion is high in the community, with traffic pushed onto local streets from the freeways.
- **West Puente Valley - Puente Avenue and Amar Road Frontage Streets.** Arterial streets in the community, including Puente Avenue, Sunset, and Amar Road, have segments with frontage roads that run parallel to them. These streets serve as a “membrane” that transfers arterial traffic to residential streets. Much of the frontage road space, including the median, is underutilized, and can be repurposed as a pocket park or bioswale to improve groundwater recapture. Underutilized areas can also be populated with street trees. These streets are part of the Los Angeles County Vision Zero Action Plan collision concentration corridors. If feasible, these frontage streets could provide room for additional safety infrastructure.

## Land Use

The **South San Jose Hills, Valinda, and West Puente Valley Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the Southwestern Communities.

## C. COMMUNITY-SPECIFIC POLICIES

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



## VS 1 – Sustainable Growth Patterns

**Policy SWC-1: Complete Communities.** Enhance community access, connectivity, services, and amenities within walking distance of schools and residential neighborhoods with multi-use pathways. Focus amenities and services along the communities' primary roads leading to community centers and amenities—Amar Road, Azusa Avenue, Nogales Street, Sunset Avenue, and Temple Road.

See Land Use Policy LU-1.2.

### Policy SWC-1

## VS 2 – Diverse, Walkable Communities

### COMMERCIAL CENTERS AND CORRIDORS

**Policy SWC-2: Existing Commercial Centers.** Support efforts to strengthen and enhance existing commercial centers along major corridors, including Amar Road, Azusa Avenue, Nogales Street, Temple Street, and Valley Boulevard.

**Policy SWC-3: Commercial Centers and Corridor Revitalization.** Support identification of commercial areas where improvements and revitalization can result in multi-use benefits, such as enhanced access, active transportation pathways, aesthetic and community identity markers, urban greening, parks and open spaces, sustainable designs, and public health support. Revitalization along cross-jurisdictional roadways, such as Amar Road, can serve residents of the larger community and increase access to shared resources and amenities.

**Policy SWC-4: Healthy Food.** Explore opportunities to add small grocery stores along major corridors that are accessible by walking. Prioritize adding healthy food options within neighborhoods with low access to healthy food options, such as some neighborhoods near central corridors of Glendora Avenue, Amar Road, Azusa Avenue, Temple Avenue, and Valley Boulevard.



## MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

### **Policy SWC-5: Village Centers and Social Gathering Areas.**

Support creation of village centers and social gathering areas to meet community needs for more spaces and opportunities for community gathering. Prioritize options for a new community center in West Puente Valley, where currently none exist. Prioritize social gathering areas along major corridors near residential neighborhoods, commercial corridors, and schools, especially along Amar Road and Valley Boulevard.

## INDUSTRIAL AND EMPLOYMENT USES

**Policy SWC-6: Strengthen Employment.** Strengthen industrial employment and job centers, especially along Valley Boulevard where opportunities exist to enhance the corridor as a pedestrian-oriented employment and commercial corridor.

## PARKS, OPEN SPACES, AND TRAILS

**Policy SWC-7: Open Spaces.** Create new open space areas and enhance existing open space amenities near schools and neighborhoods. Improve access to these areas through connective urban pathways between residential areas, commercial services, and other community amenities along primary roads, including Amar Road, Azusa Avenue, Nogales Street, Temple Street. Prioritize new open space areas within community areas where none exist within a mile for residents, and where access is currently limited.

**Policy SWC-8: River Pathways.** Explore opportunities to connect the Puente Creek and Walnut Creek Channels to the San Gabriel Valley River Trail with new multi-use trails and greenery to enhance active transportation, expand regional trail connectivity, and provide an attractive pathway and water feature for the local community to enjoy.

**Policy SWC-9: New Multi-Use Trails.** Promote the creation and integration of multi-use trails, walkways, and bicycle paths throughout the Southwestern Communities—including walking loops along streets that utilize environmentally sustainable surfaces—and connect to community amenities, gathering areas, parks, nearby transit stops, and other local destinations. Ensure multi-use trails are well-maintained in a safe and clean manner.

## VS 3 – Connected and Active Communities

**Policy SWC-10: Safe Travel Speeds.** Support implementation of design interventions to prevent speeding, especially on identified collision concentration corridors.

**Policy SWC-11: Transit Connectivity.** Seek to provide more transit connectivity along arterials. A community circulator or micro-transit could provide connections to a nearby transit hub and community amenities like parks and trails. This transit/micro-transit should meet Americans with Disabilities Act accessibility requirements.

## VS 4 – Shared Community Identity and Character

**Policy SWC-12: Concrete Masonry Wall Beautification.** Promote visual continuity of private walls that face rights-of-way, and primary and secondary roads and highways. Identify possible options and design strategies to beautify the concrete masonry walls using uniform paint, design, or other devices or decorative materials and landscaping. Engage community members in decision-making, for community input, and participation in the selection and implementation of improvements.

**Policy SWC-13: Business and Job Opportunities.** Support marketing to top employment industries that match Southwestern Communities resident skillsets, including manufacturing, health care, retail, and transportation. Support industries that provide synergies with businesses located in the community's commercial and industrial-zoned areas. Support training, education, and job opportunities for the advancement of the local workforce.

**Policy SWC-14: Retail Industry.** Support the growth or addition of local businesses that add to the communities' retail diversity and help revitalize commercial corridors along major roads, including Valley Boulevard, Azusa Avenue, Amar Road.

## VS 6 – Sustainable Built and Natural Environment

**Policy SWC-15: Sensitive Uses along Rail Lines.** Discourage sensitive uses, including health facilities, hospitals, schools, playgrounds, and senior centers, near railroad rights-of-way.

## 8.17 San Gabriel Mountains Foothill Communities

### A. INTRODUCTION

- East Azusa
- Glendora Islands
- North Claremont
- Northeast La Verne
- Northeast San Dimas
- West Claremont

#### Northwestern Communities

The unincorporated communities of East Azusa, Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas, and West Claremont—referred to here as the San Gabriel Mountains Foothill Communities—are all located in the foothills of the San Gabriel mountains in the northernmost part of the planning area bordering the Angeles National Forest. They share similar geographic features with topographic variation, and canyons containing natural drainage channels. The unincorporated communities consist of noncontiguous boundaries with land uses that are made up primarily of undeveloped land, designated open space, water resources, with some residential development along the wildland/urban interface in East Azusa and West Claremont. Further details on each of the communities is included below.

### East Azusa

East Azusa consists of three separate geographic areas totaling approximately 275 acres in area, with a population of 234. The northernmost sections are primarily made up of designated open space, undeveloped land, and some agricultural uses. The southernmost section contains single-family residential uses in a developed subdivision. The unincorporated areas share boundaries in part with the cities of Azusa and Glendora, and the Angeles National Forest. The San Gabriel River runs through the north part of East Azusa. The northern section mostly falls within the San Gabriel Canyon SEA. The designation continues into Azusa and Glendora due to the presence of rare plant and animal species.

### Glendora Islands

Glendora Islands totals 229.5 acres with a population of 7, and shares boundaries with the City of Glendora and the Angeles National Forest. The area largely consists of designated open space and recreational uses. One noncontiguous privately-owned property is developed with a residence. The Glendora Wilderness Park and Brodiaea Reserve owned by the City of Glendora and the Glendora Community



Conservancy makes up most of the area. The rare and endangered plant, threadleaf brodiaea (*Brodiaea filifolia*), found in this area is endemic to Southern California.

## North Claremont

North Claremont totals 541 acres in area with a population of 149. The area shares boundaries with the City of Claremont to the south, east, and west, and the Angeles National Forest to the north. It contains a residential community, in a noncontiguous area to the south, and open space to the north. The residential area is part of a historic arts colony named Padua Hills, built at the base of the Claremont Wilderness Park. The land has steep slopes with varied vegetation and waterways flowing south through the canyons. The San Dimas Canyon/San Antonio Wash SEA is designated on the northern parcel. The SEA continues into the City of Claremont.

## Northeast La Verne

Northeast La Verne is approximately 1.9 square miles with a population of 104. It shares boundaries with La Verne to the west, Angeles National Forest to the north, Claremont to the east, and unincorporated West Claremont to the south. Much of the land consists of undisturbed natural areas with designated open space and water resources. Marshall Creek and several smaller creeks run south eventually entering Puddingstone Reservoir. Most of Northeast La Verne is within the San Dimas Canyon/San Antonio Wash SEA. The SEA boundary continues into the Angeles National Forest and San Dimas, La Verne, and Claremont.

## Northeast San Dimas

Northeast San Dimas is a natural, unpopulated area consisting of two properties owned by the LA County Flood Control District and designated as a water resource area. It encompasses approximately 53 acres. The Angeles National Forest shares its north and west boundaries. The City of La Verne shares its eastern boundary. Northeast San Dimas is found downslope of the San Dimas Reservoir. The San Dimas Canyon/San Antonio Wash SEA is designated on the eastern parcel. This area contains some of the best examples of riparian habitat for birds. The lower slopes around San Dimas Canyon support one of the largest populations of coastal cactus wren

(*Campylorhynchus brunneicapillus*), a federally threatened species. Large mammals also move along the drainages through the area.

## West Claremont

West Claremont is an approximately 1.2 square mile community of 1,166 people consisting of two noncontiguous areas that partly share boundaries with the City of Claremont on all sides, La Verne to the west and south, and unincorporated Northeast La Verne to the north. The majority of land in West Claremont is used for single residences with some government and institutional uses, and a small area of agriculture. The residential areas also feature equestrian uses and are located near the Marshall Canyon Equestrian Center. Much of West Claremont lies in the San Dimas Canyon/San Antonio Wash SEA.

## B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

**TABLE SGMFC-1 San Gabriel Mountains Foothill Communities Challenges and Opportunities**

### 1. Wildland/Urban Interface

#### **Limiting Wildland/Urban Interface and Habitat Fragmentation.**

Development continues to threaten encroachment into previously undeveloped areas, increasing the threat of habitat fragmentation and wildfire hazards resulting from expanding the wildland/urban interface. Recent development for residences and religious or institutional campuses has taken place within the wildland/urban interface, with considerable negative impacts to natural resources and wildlife

**Wildlife Movement and Wildlife-Vehicle Collisions.** Development encroaching into habitat areas impacts wildlife movement and increases habitat loss and fragmentation. The increased presence of roads results in collisions and increased danger to wildlife.

**Fire Hazard Zones.** Most of the structures built within the wildland/urban interface in the ESGV are within the Very High Fire Hazard Severity Zones (VHFHSZs). As wildfire risks mount due to climate change, communities that have developed within the wildland/urban interface and VHFHSZ face significant challenges. Further development in these high-risk areas should be avoided.

TABLE SGMFC-1 San Gabriel Mountains Foothill Communities Challenges and Opportunities

**2. Preservation of Biological Resources****San Gabriel Canyon and San Dimas Canyon/San Antonio Wash SEAs.**

Five of the unincorporated communities contain lands with rare and increasingly threatened natural resources designated as part of two different SEAs. However, there are also threatened biological resources on lands outside of the SEAs. The San Gabriel Canyon SEA is in the west part of the Planning Area, partly located in East Azusa. The San Dimas Canyon/San Antonio Wash SEA is partly located on Northeast La Verne, Northeast San Dimas, North Claremont, and West Claremont. It is bordered by the Angeles National Forest; however, generally to the south, the borders are mostly defined by the edge of suburban/exurban development. The wide range in elevation, topography, slope, and geology allow for many different habitats to be found in the SEAs, including grasslands, riparian, shrublands, woodlands, and forests with many different plant sub-communities within each type. Several rare and threatened species, as well as significant habitat areas, exist throughout the SEAs that are in need of preservation.

**3. Preservation of Significant Ridgelines**

**Significant Ridgeline Protections.** The area contains significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided. As with other communities located in the foothills, significant ridgelines should be identified, and protection requirements should be developed.

**4. Preservation of Wildlife Movement Corridors and Linkages**

**Habitat Linkages and Corridors.** Habitat linkages are an important resource to ensure regional biodiversity, species movement, and habitat connectivity. The South Coast Missing Linkages Project, the California Department of Fish and Wildlife, and the California Department of Transportation have designated a wildlife linkage from the undeveloped northern section of North Claremont through San Bernardino County as one of 11 critical landscape linkages in California.

**5. Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels**

**Riparian Areas Preservation.** Riparian corridors, wetlands, streams, and natural drainages are found across the San Gabriel Mountains Foothill Communities. The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections.

**Community-Specific Riparian Areas.** The northern section of North Claremont has a concentration of riparian areas, creeks, and natural drainages from water gathered in Chicken Canyon, which then flows downhill through the Padua Hills residential community. The Live Oak Wash flows through Northeast La Verne and downhill into Live Oak Reservoir in West Claremont. Thomas Creek flows into Thomas Creek Channel and downhill through West Claremont's western section. The San Gabriel River runs through the northern section of East Azusa in a largely natural state until it is channelized farther downhill near development.



**TABLE SGMFC-1 San Gabriel Mountains Foothill Communities Challenges and Opportunities**

### 6. Critical Habitat for Rare, Threatened, and Endangered Species

**Rare, Threatened, and Endangered Wildlife.** The U.S. Fish and Wildlife Service has designated parts of East Azusa and Glendora Islands as critical habitat for endangered and threatened species. The San Gabriel River runs through the northern section of East Azusa and is habitat for the federally endangered southwestern willow flycatcher (*Empidonax traillii extimus*). This section of East Azusa is designated as part of the San Gabriel Canyon SEA. In addition, the lower slopes in and around San Dimas Canyon in Northeast San Dimas support one of the largest populations of the coastal cactus wren (*Campylorhynchus brunneicapillus*) in the county. The federally threatened California gnatcatcher (*Poliophtila californica*) has been documented in the Glendora foothills.

**Rare, Threatened, and Endangered Plants.** The Glendora Islands are home to a rare and endemic plant, thread-leaved brodiaea (*Brodiaea filifolia*). However, the area designated as critical habitat by the U.S. Fish and Wildlife Service is not part of a designated SEA. The presence of these rare species on lands in the ESGV is a clear indication that just beyond the developed areas lies habitat and wildlife whose survival is severely threatened.

### 7. Multi-Jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages

**Protection of Biological Resources Across Jurisdictional Boundaries.** The San Gabriel Canyon SEA, designated on the northern portions of East Azusa, continues into adjacent jurisdictions, including the cities of Azusa, Duarte, Monrovia, Arcadia, and Glendora. The San Dimas Canyon/San Antonio Wash SEA, designated on portions of Northeast San Dimas, West Claremont, Northeast La Verne, and North Claremont, continues into adjacent jurisdictions, including the cities of San Dimas, La Verne, and Claremont. In some cases, these jurisdictions may not yet have adopted a comparable program for protection of biological resources. In the past, some property owners have sought annexation to avoid the regulatory review and controls of the SEA program. Coordinated efforts to preserve and protect priority conservation areas is key to prevent further habitat fragmentation and loss.

### 8. Hazards

**Hazard Areas.** The San Gabriel Mountains Foothill Communities have designated VHFHSZs on almost all of their lands. The few areas outside of the VHFHSZ are the flatter, residential areas away from the base of the hills. The western part of East Azusa is designated as a dam inundation area. The hills and canyon areas of all the communities are designated as landslide hazard areas. Liquefaction hazard areas are found in the Padua Hills residential area, in the southern part of North Claremont, and in the central part of West Claremont. The increased threat of hazards poses risks to residents, wildlife, and natural resources in all these communities.

## Land Use

The **San Gabriel Mountains Foothill Communities Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the San Gabriel Mountains Foothill Communities.

## C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, and Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies particularly relevant to the San Gabriel Mountains Foothills Communities. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan’s policies.

### VS 1 – Sustainable Growth Patterns

**Policy SGMFC-1: Preservation Areas.** Maintain sustainable preservation of the San Gabriel Mountains Foothill Communities neighborhoods and facilities. Any future development should preserve the character of the developed communities and be considered only for locations in the southern portions of East Azusa and West Claremont, away from natural resources and hazard areas.



### VS 3 – Connected and Active Communities

**Policy SGMFC-2: Improved Access in East Azusa.** Support enhancing access from East Azusa neighborhoods to the nearest major transit stop, at Foothill Boulevard and Citrus Avenue, in the southwest, as well as to commercial services and other services and amenities.

## VS 4 – Shared Community Identity and Character

**Policy SGMFC-3: Equestrian District Designation.** Engage community members in West Claremont to assess support for designating an equestrian district in the area.

**Policy SGMFC-4: Street Beautification.** Beautify and reinforce community identity and character through added native drought-tolerant street trees, lighting, community signage, bike lanes, public art, and other strategies. Focus beautification efforts on Sierra Madre Avenue in East Azusa, and on Base Line Road in West Claremont.

**Policy SGMFC-5: Natural Resource Preservation.** Protect and preserve natural and biological resource areas, including those identified in the San Gabriel Canyon and San Dimas Canyon/San Antonio Wash SEAs and those found on lands outside of the designated SEA.

**Policy SGMFC-6: Biological Resources Protection.** Ensure the protection of biological resources and critical habitats for endangered species that occur on private lands. Support collaborations with organizations, institutions, agricultural enterprises, businesses, and property owners to preserve the biological resources located on private lands.

**Policy SGMFC-7: Preserve Marshall Creek.** Preserve Marshall Creek’s riparian area and natural streambed in an unaltered state.

**Policy SGMFC-8: Hydrologic Resource Areas.** Preserve Webb and Live Oak Canyons’ riparian oak woodland and natural drainages and creeks, enhance the riparian corridor habitat, and maintain high-water quality.

**Policy SGMFC-9: Water Quality.** Ensure implementation of water quality best management practices on properties with equestrian uses, horses, and livestock.

**Policy SGMFC-10: Multi-Jurisdiction Collaboration.** Collaborate with other local agencies, such as the Watershed Conservation Authority and the National Forest Service, and nongovernmental organizations on the planning, acquisition, and management of lands containing biological resources in the San Gabriel Mountain foothills for their protection and preservation to maintain maximum biodiversity and protection of biological resources.

**Policy SGMFC-11: Preserve Views.** Preserve scenic vistas and views of the San Gabriel Mountains, landforms, and natural resources from trails and public access points.

**Policy SGMFC-12: Dam Inundation Areas.** Avoid new development in dam inundation areas in the western portion of East Azusa, north of Sierra Madre Avenue.

- 9.1 Introduction
- 9.2 Implementation Framework
- 9.3 Implementation Steps

Sections Included



## CHAPTER 9 Implementation Programs and Actions

### 9.1 Introduction

This chapter presents areawide and community-specific actions for implementing the East San Gabriel Valley Area Plan (ESGVAP or Area Plan) goals and policies for sustainable growth patterns and equitable and accessible distribution of land uses for the unincorporated communities.

### 9.2 Implementation Framework

**Table 9-1, East San Gabriel Valley Area Plan Implementation Table**, presents the implementing actions for the ESGVAP. The actions are organized under the Plan's vision statements. For a description of each vision statement, refer to Chapter 1, *Introduction*. The listed actions are not intended to be exhaustive of all potential actions and programs to implement the Plan.

To facilitate successful implementation, each action is tied to a related policy that it implements, lists coordinating agencies or County departments, and has an associated cost estimate and timeframe estimate, as described below.

- **Coordinating Agencies/Departments.** Identifies the local and regional agencies and County departments that have authority, influence, or knowledge to assist with implementation of the associated action. In some cases, several County departments are shown as there may be joint responsibility for implementation.
- **Cost Estimate.** Provides a relative cost estimate for implementing the associated action using dollar signs (\$). One dollar sign (\$) indicates that the action is lower cost, based on the assumption that it would require the use of existing staff time. Two dollar signs (\$\$) indicate the action may require additional time and resources, such as hiring new staff. Three dollar signs (\$\$\$) indicate the action may be part of a capital improvement project and/or include construction.
- **Timeframe.** Identifies the target timeframe for the action to be implemented, using “Short,” “Mid,” and “Long” timeframes. A “short” timeframe indicates the action may be implemented in the near term, within 5 years. A “mid” timeframe indicates a period of 5 to 10 years for implementation, and “long” refers to projects that may require greater than 10 years to implement.

## 9.3 Implementation Steps

The following implementation steps can guide implementation of each action listed below within its identified timeframe. For some actions, additional steps may be needed to refine details, create specific action items, identify triggers for when actions may go into effect, and assess financial feasibility and implications for taking action versus risks or costs for not taking action:

- **Develop partnerships.** All actions identify agencies and/or County departments to coordinate with for implementation. For many actions, coordination efforts will be required and critical to successful implementation, especially for those where coordinating agencies and departments have existing and ongoing initiatives for achieving a common goal.
- **Secure funding.** Some actions may require additional, outside funding sources in addition to existing City resources. These may



come in the form of grants, loans, or other financial resources. These actions will generally have a longer timeframe to account for identifying and accessing funding.

- **Develop and refine estimates.** The actions identified were developed with a current understanding of County departments and responsibilities, staffing, resources, and capacity. For many actions, detailed cost estimates may be required and sometimes encouraged to provide more precise information and to guide fiscally responsible decision-making.
- **Adopt and/or update ordinances, codes, and regulations.** Some actions may refer to updating or creating new ordinances and regulations. For new ordinances, codes and regulations, a longer timeframe and higher cost may be needed for implementation as County and state regulations are followed.
- **Identify monitoring indicators.** Identifying appropriate indicators for monitoring, as feasible, can help guide funding and implementation for some actions. As an example, monitoring trends that relate to urban greening, energy systems, or employment can assist with accessing funding opportunities and with measuring progress from implementation.



TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement I – Sustainable Growth Patterns</b>						
1.1	Enhanced Coordination Strategy	Enhance coordination regarding future capital facilities and city infrastructure upgrades between residents, developers, and adjacent ESGV communities to proactively accommodate equitable growth, particularly for nearby disadvantaged communities. Ensure capital facilities and other city infrastructure coincide with other land use and mobility plans to allow for opportunities and support for economic development and sustainability. Utilize various outreach/advertising platforms (for example, bulletin boards, community memorandums, social media platforms) or accessible public hearings to notify nearby communities that may be impacted by planned developments. Consider developing a streamlined notification platform/system accessible by all ESGV communities to enhance coordinated development efforts. On an as-needed basis, initial studies will be conducted to survey potentially interested or potentially impacted individuals/groups that identifies economic, infrastructure, and general development impacts.	LU-1.8: Coordination with Adjacent Cities LU-2.1: Coordinated Infrastructure and Capital Facilities LU-2.2: Coordinated Land use and Mobility	DRP Los Angeles County Department of Public Health (DPH) DPW Los Angeles County Public Library (Library)	\$\$	Mid
1.2	Area-Wide Overlay	Establish an area-wide overlay to regulate height, protect significant ridgelines, and provision of public communal space in new development.	NR-7.1: Protect Natural and Scenic Resources NR-13.3: Minimize Impacts of Development NR-13.6: Protect Scenic Qualities of Riparian Areas LU-3.17: Access to Recreational, Social, and Cultural Facilities	DRP	\$	Short

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
			LU-3.29: Parks, Open Spaces, and Trails LU-6.2: Significant Ecological Areas and Undeveloped Hillside			
1.3	Update Rowland Heights CSD	Rowland Heights Community Standards District (CSD), with revisions to design standards and incentives for commercial areas and gathering spaces, and requirements for parking and renovations.	LU-1.1: Sustainable Growth LU-1.2: Complete Communities LU-1.5 Complementary Growth LU-3.3: Residential Neighborhoods LU-4.1 Parking Reform Strategies LU-4.3: Parking Lot Design	DRP	\$\$	Mid
<b>Vision Statement II – Diverse, Walkable Communities</b>						
2.1	Commercial Revitalization and Connectivity Strategy	Increase availability and accessibility of commercial businesses and commercial centers for ESGV communities by attracting and incentivizing for a mix of retail, restaurant, and institutional uses. Ensure development standards and design guidelines for commercial centers are in place to address parking, pedestrian-orientation, and safety features, and coordinate with public transit agencies for review of first-last mile connectivity between commercial centers and other areas of the community (transit stations, residential neighborhoods, senior centers, schools, etc.).	LU-3.8: Commercial Land Preservation and Expansion LU-3.9: Commercial Corridors and Centers LU-3.10: Commercial Center Revitalization LU-3.11: Commercial Use Flexibility LU-3.12: Commercial Services Gaps	DRP DPW Metro Los Angeles County Department of Consumer and Business Affairs (DCBA)	\$\$	Mid

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
2.2	Community Land Trust Pilot Program	<p>Seek funding to purchase underutilized parcels in various communities to establish Community Land Trust (CLT) housing projects. The intent of this program is to develop quality housing that provides pathways to homeownership. Incorporate the program in the following communities.</p> <ul style="list-style-type: none"> <li>• South San Jose Hills</li> <li>• Valinda</li> <li>• West Puente Valley</li> </ul>	LU-3.4: Affordable Housing	LACDA CEO SD1	\$\$\$	Mid
2.3	Bonelli Park Improvements	Renovate underutilized and blighted areas of the park; improve trail maintenance and park parking.	PR-1.4: Removing Barriers to Access	DPR and Partners	\$\$\$	Long
2.4	Trail Connectivity and Green Connections	Improve trail connectivity to local destinations and regional trail systems.	PR-4.1: Connectivity to Regional Trails PR-4.2: Collaborations for Trails	DPR	\$\$\$	Long
2.5	Increased Funding for Ranger and Public Safety Officers	Safety concerns have been reported at trail access points, which are difficult to monitor given their distribution throughout the area. Trail access points of concern include Orange Grove Ave. and Punta del Este Dr. in Hacienda Heights, among other areas.	PR-4.7: Ranger and Law Enforcement Collaboration	DPR and partners	\$\$	Mid
2.6	Interpretation Plan for Regional Parks and Trails	Develop a comprehensive Interpretation Plan for regional parks and trails to guide and develop a stewardship ethic among park and trail users. The plan can provide guidance for educational programming, including the history of flora and fauna in the regional parks, ecological history, geology, archeology, cultural practices and land stewardship of Indigenous Americans, and responsible use of trails and parks.	PR-1.2: Educational Signage PR-1.5: Environmental Education PR-4.5: Trail User Education	DPR and partners	\$\$	Mid

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement III – Connected and Active Communities</b>						
3.1	Active Transportation Strategic Plan	<p>Utilize the 2016 Active Transportation Strategic Plan (ATSP 2016) process to implement active transportation and infrastructure projects at the local level for ESGV unincorporated communities, including enhancements to existing transit stops, new pedestrian trails and pathways, dedicated bicycle lanes, park-and-ride zones, enhanced pedestrian crossings, first-last mile improvements, traffic-calming measures, curb extensions, wayfinding, street lighting, landscaping and shade, and other measures that help improve access and comfort to active transportation uses. Use the ATSP implementation steps as a framework for the planning and implementation process, which may include the following:</p> <ul style="list-style-type: none"> <li>Identify local and regional stakeholders, including adjacent cities, transit agencies, large employers, community-based organizations, neighborhood councils and associations, schools, and other organizations to help tailor ATSP 2016 actions to the local communities.</li> <li>Review local and regional plans and studies to identify projects and improvements that are reflective of the needs of each unincorporated community, including ATSP 2016 Case Studies, San Gabriel Valley Regional Active Transportation Plan, San Gabriel Valley Regional Bicycle Master Plan, Greenway Network Study, and the Mobility Element, to identify specific projects. Work with stakeholders to prioritize and tailor projects at the local level, with priority on growth communities where there is greater need for transit and active transportation investments</li> </ul>	<p>LU-1.1: Sustainable Growth</p> <p>LU-1.2: Complete Communities</p> <p>LU-1.3 Targeted Growth Communities</p> <p>M-1.1: Mobility Network</p> <p>M-1.2: Safe, Continuous Sidewalks</p> <p>M-1.3: Neighborhood Greenways</p> <p>M-1.4: First/Last Mile</p> <p>M-1.6: Wayfinding</p> <p>M-1.8: Pedestrian Passageways through Cul-de-Sacs</p>	<p>DRP</p> <p>DPW</p> <p>Metro</p> <p>Department of Public Health (DPH)</p>	\$\$\$	Long

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		<p>to support growth and density. Collaborate with stakeholders to identify projects with regional benefits that may extend beyond jurisdictional boundaries and benefit from regional planning initiatives.</p> <ul style="list-style-type: none"> <li>• Create individual plans for the unincorporated communities and gather data on priority projects for implementation. Identify specific locations for project implementation with engagement from stakeholders and community members.</li> <li>• Design concepts and estimate costs for priority projects at each location. Seek funding opportunities for design and implementation of projects. Utilize the ATSP 2016 Existing Conditions Analysis to support potential funding applications. Collaborate with stakeholder agencies on funding applications, as appropriate.</li> <li>• Conduct any design and environmental studies for projects. Finalize designs and phasing for projects.</li> </ul>				
3.2	Strategic Parking Plan	Develop a comprehensive parking plan for ESGV communities that addresses growth impacts to parking, especially for residential areas and commercial centers within growth communities where density is expected to increase. Support redesign of parking lots for efficient use of available parking space while simultaneously promoting alternatives modes of travel. Where possible, increase the connectivity of parking lots to nearby public transit as well as pedestrian and bicycle corridors. Coordinate with local transportation and parking authorities for area-specific modifications or upgrades to regulations and infrastructure. Specific actions for the Strategic Parking Plan may include:	<p>LU-4.1: Parking Reform Strategies</p> <p>LU-4.2: Parking Flexibility</p> <p>LU-4.3: Parking Lot Design</p> <p>LU-4.4 Parking Demand Reduction</p>	<p>CDC</p> <p>DRP</p> <p>DPW</p> <p>Chamber of Commerce</p> <p>Metro</p>	\$\$	Mid

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		<ul style="list-style-type: none"> <li>Establish an incentive program for repurposing unused or inefficient parking lots and garages into spaces that can accommodate pedestrian-friendly design features, including greening and landscaping, benches, lighting, trash receptables, bike racks, and other features that promote active transportation.</li> <li>Standardize a process for converting underutilized curb parking spaces for other uses for the public, such as plazas, parklets, and bike corrals. Prioritize installation in areas with high volume of pedestrians and bicyclists.</li> </ul>				
3.3	Vision Zero Community Level Analysis	As many collision concentration corridors exist in ESGV communities, as well as reported unsafe driving behaviors, such as road racing and “donuts”, community-level analysis should be conducted to better understand the factors and conditions contributing to the collision concentration corridors and unsafe driving behaviors with specific actions to be implemented to remedy the contributing factors. Identify and implement design alternatives that can reduce the incidence of road racing.	M-3.7: Deterring Unsafe Driving	DPW DPH	\$\$	Mid
3.4	Study Options for Protected Bike Lanes	For ESGV communities identified to have Class 2 or 3 bike lanes, study the possible options for providing protected bike lanes in the areas to increase bikers’ safety and further reduce possibility of collisions.	M-3.4: Active Transportation Barriers	DPW DPH	\$\$	Mid

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
3.5	Pedestrian Plan	<p>Seek funding for and develop a pedestrian plan for the following communities:</p> <ul style="list-style-type: none"> <li>• Avocado Heights</li> <li>• Hacienda Heights</li> <li>• North Pomona</li> <li>• South San Jose Hills</li> <li>• Valinda</li> <li>• West Puente Valley</li> </ul> <p>This plan would incorporate community input and follow the Step-by-Step framework developed by the Department of Public Health. It would consider connections to amenities both inside and outside of the community (such as medical facilities) and existing walksheds (such as multi-use pathways along existing storm channels).</p> <p>This plan would provide recommendations for specific safety- and convenience-related improvements to pedestrian infrastructure as well as a funding schedule to implement these features.</p>	<p>M-2.2: Accessible Destinations</p> <p>M-3.1: Connective Active Transportation</p> <p>M-3.2: Active Transportation Infrastructure Upgrades</p> <p>M-3.4: Active Transportation Barriers</p>	<p>DPH</p> <p>DPW</p> <p>DRP</p> <p>SD1</p> <p>City of Pomona</p> <p>City of Claremont</p>	\$\$	Mid
3.6	East San Gabriel Valley Mobility Action Plan Implementation	<p>Seek funding to develop a Capital Improvement Plan (CIP) for the recommended active transportation improvements in the East San Gabriel Valley Mobility Action Plan. Prioritize capital projects in the CIP that provide the most need to disproportionately affected communities. Engineering and design considerations shall be determined by LA County Public Works.</p>	<p>M-3.1: Connective Active Transportation</p> <p>M-3.2: Active Transportation Infrastructure Upgrades</p> <p>M-3.4: Active Transportation Barriers</p> <p>M-4.3: Environmentally Just Mobility</p>	DPW	\$\$\$	Long



TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
3.7	Access to Transit Mode Alternatives	Seek funding and coordinate with County departments and other public agencies to pilot new transit mode alternatives, including On-Demand Flexible Microtransit and personal mobility on Demand (PMoD). Design the pilot programs to accommodate the needs of multiple groups, including communities with low-vehicle ownership, non-English speakers, and people with limited access to mobile technology. Consider the results of these pilot programs in the further expansion of transit infrastructure in ESGV.	M-4.3: Environmentally Just Mobility M-5.1: Mobility Technology	DPW Foothill Transit Metro	\$\$	Mid

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
3.8	Equestrian Multi-Use Trail and Connectivity Plan	<p>Seek funding for and develop an equestrian trail and connectivity plan for the following communities:</p> <ul style="list-style-type: none"> <li>• Avocado Heights</li> <li>• South El Monte</li> <li>• Pellisier Village</li> <li>• Rowland Heights</li> <li>• Walnut Islands</li> <li>• West Claremont</li> </ul> <p>This plan would incorporate community input and study potential routes and designs for multi-use trails that would connect communities to local amenities and assets, and to multi-use trails in open space areas. It would consider connections to amenities both inside and outside of the community and existing pathway systems (such as multi-use pathways along existing storm channels).</p> <p>This plan would provide recommendations for specific safety- and convenience-related improvements to equestrian infrastructure as well as a funding schedule to implement these features.</p>	<p>M1-1: Mobility Network</p> <p>M-1.3: Neighborhood Greenways</p> <p>M-1.7: Waterways</p> <p>M-1.9: Equestrian/Multi-Use Trails and Connectivity</p> <p>M-2.3: Close Network Gaps</p> <p>M-3.1: Connective Active Transportation</p> <p>AH-18: Waterway Access</p> <p>PV-2: San Gabriel River Trail</p> <p>RH-24: Connected Pathways</p> <p>USEM-3: Waterway Access</p> <p>PR-3.2: Connective Multi-Use Trails and Pathways</p> <p>PR-3.3: Enhanced Multi-Use Pathway and Trail Connectivity</p> <p>PR-3.4: Pathways, Trails, and Water Resources.</p>	<p>DPW</p> <p>DRP</p> <p>DPR</p>	\$\$	Mid
<b>Vision Statement IV – Shared Community Identity and Character</b>						
4.1	Placemaking and Beautification Strategy	In consultation with stakeholders and residents, design and implement a Placemaking and Beautification Plan that adds or improves infrastructure such as: streetlights, street trees, benches, shelters, recycling and trash bins on	<p>LU-1.4: Preservation of Communities</p> <p>LU-3.15: Village Centers</p>	<p>DRP</p> <p>DPW</p> <p>Los Angeles County</p>	\$\$	Mid

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		<p>sidewalks, crosswalks, wayfinding signage, public art installations, and distinctive architecture. In enhancing community aesthetics and community identity, encourage consistency and transparency in communication, especially in preserving unique community areas and identities. Avoid altering notable aesthetic/cultural/historic community identities beyond maintenance and small improvements to access and comfort. Similarly, promote interagency and inter-community coordination to align, where possible, short- and long-term community identity goals, especially in placemaking. Specific actions in the Placemaking and Beautification Plan may include:</p> <ul style="list-style-type: none"> <li>• Work with local schools and community schools and community groups to create designs for decorative crosswalks. Consider decorative crosswalks that also meet safety and maintenance standards, especially for major commercial corridors with high pedestrian and bicycle activity, public transit, schools, parks, and libraries.</li> <li>• Enhance community identity through the development of public art programs. Consider placement of murals on blank commercial building facades. Coordinate with public agencies, schools, community groups, and local artists for murals. Plan annual creative placemaking events to celebrate community history and identity.</li> <li>• Collaborate with local historical groups to create an inventory of historic sites and structures in ESGV. Identify and secure funding to repair and restore these sites, if desired. Install multilingual markers and educational signage in identified</li> </ul>	<p>CC-1.1: Placemaking</p> <p>CC-1.2: Rural and Equestrian Center</p> <p>CC-1.3: Community, Historic, and Cultural Resources</p> <p>CC-1.4: Community Identity</p> <p>CC-1.5: Individual Community and Neighborhood Identity</p> <p>CC-1.6: Public Spaces and Facilities</p> <p>CC-1.7: Street Beautification</p> <p>CC-1.8: Community Gateways</p>	Department of Arts and Culture (Arts)		

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		historic sites and in public spaces in ESGV to showcase the history and character of the community.				
4.2	Safe and Sanitary Neighborhoods Program	Collaborate with residents, neighborhood councils, homeowner associations, neighborhood watch groups, and community-based organizations to ensure community cleanliness and safety in residential and public areas through organized clean up events, landlord responsibilities workshops, regular maintenance of public facilities, and collaboration with public utilities on best practices. Identify resources for groups to receive training on community leadership and safety issues.	CC-1.10: Community Safety CC-1.11: Maintenance CC-1.12: Neighborhood Cleanup Events	DPW  Los Angeles Sherriff's Department (LASD)	\$	Short
4.3	Community Annexation Feasibility Study	Study the viability of annexation of the following communities into the various surrounding cities. This study should include information related to public feedback, potential cost savings, and increased community services. <ul style="list-style-type: none"> <li>• East San Dimas</li> <li>• North Pomona</li> <li>• South El Monte</li> <li>• South Walnut</li> </ul>	LU-1.7: Coordination with Adjacent Cities	LAFCO DRP CEO	\$	Short
<b>Vision Statement V – Thriving Economy and Workforce</b>						
5.1	Retail Center Market Study	Conduct a feasibility study of potential locations for a retail center in communities with identified leakage such as Hacienda Heights. Identify opportunities for attracting uses desired by the community, such as markets, entertainment venues, and general merchandise stores.	ED-3.1: Business Friendly Environment	DCBA	\$\$	Medium

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
5.2	Development Concierge	Establish a program to provide business support services, such as access to resources, training opportunities, and mentorship for existing local small businesses and new business interests. Create the role of the development concierge to work with local organizations and small businesses and connect businesses to resources and funding.	ED-2.2: Local Business Support ED-3.1: Business Friendly Environment ED-3.2: Emphasis on Small Business	CDC DCBA	\$\$\$	Long
5.3	Branding Opportunities	Conduct an area branding study to specific areas to brand for specific industries and consider public realm improvements, such as coordinated banners and commercial storefront revitalization.	ED-5.3: Promotional Efforts and Branding; ED-5.5: Restaurant and Food Manufacturing Industry	CDC DPW DRP	\$\$	Mid
5.4	Business Attraction	Study the feasibility of forming a Business Improvement District near major transit stops and along major corridors to fund improvements, maintenance, and physical amenities. Actively market to industries and businesses that match resident skillsets and provide synergies with the existing industry strengths of the region.	ED-3.1: Business Friendly Environment	CDC DCBA	\$	Short
<b>Vision Statement VI – Sustainable Built and Natural Environment</b>						
6.3	Habitat Preservation Plan	Develop a focused plan whose purpose is to identify and propose a range of methods and strategies to acquire land with sensitive biological resources, to identify priority resources to protect and related parcels to acquire, especially for the Puente Hills to Chino Hills areas, and the foothills of the San Gabriel Mountains for habitat preservation. This effort should also collaborate with the agencies and conservation organizations active in the region. The plan should also develop a management plan for preserved lands to maintain maximum biodiversity and protection of biological resources. The plan should incorporate a review of best practices in Habitat Preservation	NR-2.1 Acquisition of Sensitive Lands NR-4.1: Preserve Lands with Sensitive Biological Resources NR-4.3 Cross-Jurisdictional Protection of Significant Ecological Areas NR-5.1: Protect Priority Ecological Sites	DRP DPR	\$\$	Mid

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		Plans in other local jurisdictions and a dedicated permanent source of funding for natural area conservation and preservation related efforts, including the routine study of biological resources.				
6.4	Planting Locally Native Plants	Develop a program and/or ordinance to require planting of native plants in development projects and develop a recommended plant list of locally native plant species from which the applicants can select plants appropriate to their projects. Add incentives for planting locally native tree species, especially those that have become rare in wildland areas and those that provide good nesting and foraging sites for native and migratory birds. Coordinate with other local agencies and conservation organizations to develop an educational program that highlights the benefits of planting locally native indigenous species for property owners, landscape contractors, designers, and developers. In addition, the general public should better understand the benefits to demand native plants as part of the design of their homes.	NR-8.1: Habitat-Supportive Properties NR-8.6: Wildland/Urban Interface Land Stewardship	DRP DPR	\$	Short
6.5	Wildlife Connectivity Ordinance	Draft a Wildlife Connectivity Ordinance that aims to preserve the open space and undeveloped habitat in the Puente Hills and San Gabriel Mountain foothills. Protecting these Very High Fire Hazard Severity Zones from the encroachment of development will help curtail the predicted frequency and intensity of wildfires in the years to come. The development of the ordinance should include a review of precedent wildlife connectivity ordinances, an assessment of effectiveness of the ordinances and methods or strategies for improvement, and engagement and collaboration with local conservation agencies and nongovernmental organizations.	NR-3.2: Minimize Habitat Fragmentation NR-4.5: Regional Connectivity	DRP	\$	Short

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
6.6	Habitat Connectivity Plan	Develop cross-agency and cross-jurisdiction habitat connectivity and wildlife corridor connectivity plans to identify, protect, and restore habitat corridors. The Puente-Chino Hills Wildlife Corridor is a major wildlife corridor in the region, among others, which should be identified for cross-jurisdictional protections.	NR-3.2: Minimize Habitat Fragmentation NR-4.2: Preserve Natural Canyons NR-4.5: Regional Connectivity	DRP CSO DPR and partners	\$\$	Mid
6.7	Water Resources Restoration Program	Support multi-benefit outcomes, such as water quality benefits, enhanced aquatic and riparian habitats, and restored natural features that result from ecosystem restoration efforts. Participate in reviewing streams and creeks in the urbanized areas for potential enhancement and ecosystem restoration projects including Walnut, San Jose, Thompson, and Coyote Creeks. Protect undeveloped natural canyons and drainage areas from alteration and support aquatic species protection programs. Support implementation of restoration projects identified in river master plans. Identify, attract, and create funds and resources to implement this initiative.	NR-7.1: Protect Natural and Scenic Resources NR-9.1: Riparian Habitat Restoration NR-11.1: Mechanisms for Water Resource Protection NR-11.4: Endangered Aquatic Species	DRP DPR DPW CSO	\$\$	Mid
6.8	Thompson Creek and LA County Pomona Fairplex	In the master planning and renovation process of the LA County Pomona Fairplex, a good opportunity exists to develop plans and designs, and direct funding to implement an enhanced multi-benefit open space with connectivity to constructed habitat along Thompson Creek which runs along the Fairplex grounds. Coordinate with the City of Pomona and the Fairplex master-planning process to incorporate such waterway enhancements.	NR-4.3 Cross-Jurisdictional Protection of Significant Ecological Areas	DRP CEO	\$	Short
6.9	Scenic Resources Study, Program, and Ordinance	The development of a scenic resources study that leads to the adoption of a scenic resources program and ordinance is particularly relevant to the ESGV to	NR-13.1: Protect Scenic Hillsides and Ridgelines	DRP DPR	\$	Short





TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
		protect the remaining scenic resources in the Planning Area. Without an adopted ordinance and regulatory controls, the scenic resources of the ESGV region are left vulnerable to further loss and irreparable degradation. This region has many parks, trails, and open space resources where viewsheds and scenic vistas should also be identified, preserved, and protected. Prepare a Scenic Resources Study that identifies and maps the scenic resources in ESGV to designate them for protection, including but not limited to, scenic hillsides, riparian corridors, scenic highways and corridors, scenic viewsheds and vistas, natural landforms, and scenic routes along rivers and waterways, among other scenic features in the landscape.	NR-13.5: Regulate Development NR-13.6: Protect Scenic Qualities of Riparian Areas			
6.10	Areawide Significant Ridgeline Protections	Perform a study to identify and map the significant ridgelines in ESGV. Prepare an areawide ordinance to incorporate significant ridgeline protections prohibiting development on or alteration of a significant ridgeline.	NR-7.1: Protect Natural and Scenic Resources NR-9.1: Riparian Habitat Restoration NR-13.1: Protect Scenic Hillsides and Ridgelines	DRP	\$	Short
6.11	Hydrology Study on Priority Sites for Flood Attenuation and Water Infiltration	Identify and prioritize for acquisition and conservation lands which have high capacity for water infiltration and flood attenuation. These would include flatter lands in the foothills of the San Gabriel Mountains, lands along the San Gabriel River, in particular lands used for surface mining along the 605 corridor, and undeveloped/underutilized lands in the valley areas for development of multi-benefit projects providing environmental services.	NR-2.1 Acquisition of Sensitive Lands NR-2.2: Multi-benefit Open Spaces NR-4.1: Preserve Lands with Sensitive Biological Resources	DPW DRP DPR CSO	\$	Short
6.12	Urban Greening, Tree Canopy Coverage, and	Partner with agencies, NGOs, and community groups to identify ESGV communities in high need of shade and with low levels of urban tree canopy	PR-3.6: Greenway and Open Space Connectivity	DPH DRP	\$	Short

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
	Street Tree Program	coverage to focus urban greening efforts according to findings in the Urban Forest Management Plan.  Develop a street tree planting program for West Puente Valley, prioritizing street segments that form an efficient walkshed network that connects residential areas to community amenities such as parks and shops.		DPR DPW CSO SD1		
6.13	Local Ecology and Wildland/Urban Interface Education Program	The number of residents within the wildland/urban interface has increased greatly over the past couple decades. A collaborative program with other agencies and conservation organizations should be developed to educate homeowners in the wildland/urban interface about fire-safe locally native plants to incorporate into the gardens, invasive plants to avoid planting, how to live well in proximity to and limit their impacts to wildlife, installing wildlife-friendly fencing, and downward facing exterior lighting, avoiding tree-trimming activities during bird nesting season, and other methods of stewarding their property to minimize impacts to wildlife and biological resources. Implement for the following communities: <ul style="list-style-type: none"> <li>San Gabriel Mountains Foothill Communities (East Azusa, Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas, and West Claremont)</li> <li>San Jose Hills (Walnut Islands and West San Dimas)</li> <li>Rowland Heights</li> <li>Hacienda Heights</li> </ul>	NR-8.6: Wildland/Urban Interface Land Stewardship	CSO	\$	Short

TABLE 9-1 East San Gabriel Valley Area Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement VII – Informed, Empowered, and Environmentally Just Communities</b>						
7.1	Community Sensitive Use Plans	For each community in the East San Gabriel Valley, create a Sensitive Use Plan, indicating the location of sensitive uses as well as hazards. Using these locations, the plan could program specific capital improvements to help buffer sensitive uses from hazards. These improvements could include landscaping, sound walls, and street improvements.	NR-7.6: Land Use and Zoning Supportive of Conservation	DRP OEM DPW DPH	\$\$	Mid
7.2	Community Trust Funds.	Create a program that allows the establishment of community-scale trust funds in the East San Gabriel Valley. The funds would go toward community projects and infrastructure to improve the livelihoods of residents. The trust funds would be jointly administered by the County and by the community. Funds would be collected via special development fees.	CC-1.1: Placemaking ED-2.1: Equitable Investment	BOS CEO	\$\$	Mid

TABLE 9-2 Avocado Heights Community Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement II – Diverse, Walkable Communities</b>						
AH 1	Evergreen Baptist Church Property Opportunity Area	Study the viability of redeveloping the Evergreen Baptist Church Property in Avocado Heights, specifically the cost benefit analysis of land acquisition to provide housing and community amenities at the site.	AH-5: Housing Opportunities AH-3: Underutilized Sites	LACDA SD1	\$\$	Mid
<b>Vision Statement V – Thriving Economy and Workforce</b>						
AH 2	Workman/Don Julian Intersection Revitalization	Develop a program and seek funding to revitalize the existing commercial storefronts at the intersection of Workman and Don Julian. This revitalization would balance community needs with improved pedestrian access, building façades, and landscaping.	AH-2: Complete Communities AH-5: Existing Commercial Centers AH-13: Complete Streets AH-15: Street Beautification	SD1 CEO	\$\$	Mid

TABLE 9-3 North Pomona Community Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement III – Connected and Active Communities</b>						
NP 1	Thompson Creek Multi-use Pathway	Study the viability of adding Thompson Creek to the San Gabriel Valley Greenway Network, including the feasibility of new pedestrian infrastructure to turn the existing storm channel into a multi-use pathway.	NP-2: Pedestrian Infrastructure NP-3: Multi-use Path	DPW DPR SD1	\$\$	Mid



TABLE 9-4 Pellissier Village Community Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement IV – Shared Community Identity and Character</b>						
PV 1	Equestrian Uses	Identify and secure funding to acquire property in Pellissier Village for the development of shared equestrian uses, including community stables, and feeding and riding areas. The development of these uses should be considered and led by feedback from the community.	PV-4: Provide Additional Equestrian Amenities	SD1 CEO DPR	\$	Short

TABLE 9-5 Rowland Heights Community Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement IV – Shared Community Identity and Character</b>						
RH 1	Equestrian District	Survey and document equestrian uses in Rowland Heights and support establishment of a Rowland Heights Equestrian District, particularly in areas around Desire Ave and Native Ave.	RH-20: Equestrian Uses	DRP SD1	\$	Short
RH 2	Agricultural Pathways	Collaborate with local community-based organizations and historical societies to document, preserve, and enhance the remnant agricultural pathways, known as the cat walks. Enhance their design and connect them to a system of neighborhood pathways.	RH-24: Connected Pathways	DRP DPW	\$\$	Mid

TABLE 9-6 San Jose Hills Communities Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement IV – Shared Community Identity and Character</b>						
SJH 1	Equestrian District Designation for Walnut Islands	A community engagement effort should be made to assess whether the equestrian community members want to designate a Walnut Islands Equestrian District in the area. Boundaries and properties to be included, the number of horses and other animals allowed per square footage of land would be discussed and determined as the designation is considered.	SJH-2: Equestrian District Designation	DRP SD1	\$	Short

TABLE 9-5 Unincorporated South El Monte Community Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement III – Connected and Active Communities</b>						
USEM 2	Public Realm	Improve connections to the San Gabriel River Trail.	USEM-3: Waterway Access	DPR	\$\$	Long Range
USEM 3	Public Realm	Improve access to communities on the other side of the San Gabriel River.	USEM-4: Enhance Community Connections	DPR	\$\$	Long Range

TABLE 9-8 Southwestern Communities Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
<b>Vision Statement II – Diverse, Walkable Communities</b>						
SWC 1	Frontage Roads Revitalization Program	Identify frontage road segments with underutilized space and develop a plan to fund improvements that benefit pedestrians, like street trees, pocket parks, urban pathways, or improve climate resiliency, like bioswales for groundwater regeneration.	SWC-3: Commercial Centers and Corridor Revitalization SWC-9: New Multi-Use Trails	DPW DPR DRP DPH SD1	\$\$	Mid
SWC 2	South San Jose Hills – Neighborhood Park Project	Based on the findings of the Los Angeles Parks Needs Assessment, identify funding to locate and acquire a suitable site for the development of a new neighborhood park in South San Jose Hills.	SWC-7: Open Spaces	DPR SD1	\$	Mid
SWC 3	Valinda – Amar Commercial Corridor Revitalization	Develop a program and seek funding to revitalize the existing commercial storefronts on the north side of Amar Road between Aileron Avenue and Echelon Avenue. This revitalization would balance community needs with improved pedestrian access, building façades, and landscaping.	SWC-12: Existing Commercial Centers SWC-14: Commercial Centers and Corridor Revitalization	SD1 CEO	\$\$	Mid
SWC 5	West Puente Valley – Open Space Multi-Benefit Agreements	Work with local schools that contain open space areas to create an asset map with the intent to identify amenities, such as playing fields, tracks, playgrounds that could be accessible to local residents outside of school hours. Create a program to establish multi-benefit agreements with local schools, where feasible, including what the access includes, needed security/staffing, and other resources. Provide locations of these areas to the public in an interactive way so that local amenities are easily searchable.	SWC-7: Open Spaces	DPR DRP	\$	Mid



TABLE 9-8 Southwestern Communities Plan Implementation Table

Action	Name	Description	Related Policy	Coordinating Agencies/ Departments	Cost Estimate (\$, \$\$, \$\$\$)	Timeframe (short/mid/ long range)
SWC 6	West Puente Valley – Community Center	Study the feasibility of establishing a new community center in West Puente Valley, to provide needed community resources and to improve community resiliency. These resources could include a community kitchen, learning spaces, and a cooling center on high heat days. Sites for a center could be on existing County properties, through the shared use of a school site, or as part of a new development project in the community.	SWC-5: Village Centers and Social Gathering Areas	SD1 DPR	\$\$	Mid
<b>Vision Statement VI – Sustainable Built and Natural Environment</b>						
SWC 7	West Puente Valley – Air Quality Improvement Trust Fund	Establish a community trust fund to provide local funding to residents, businesses, and schools to improve indoor air purification and filtration. Funding could be provided to purchase air purifiers, retrofit existing HVAC systems, or enforce truck idling.	LU-3.24: Improved Indoor Air Quality	SCAQMD DPH DPW	\$	Short
<b>Vision Statement VII – Informed, Empowered, and Environmentally Just Communities</b>						
SWC 8	Community Health Partnerships	Explore the feasibility of establishing a partnership between the community and local hospitals and health care providers to offer services like local pop-up clinics and information sessions to residents. The intent of this partnership would be to improve community health outcomes.	SWC-4: Healthy Food LU-3.16: Access to Health Care Facilities LU-3.18: Joint-Use Facilities	SD1 Local Medical Providers/ Hospitals DPH	\$\$	Mid







**Los Angeles County**  
**Department of Regional Planning**

320 W. Temple Street, Los Angeles, CA 90012  
T: (213) 974-6411 • F: (213) 626-0434 • TDD: (213) 617-2292