



DIAMOND BAR
GENERAL PLAN 2040

PUBLIC REVIEW DRAFT | SEPTEMBER 2019

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Prepared by

DYETT & BHATIA
Urban and Regional Planners

Photo selections were not completed at the time of printing due to the publication deadline, but will be incorporated into the final document.

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INTRODUCTION 1.0



Diamond Bar is predominately a bedroom community located on the eastern edge of Los Angeles County, within minutes of Orange, Riverside, and San Bernardino counties. With its origin as a center for ranching perched among a landscape of rolling hills in the East San Gabriel Valley, suburban-style growth later established Diamond Bar as a residential community known for its friendly country-living atmosphere, abundant open spaces, exceptional public facilities, well-maintained parks and hiking trails, and excellent schools.

Looking to the future, Diamond Bar residents seek to maintain what they love about the city, including its open spaces, rural character, and family-friendly neighborhoods. Diamond Bar residents also desire to create new opportunities and places for residents to gather, play, live, and work. The city must also contend with the pressures of regional growth and its related impacts on traffic, air quality, the demand for housing and jobs, and the loss of open spaces, as well as the potential effects of climate change and natural disasters. Additionally, the continued need to deliver high-quality city programs and services will be shaped by the community's changing demographics.

This General Plan is a dynamic policy document intended to guide the long-term development of the City of Diamond Bar. The Plan reflects the community's values and desires, as expressed in a broad vision for the future, and addresses important issues such as land use and urban design, economic development, circulation, resource conservation, public facilities and services, safety, public health, and sustainability.

1.1 SCOPE AND PURPOSE

PURPOSE OF THE GENERAL PLAN

State planning law requires that each city and county adopt a comprehensive, long-term general plan for the physical development of any lands in its jurisdiction, and for any land outside its boundaries which bears relation to its planning (Government Code Section 65300). The Diamond Bar General Plan establishes the community's long-term vision for development and includes policies to carry out that vision by directing future growth in the city. Policies in the Plan guide decision-making and activity related to development, such as land use, transportation, conservation, environmental quality, recreation, public services, and safety. The General Plan has been adopted by the City Council and serves to:

- Establish a long-range vision that reflects the goals and desires of the Diamond Bar community;
- Provide City departments, the Planning Commission, and the City Council with strategies and implementing actions to achieve the vision;
- Provide a basis for evaluating whether individual development proposals and public projects are in harmony with the General Plan vision and policies;

- Provide standards and guidance to allow City departments, other public agencies, and private developers to design projects that are consistent with the General Plan vision and policies;
- Provide the basis for establishing other implementing plans and programs, such as the Zoning Ordinance, subdivision regulations, specific and master plans, and the Capital Improvement Program.

State law requires that a variety of City actions be consistent with the General Plan. Regular ongoing use and review of the General Plan is therefore essential. Successful implementation of the General Plan requires effective communication among City staff, the community, and City decision-makers.

GENERAL PLAN REQUIREMENTS

The State of California grants local governments the authority to control land use decisions within their jurisdictions. Thus, cities have considerable flexibility in preparing their general plans as long as they meet the basic requirements of State planning law. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans, which should be comprehensive, internally consistent, and long-range.



In 1989, Diamond Bar became the 86th city in Los Angeles County.

COMPREHENSIVE

The General Plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and other areas that the City determines are relevant to its planning. The General Plan must also address the full range of issues that affect the city's physical development.

INTERNALLY CONSISTENT

The General Plan must fully integrate its separate parts and relate them to each other without conflict. All adopted portions of the General Plan, whether required by State law or not, have equal legal weight. None may supersede another, so the General Plan must resolve conflicts among the provisions of each element. "Horizontal" consistency applies as much to figures and diagrams as to the General Plan text. It also applies to data and analysis as well as policies.

LONG RANGE

The general plan must take a long-term perspective as anticipated development will affect the city and the people who live or work there for years to come.

State law requires all general plans to include seven mandatory elements: land use, circulation, conservation, open space, safety, noise, and housing. The combination of two or more mandated elements is permitted. As housing elements are required to be updated more frequently on a State-mandated cycle, the Diamond Bar Housing Element is provided under separate cover. Table 1-1 shows where required elements can be found in the Diamond Bar General Plan.

Government Code Section 65303 provides that a general plan may include any other elements which, in the judgment of the legislative body, relate to the development of the city. The City of Diamond

Bar has determined that economic development, community character, public facilities and services, and community health and sustainability are critical issues tied to future growth in the community and has included these additional elements in the chapters of the General Plan.

HORIZON YEAR

Given the long-range requirement, the Diamond Bar General Plan establishes a horizon year of 2040, representing a reasonable time period in which to plan for the city's next major phase of growth, change, and investment. The horizon year is not an end point for the Plan or its policies, but provides a context for short-, medium-, and long-term decision-making.

Table 1-1: Relationship between General Plan Elements and State Requirements

Required Element	Location in General Plan
Land Use	Chapter 2: Land Use and Economic Development
Circulation	Chapter 4: Circulation
Conservation	Chapter 5: Resource Conservation
Open Space	Chapter 5: Resource Conservation
Safety	Chapter 7: Public Safety
Noise	Chapter 7: Public Safety
Housing	Chapter 9: Provided under separate cover

1.2 PLANNING CONTEXT

REGIONAL LOCATION

The City of Diamond Bar is located on the eastern edge of Los Angeles County in the San Gabriel Valley. With convenient access to State Route 57 (SR-57) and SR-60, Diamond Bar is within 30 miles driving distance of the cities of Los Angeles, Riverside, and Irvine, making it a desirable part of the region to live and work. Diamond Bar is bounded by the cities of Industry and Pomona to the north and Chino Hills to the east, and unincorporated Los Angeles County to the south and west. The western edge of the city lies at the intersection of SR-57 and SR-60, with SR-57 connecting the city to Interstate 10 (I-10) one and a half miles to the north and SR-60 connecting to SR-71 roughly two miles to the east. The Industry Metrolink Station lies on Diamond Bar's northern border with the City of Industry, providing east-west transit connections to Los Angeles and Riverside. The regional setting is depicted in Figure 1-1.

PLANNING AREA

The Planning Area for the General Plan, shown in Figure 1-2, is defined as the land area addressed by the General Plan's policies and land use designations. The Planning Area encompasses 13,039 acres, of which 9,526 acres (73 percent) is in the city limits and the remaining 3,513 acres (27 percent) is in the Sphere of Influence (SOI). It is bounded by the cities of Industry and Pomona to the north, Pomona and Chino Hills to the east, and Brea to the south, and unincorporated Los Angeles County to the west. While Diamond Bar does not have jurisdiction in areas outside of its city limits, general plans commonly consider land outside a city's jurisdictional boundaries that "bear relation to its planning" (California Government Code Section 65300). This typically includes a city's SOI and may also include additional land.

CITY HISTORY

The area now known as the City of Diamond Bar began as "Rancho Los Nogales" (Ranch of the Walnut Trees) after a Mexican land grant in 1840. In 1918, after changes in ownership and fragmentation, portions of the original rancho were reassembled as Diamond Bar Ranch. The ranch continued to be used mainly for agriculture until 1956, when Christiana Oil Corporation and the Capital Oil Company (a subsidiary of the Transamerica Corporation) purchased the land and created a comprehensive development plan, making it one of the first master-planned communities in Los Angeles County. Suburbanization across the region in the 1960s spurred

SPHERE OF INFLUENCE

The SOI is defined as the ultimate physical boundary and service area envisioned for the City, and encompasses both incorporated and unincorporated territory. The Los Angeles County Local Agency Formation Commission (LAFCO) reviews and approves proposed boundary changes and annexations affecting the SOI. The SOI boundary, which has remained relatively constant since it was first approved in 1990, includes part of Tonner Canyon, an undeveloped wooded canyon that stretches from SR-57 east to the San Bernardino county line.

Figure 1-1: Regional Setting

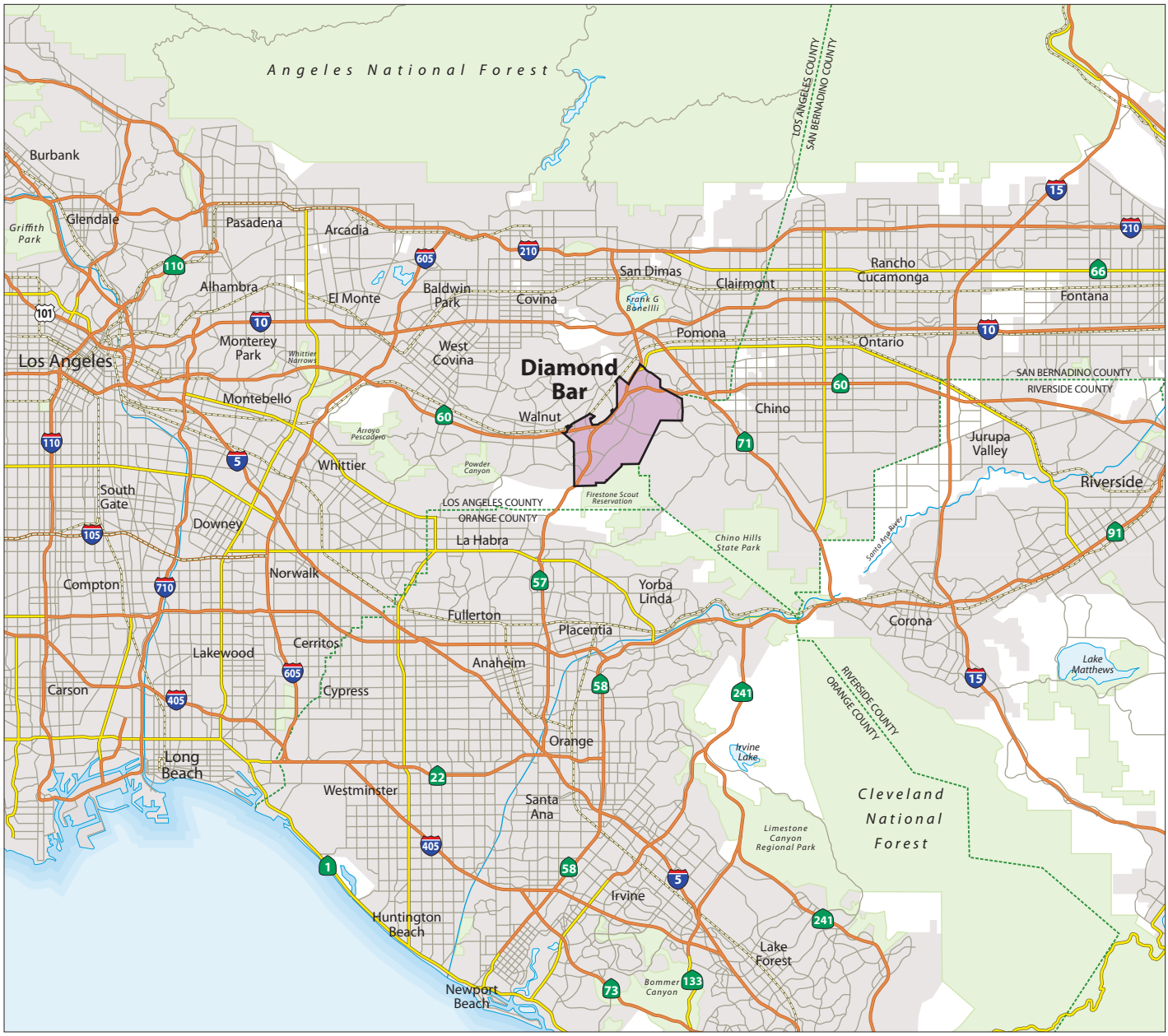
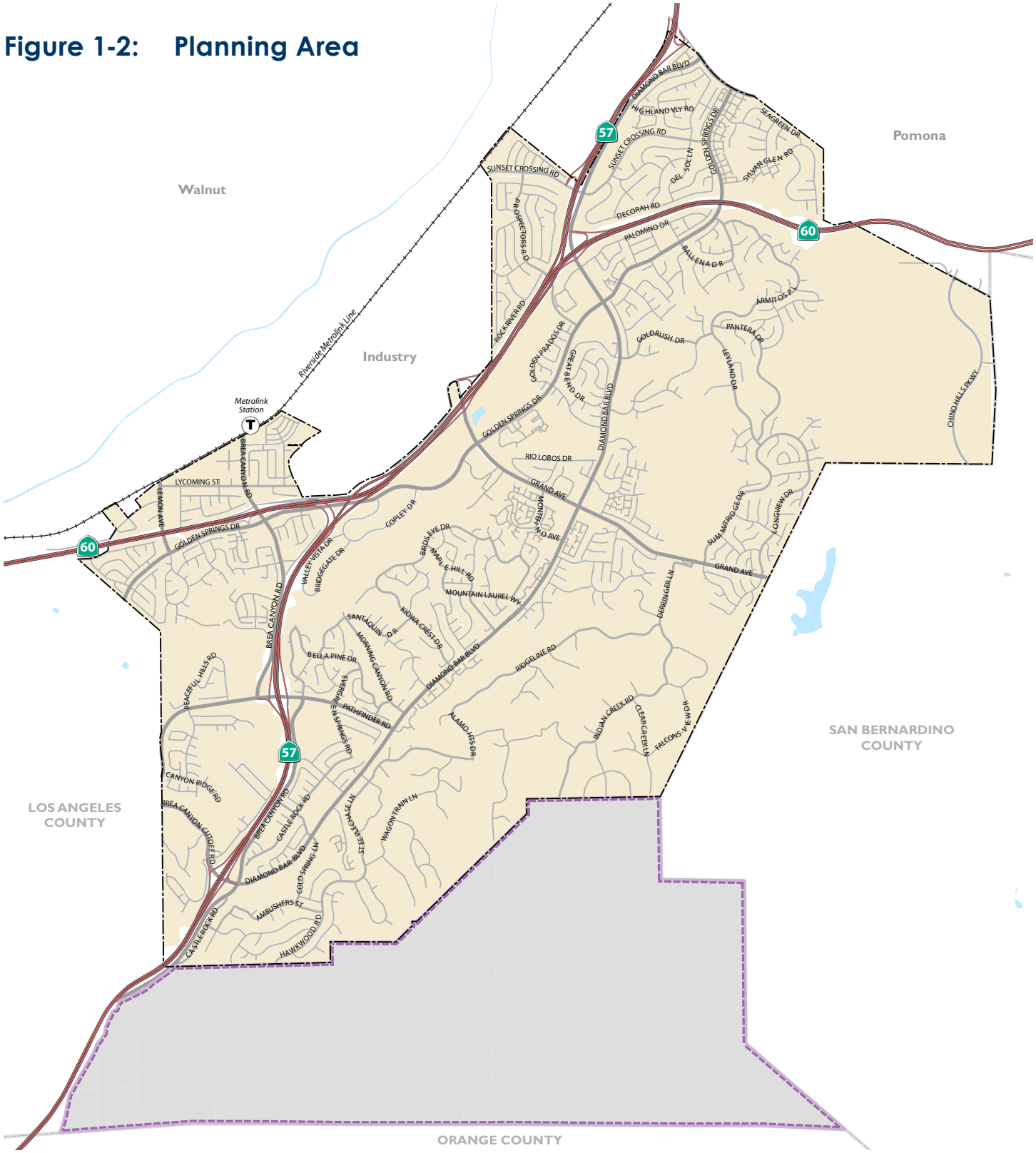


Figure 1-2: Planning Area



Source: City of Diamond Bar 2016; Dyett & Bhatia, 2016

housing and population growth in Diamond Bar, transforming it into a primarily residential community. In 1989, after two unsuccessful attempts, residents voted to incorporate and on April 18, 1989, Diamond Bar became Los Angeles County's 86th city.

Today, Diamond Bar continues to be a predominately residential suburban community. Development in the city has tended towards distinct, insulated neighborhoods with minimal connections to one another or to the city's pockets of commercial activity. Diamond Bar has also come to be known for its destination corporate and government center at the confluence of SR-57 and SR-60, which provides a high concentration of jobs. As with other bedroom communities, Diamond Bar is largely car-oriented, with residents relying on cars to access parks, schools, services, and jobs, in many cases traveling outside of the city for entertainment and work. Community identity in the city draws heavily from the cohesiveness of its individual neighborhoods and its natural features. Residents take pride in their hillsides, trees, and open spaces, which are highlighted in the city's public parks and trails. As the city continues to develop, it faces many of the same pressures affecting the region and state, including worsening traffic, reduced housing affordability, and loss of open spaces. Looking ahead, the community is seeking ways to stay connected to its rural beginnings, nurture the physical and interpersonal connections that tie the city together, and foster a sustainable future for generations to come.

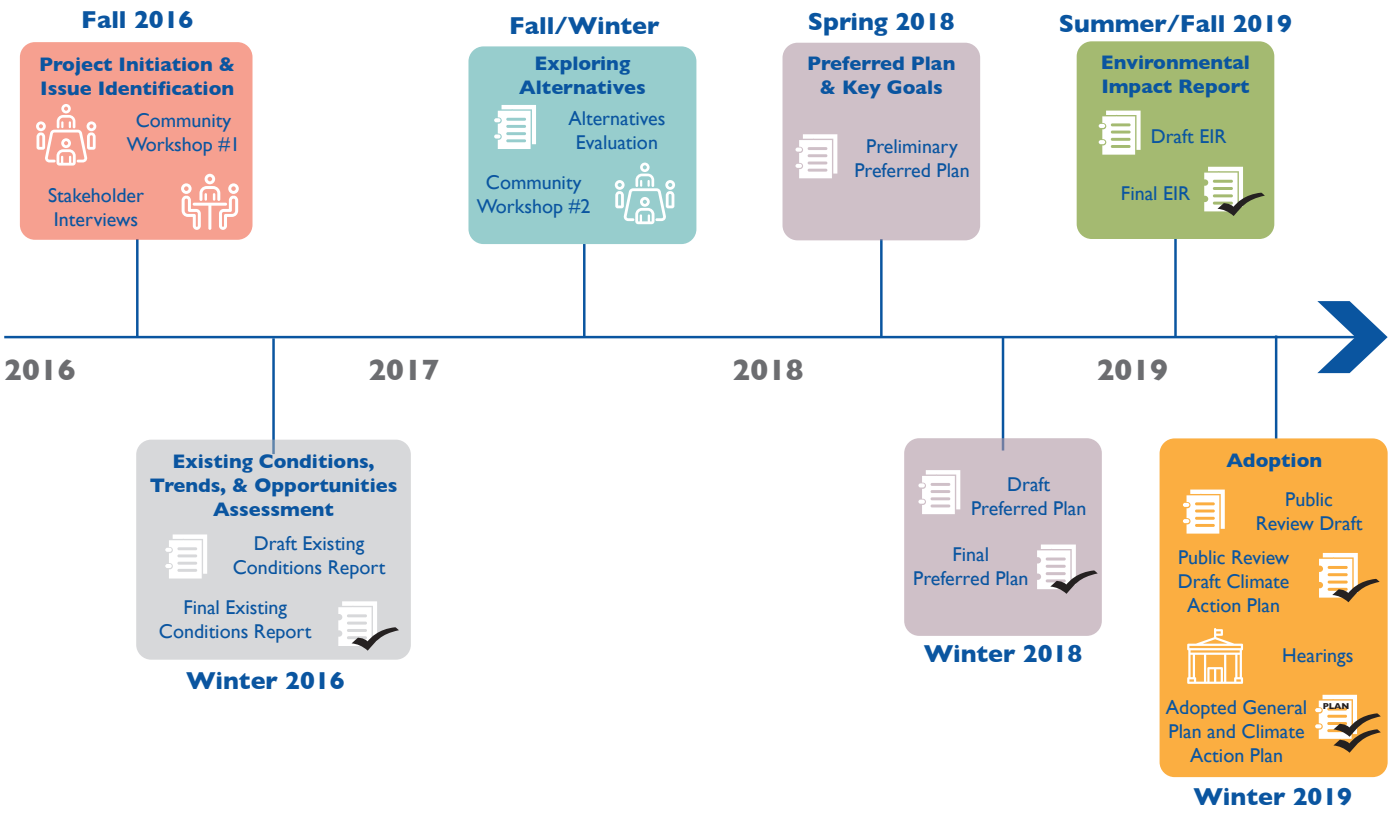


The City of Diamond Bar began as "Rancho Los Nogales" (Ranch of the Walnut Trees)

1.3 PLANNING PROCESS

The Diamond Bar General Plan was first adopted in 1995. Since then, substantial changes to the planning context of the city have occurred, including accelerated growth in the region and shifts in the community's demographics, as well as new ways of thinking about sustainability, public health, and placemaking. In light of these changes, the city undertook a comprehensive update of the General Plan as an opportunity to reassess and refine its long-term vision and identify the new challenges it will face, opportunities it will follow, and approaches it will use to make that vision a reality. The update process began in the summer of 2016 and included the following steps.

PROJECT TIMELINE



OUTREACH ACTIVITIES

Public participation was an essential part of the General Plan update process. A variety of outreach activities took place throughout the planning process to provide a forum to discuss priorities and values, allow for the evaluation of different policy options, and bring a wide range of community members and perspectives into the conversation. Summaries of each activity were made available to members of the public and decision-makers and are part of the public record.

STAKEHOLDER INTERVIEWS

The planning team conducted a series of interviews with stakeholders representing a range of local and regional interests. A total of 23 stakeholders participated, including real estate professionals, local developers, commercial property owners, service organization representatives, major employers, active community members, former City Council members, school district administrators, small business owners, and youth organizations. Stakeholders were given the opportunity to provide their viewpoints on issues of significance, Diamond Bar's future, general planning concerns, and other topics of specific interest. The interviews provided the planning team with insight into issues of significance for each of the stakeholder groups.



SURVEYS

Two online surveys were conducted over the course of the planning process. The first survey occurred during the visioning phase of the project and was intended to explore community members' vision for the future of the city as well as uncover any important issues related to various aspects of life in Diamond Bar. The survey was available online in October 2016 in English, Korean, and Chinese, and was also administered in person at pop-up booths at four different community events (Barktober Fest, Quail Summit Elementary School Carnival, Eco Expo, and Diamond Bar High School Food Festival). The survey received a total of 501 responses.

The second survey took place between October 12 and November 12, 2017 and was focused on gathering community reactions to the three land use alternatives. The survey was available online in English, Chinese, and Korean, and printed versions were also provided at the Whispering Fountains of Diamond Bar senior housing complex, the Diamond Bar Center, the public library, and City Hall. Respondents also had the option of printing out the survey from the project website to complete by hand and return to City Hall. A total of 638 people responded to the survey.

WORKSHOPS

The first community workshop was held on November 9, 2016 and used activities and discussion to collect information from community members regarding their visions for the future and their perspectives on major planning issues to be addressed during the update. Around 80 community members participated in the workshop, while a number of Planning Commissioners, City Council members, and General Plan Advisory Committee members observed the event. Translation services were provided for Mandarin, Korean, and American Sign Language.

The second community workshop took place on October 19, 2017 and focused on the three land use alternatives. Participants received a presentation on the alternatives and their potential impacts and took part in discussions about their preferences and concerns for each alternative. Approximately 130 community members attended the workshop, along with members of the Planning Commission, City Council, and GPAC who observed. Mandarin and Korean translation services were provided.





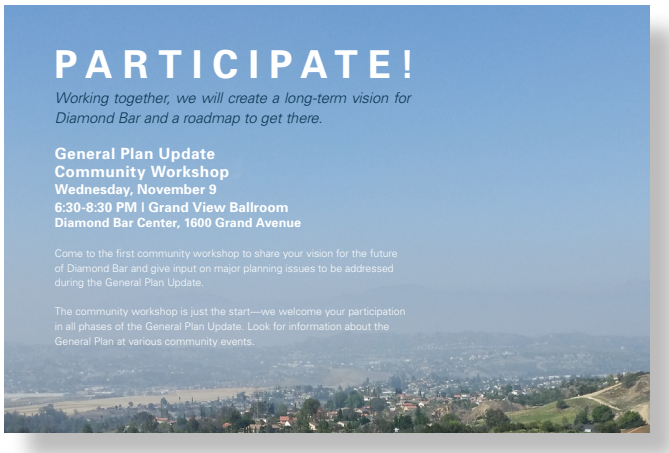


Diamond Bar community members actively participated in two community workshops and discussed their ideas and recommendations for the 2040 General Plan.

POP UPS

Over the course of the project, the City held a number of pop-up events to raise awareness about the planning process and gather comments from a large cross-section of Diamond Bar residents. During the visioning phase of the project, the City set up booths at four community events to promote the first public workshop and administer the first survey. During the alternatives phase, the City focused on popular destinations such as the high schools and local markets to promote the alternatives workshop and survey and receive feedback.

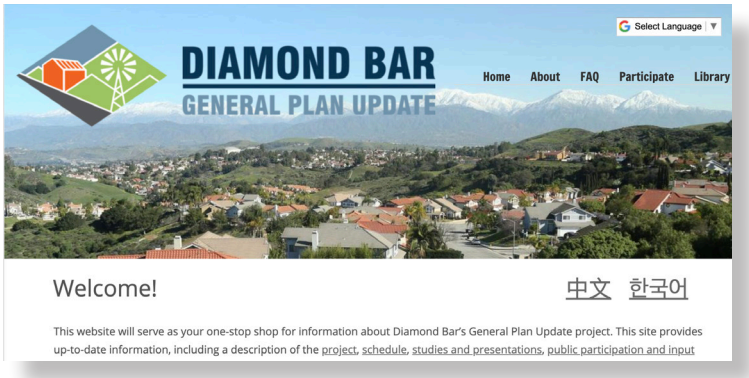




Two newsletters were mailed out to update community members on the progress of the General Plan.

NEWSLETTERS

The City used direct mailings to update community members on progress, announce upcoming workshops and surveys, and provide background information on the process. Two newsletters were mailed to all Diamond Bar addresses to announce the start of the project and introduce the alternatives. The newsletters were also available online through the project website. The City also made announcements through its monthly newsletter, DBConnection, and news releases through local outlets and the City's website.



The project website provided updates on the planning process as well as additional resources and background information on Diamond Bar.

SOCIAL MEDIA TOOLKIT

A social media tool kit was developed to provide key stakeholders with copy-ready text for incorporation into social media sites. The kit included graphics and content to easily convey project information. Key stakeholders were asked to choose the content that best resonated with their constituents and contacts list and copy and paste it to their social media platforms. The social media tool kit consisted of post for social media venues, a brief article, and a widget that could easily be pinned to websites and social media platforms. Stakeholders invited to participate included educational institutions/ principals, homeowner associations, and civic and professional groups.

WEBSITE

A project website was created to provide updates on the planning process, meeting materials and minutes, documents for public review, and additional background information on Diamond Bar and the General Plan update.

GENERAL PLAN ADVISORY COMMITTEE

A General Plan Advisory Committee (GPAC) was established by the City Council to serve in an advisory role to the Planning Commission and City Council on matters related to the General Plan update. The GPAC was convened to provide input on the project, reviewing work products and draft policies, receiving and considering public comments, and sharing perspectives based on their experiences and conversations with community members before making recommendations to the Planning Commission and City Council. The GPAC was made up of 15 volunteers from the community who met a total of 10 times over the course of the project. All GPAC meetings were open to the public and allowed for public comment, and were subject to the Brown Act.

PLANNING COMMISSION AND CITY COUNCIL

The Planning Commission and City Council held three public joint study sessions to provide direction on the General Plan update. The first, held on August 10, 2016, covered the responsibilities of the GPAC and the identification of issues that the project should address. The second meeting, held on March 29, 2017, covered findings from community outreach and the existing conditions research. The third meeting, held on January 30, 2018, covered the land use alternatives and resulted in the selection of the Preferred Plan.

Upon completion of the Public Review Draft General Plan and Environmental Impact Report, the Planning Commission and City Council held XX joint study sessions. The Planning Commission held X public hearings prior to recommending the Plan to the City Council. The City Council held X public hearings and adopted the General Plan on XXXX, 2019.



General Planning Advisory Committee (GPAC) members.

1.4 VISION AND GUIDING PRINCIPLES

COMMUNITY VISION

The community vision forms the basis for the General Plan's policies. The vision is an expression of the collective hopes and aspirations that members of the Diamond Bar community have for the city's future, and was formed from all of the input shared by community members throughout the planning process.

VISION 2040

In 2040 Diamond Bar has a balance of housing and retail choices, ample job and business opportunities, and an abundance of options for gathering and recreation. A lively Town Center provides community members with access to local services, entertainment, employment, and homes in an attractive, walkable environment. Diamond Bar continues to welcome and celebrate cultural diversity, and maintains a safe, quiet, and family-friendly atmosphere where residents of all ages and abilities are happy and healthy and live sustainably. Through thoughtful planning, collaboration, and stewardship, the community is able to meet the needs of current and future generations, both growing as a city and preserving the strong connections and environmental resources that define its "country living" identity.



The community vision and guiding principles were formed by the community throughout the planning process.

GUIDING PRINCIPLES

The following Guiding Principles expand upon the community vision, establishing detailed, actionable objectives that support the vision and provide a foundation for the policies in the General Plan. The Guiding Principles emerged from the various comments and community discussions that took place as part of the planning process. All of the General Plan's policies advance one or more of the Guiding Principles in order to achieve the community vision.

1. **Maintain a welcoming, safe small-town feel.** Continue to cultivate a welcoming, safe small-town feel that is inclusive of Diamond Bar's diverse and changing population while preserving existing neighborhoods.
2. **Promote a family-friendly community.** Promote Diamond Bar's strong and high performing school system, support the City's youth activities and provide housing choices for families to continue to make Diamond Bar a desirable place for families.
3. **Create an inviting Town Center.** Foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather.
4. **Develop attractive commercial centers and thriving businesses.** Help Diamond Bar's existing commercial centers and businesses thrive, and attract new businesses to centrally located focus areas to serve the daily needs of residents.
5. **Establish a balanced circulation network.** Improve mobility for all residents, visitors, and workers by providing a diversity of safe and convenient transportation options in a cohesive network, including active transportation, transit, and automobile facilities.
6. **Support Healthy and Sustainable Lifestyles.** Promote human and community health and environmental quality through the provision of parks and open spaces, community programs and services, the preservation of local and regional environmental resources, and the reduction of the greenhouse gas emissions.
7. **Foster a strong, collaborative community.** Provide opportunities for gatherings among friends, families, and the community at large and encourage all members of the community to participate in planning and decision-making for the future.

1.5 PLAN ORGANIZATION

The General Plan is organized by topic in nine chapters, as follows. Chapters 2 through 9 constitute the seven required elements of a General Plan, as well as optional elements covering the topics found to be important to the community.

- **Chapter 1: Introduction.** This chapter outlines the vision for Diamond Bar's future and guiding principles for its growth and development, provides a basic context for the General Plan Planning Area, and covers the General Plan's purpose, relationships to other plans, organization, and requirements for administration.
- **Chapter 2: Land Use and Economic Development.** This chapter describes the existing land use pattern and provides an explanation of the General Plan's approach to citywide growth. The goals and policies in this chapter provide the physical framework for land use and development in the city. In addition, this chapter provides an overview of the population and employment context in Diamond Bar, and outlines goals and policies to support economic development. The land use portion of this chapter is required by State law, while the economic development portion is an optional topic.
- **Chapter 3: Community Character and Placemaking.** This chapter provides policy direction on the desired character of Diamond Bar at a citywide scale. It also includes an urban design framework for development occurring in the Town Center, Neighborhood Mixed Use, Transit-Oriented Mixed Use, and Community Core focus areas. This chapter is an optional General Plan element.
- **Chapter 4: Circulation.** This chapter includes policies and standards that seek to maintain safe and efficient circulation for all modes of travel. It identifies street improvements, and addresses walking, biking, transit, and parking to support a multi-modal circulation system. The Circulation Element is required by State law.
- **Chapter 5: Resource Conservation.** This chapter includes background information and policies relating to the conservation and preservation of open space resources, biological resources, water resources, air quality, and cultural resources. This chapter satisfies the requirements for both an Open Space Element and a Conservation Element, which are required by State law.

- **Chapter 6: Public Facilities and Services.** This chapter contains background information, goals, and policies related to schools, community facilities and libraries, parks and recreation, water supply and demand, and public utilities. This chapter is an optional General Plan element.
- **Chapter 7: Public Safety.** This chapter provides an overview of the public safety risks in Diamond Bar related to seismic and geologic hazards, flood hazards, hazardous materials and operations, airport hazards, fire hazards, and noise. This chapter satisfies the requirements for both a Safety Element and a Noise Element, which are required by State law.
- **Chapter 8: Community Health and Sustainability.** This chapter outlines public health concerns related to the General Plan, and includes goals and policies to improve public health through environmental justice, active living, healthy food, social connections, and sustainable living. This is chapter is an optional General Plan element.
- **Chapter 9: Housing.** This Chapter contains the policies and programs to conserve and improve existing affordable housing, provide adequate housing sites, assist in development of affordable housing, removing governmental constraints and promote equal housing opportunities. As the Housing Element is required to be updated on a state-mandated cycle, the most recently adopted Housing Element is incorporated into this Chapter. The Housing Element is required by State law.

The Plan should be reviewed and revised as new information and community priorities evolve over time.



INTRODUCTION 1.0

Each General Plan element contains the parts described below.

Chapters: Each of the General Plan chapters gathers a number of related topics under one big-picture umbrella. Several of the chapters are based on State general plan requirements, while others are based on themes derived from the community's values.

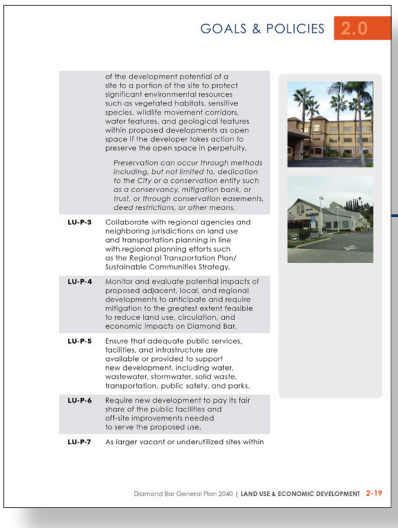




Topics: Each chapter is divided into topics that help to organize background information and provide context for the accompanying policies.

Figures, tables, charts, and images: The General Plan is illustrated with figures, tables, charts, and images to provide clarifying detail for the topics covered. In some cases, figures or tables may establish standards or policies (such as the Land Use Diagram or Noise Standards). In such cases, this is clearly stated or referenced in a policy.





Policies: Policies are the core of the General Plan. The General Plan includes two types of policies.

- Goals are statements of broad direction, philosophy, or standards to be achieved.
- Policies are statements that support the implementation of the Goals.
- Clarifying Text: Italicized text included with a policy provides additional information or examples to clarify the intent or application of the policy.

1.6 RELATED DOCUMENTS

GENERAL PLAN BACKGROUND DOCUMENTS

As part of the planning process, the City of Diamond Bar developed a series of documents to inform decision-makers and members of the public about the results of research and analyses related to the General Plan. These include the three-volume Existing Conditions Report, summaries of outreach activities and findings, the Alternatives Evaluation, meeting notes, and others, and can be referenced on the City of Diamond Bar's website.

ENVIRONMENTAL IMPACT REPORT

This General Plan is accompanied by an Environmental Impact Report (EIR) prepared according to the California Environmental Quality Act (CEQA). The EIR is a program-level analysis of the potential environmental effects of the General Plan and Climate Action Plan, evaluates alternatives to the proposed project, and presents ways to reduce or avoid detrimental environmental impacts. The EIR process ensures that environmental concerns are identified and informs General Plan policies that can help to reduce potential adverse environmental effects of future development. CEQA requires that the City Council certify the EIR prior to adoption of the General Plan. Future development consistent with the General Plan will be able to "tier" its environmental analysis from the certified EIR, allowing for a more streamlined development process.



The Plan should be reviewed and revised as new information and community priorities evolve over time.

CLIMATE ACTION PLAN

This General Plan is accompanied by a Climate Action Plan (CAP) prepared in accordance with the California Air Resources Board 2017 Climate Change Scoping Plan and Statewide targets for greenhouse gas (GHG) emissions reduction. The CAP is a detailed analysis of the General Plan's contribution to climate change and associated environmental and socioeconomic effects. The CAP provides GHG reduction targets based on Statewide thresholds established in AB 32, SB 32, and the 2017 Scoping Plan. To establish compliance with these targets, the CAP includes an inventory of existing GHG emissions and a projection of emissions under the General Plan in the SB 32 target year 2030 and General Plan buildout year 2040. The CAP provides a framework for the City of Diamond Bar to monitor progress toward GHG emissions reduction and meet emissions targets and recommends optional strategies for further emissions reduction. The EIR analyzes potential environmental effects of the Climate Action Plan, which will be adopted with the General Plan. Therefore, future development consistent with the General Plan and Climate Action Plan will be able to "tier" its environmental analysis from the certified EIR and ensure compliance with Statewide emissions reduction goals.

OTHER PLANS AND IMPLEMENTATION PROGRAMS

The City maintains several specific, area, and master plans that cover specific geographic areas or facilities, such as parks and trails. Consistent with State law, these documents, as well as any implementing programs, are required to be consistent with the General Plan. These plans and programs will be used to provide further specificity on General Plan policy and provide more detailed direction and strategies for implementation.

1.7 ADMINISTRATION

IMPLEMENTATION

The General Plan is intended to be a dynamic document. As part of implementation, the Plan should be reviewed regularly regardless of the horizon year and revised as new information becomes available and the community's priorities evolve. The Plan should be updated periodically as site-specific circumstances change from the time of writing, to respond to new State or federal law, or to modify policies that may become obsolete or unrealistic over time.

AMENDMENTS TO THE GENERAL PLAN

Changes in policy as well as the development of unforeseen opportunities or needs will require amendment of the General Plan. California Government Code Section 65358 provides that no mandatory element of this General Plan may be amended more frequently than four times during any calendar year. However, this restriction does not apply to optional elements, to amendments needed to comply with a court decision, or to allow for the development of affordable housing. Within this limitation, amendments may be made at any time as determined by the Diamond Bar City Council, and each amendment may include more than one change to the Plan.

ANNUAL REPORT

The California Government Code requires that City staff submit an annual report to the City Council on the status of the General Plan and progress in its implementation. This report is submitted to the Governor's Office on Planning and Research and the Department of Housing and Community Development. The report must include an analysis of the progress made in meeting the City's share of regional housing needs (identified in the Housing Element) and local efforts to remove governmental constraints to the maintenance, improvement, and development of affordable housing. Finally, the report should also include a summary of all General Plan amendments adopted during the preceding year, a description of upcoming projects or General Plan issues to be addressed in the coming year, and a work program.

LAND USE & ECONOMIC DEVELOPMENT

2.0

How land is used underpins the experience of living, working, or visiting a place, making land use a pivotal element of a General Plan. The Land Use and Economic Development Chapter directs the location, form, and character of future physical development and economic growth, shaping where people will live, work, and play in Diamond Bar.



2.1 INTRODUCTION

This Land Use and Economic Development Chapter presents the proposed pattern for the ultimate growth and development of the city for the General Plan horizon (year 2040) and seeks to ensure that land use planning and economic development measures reflect the community's priorities for the growth of the city, conserves open spaces the natural environment, and promotes sustainable lifestyles. The chapter consists of narrative, goals and policies, as well as a Land Use Diagram and other figures. It also includes descriptions of the land use designations shown on the Land Use Diagram. Policy text and maps should be considered collectively as project approvals or future amendments are made.

While Diamond Bar has roots as a suburban community, the Plan explores the evolution of key focus areas into more dynamic mixed-use places that provide housing for a diversity of Diamond Bar residents new and old, and provide opportunities for community gathering, entertainment and employment.

Achieving Diamond Bar's vision for a more vibrant, connected, livable, and sustainable community will rely on more compact redevelopment with an array of uses at key opportunity sites, focusing on infill development to preserve open space; increasing local retail and entertainment amenities and community gathering places through the establishment of a new pedestrian-oriented Town Center; and enhancing livability through development of neighborhood-serving commercial uses and parks accessible to new residential uses that include an array of housing options.



RELATIONSHIP TO STATE LAW

State law (Government Code Section 65302(a)) requires general plans to include a Land Use Element. In accordance with State law, this chapter designates the general distribution, location and extent of land for housing, business, industry, open space, education, public facilities, and other categories of public and private uses of land. It also includes standards of residential and non-residential density for the various areas covered by the General Plan.

RELATIONSHIP TO OTHER ELEMENTS

This chapter has the broadest scope of all the chapters and provides the framework for a coherent set of development policies. Other chapters of the General Plan contain goals and policies related to land use and therefore must be referenced for a complete understanding of the purposes, intentions, and development requirements embodied in this chapter. For instance, Chapter 3, Community Character and Placemaking complements the land use designations outlined in this chapter with a framework for urban design and placemaking. The street system, street design and transportation improvements in Chapter 4, Circulation are intended to address the transportation needs that support the land use pattern established in the Land Use Diagram. Chapter 6, Public Facilities and Services establishes policies and standards for facilities to serve the population resulting from residential, employment, and visitor-serving land uses. Finally, Chapter 5, Resource Conservation and Chapter 7, Public Safety provide further policies related to open space for the preservation of natural resources and reducing safety risks.



2.2 LAND USE

EXISTING LAND USE

Diamond Bar's overall land use pattern is characterized by large swathes of single-family residential development throughout the city studded with clusters of multi-family residential and non-residential uses. Some of the single-family and multi-family residential uses in the city are part of gated communities, including The Country, an exclusive gate-guarded community of over 800 large-lot, detached single-family homes in the southeastern hills. Multi-family residential development tends to be located along the major thoroughfares of Diamond Bar Boulevard, Golden Springs Drive, and Brea Canyon Road, and is often collocated with non-residential uses.

Commercial and office uses tend to cluster at intersections (such as Diamond Bar Boulevard and Golden Springs Drive, and Diamond Bar Boulevard and Grand Avenue), along major thoroughfares, and along the freeways, and tend to take the form of shopping centers and office parks. Industrial uses are concentrated in the western part of the city along the border with the City of Industry, among residential uses. The Gateway Corporate Center, a master-planned 255-acre business park, is located along the east side of the SR-57/60 confluence. The Gateway center is home to the South Coast Air Quality Management District and several Fortune 500 companies and is a premier business center in the region due to its proximity to the freeways and the Ontario and John Wayne airports.



The city is also dotted with a variety of open space slopes and areas that follow its many ridges and hillsides. Public parks and recreational facilities are found mostly in the eastern half of the city, bordering residential uses. The County-operated Diamond Bar Golf Course occupies a substantial portion of land in the north-central part of the city. Other public uses, such as schools and utilities, are relatively evenly distributed throughout the city. South of Diamond Bar, the SOI is made up almost entirely of open space land.

Residential land makes up roughly half of all land in the city limits and is the dominant land use in Diamond Bar. The next-largest category of land use in the City is private easements, such as private streets and HOA-owned open space areas. The third-largest category of land use in the city is parks and open space land, including land that may not be suitable for development due hazardous locations along hillsides and slopes or other conditions, followed by public and community facilities, office uses, commercial uses, and industrial uses. Existing land uses as of 2019 are summarized in Table 2-1, and Figure 2-1 illustrates the proportion of each type of land use in the city and Planning Area, excluding rights-of-way.

Figure 2-1: Planning Area Land Use Distribution

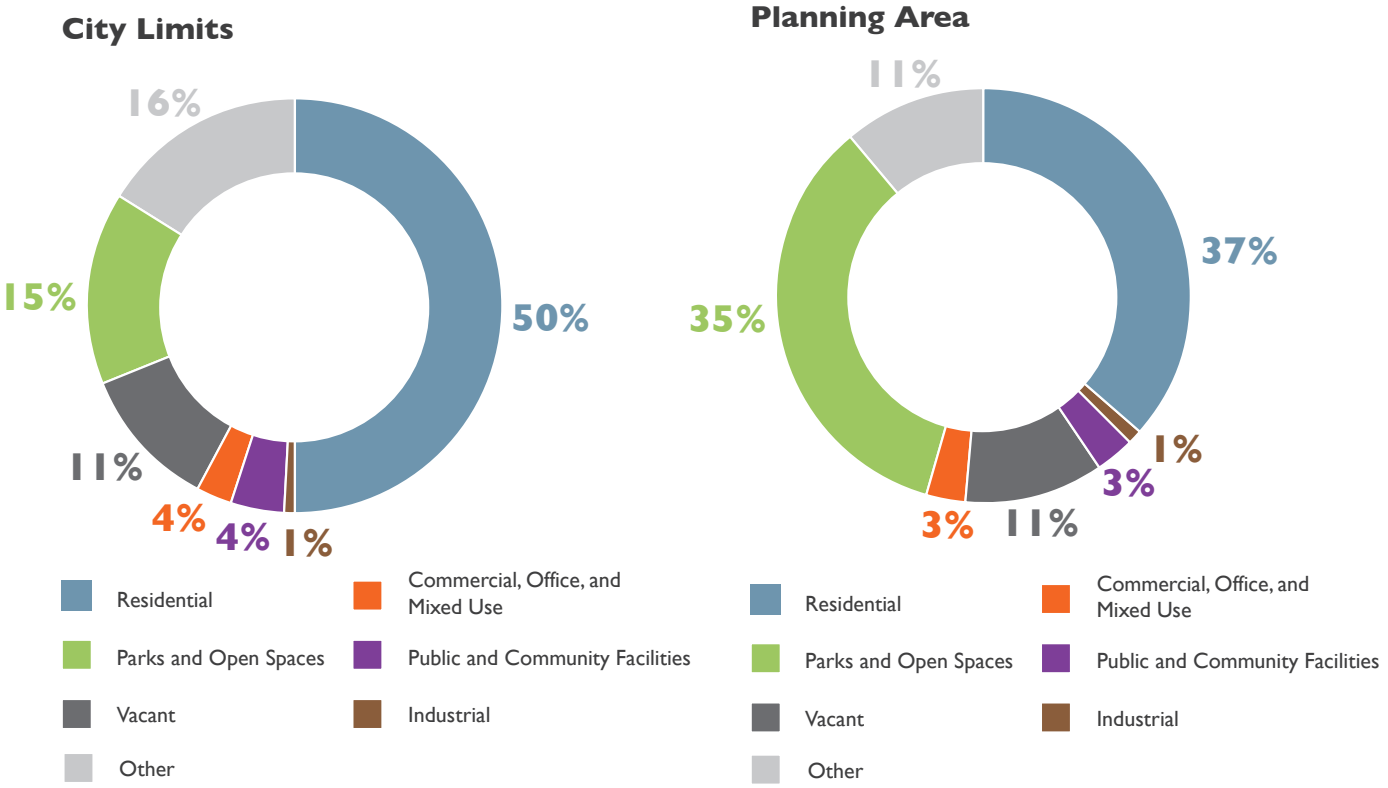


Table 2-1: Existing Land Uses in the Planning Area

Existing Use of Land Category	City of Diamond Bar		Sphere of Influence		Planning Area	
	Acres	%	Acres	%	Acres	%
Residential	**4,772.4**	**50.1%**	**-**	**-**	**4,772.4**	**36.6%**
Single Family Residential - Detached	4,257.2	44.7%	-	-	4,257.2	32.7%
Multifamily Residential	479.0	5.0%	-	-	479.0	3.7%
Mobile Home Park	36.3	0.4%	-	-	36.3	0.3%
Industrial	**71.6**	**0.8%**	**-**	**-**	**71.6**	**0.5%**
Light Industrial	44.2	0.5%	-	-	44.2	0.3%
General Industrial/Warehousing	27.3	0.3%	-	-	27.3	0.2%
Public and Community Facilities	**344.7**	**3.6%**	**-**	**-**	**344.7**	**2.6%**
Religious/Institutional Facilities	41.8	0.4%	-	-	41.8	0.3%
Hospital/Medical Center	12.9	0.1%	-	-	12.9	0.1%
Schools/Educational Facilities	278.8	2.9%	-	-	278.8	2.1%
Public Facilities	11.2	0.1%	-	-	11.2	0.1%
Commercial and Mixed Use	**339.6**	**3.6%**	**-**	**-**	**339.6**	**2.6%**
Service Station	8.1	0.1%	-	-	8.1	0.1%
Hotel/Motel/Lodging Commercial	11.9	0.1%	-	-	11.9	0.1%
Auto Commercial	11.7	0.1%	-	-	11.7	0.1%
General/Retail Commercial	135.2	1.4%	-	-	135.2	1.0%
Mixed Commercial & Office Uses	6.9	0.1%	-	-	6.9	0.1%
Office/Banks/Financial Services	165.7	1.7%	-	-	165.7	1.3%
Vacant	**1,672.9**	**17.6%**	**356.7**	**10.2%**	**2,029.6**	**15.6%**
Vacant	1,137.0	11.9%	356.7	10.2%	1,493.7	11.5%
Vacant Natural Undeveloped Areas	535.9	5.6%	-	-	535.9	4.1%
Parks and Open Spaces	**793.1**	**8.3%**	**3,156.0**	**89.8%**	**3,949.1**	**30.3%**
Parks & Recreation	310.1	3.3%	-	-	310.1	2.4%
Golf Course	172.4	1.8%	-	-	172.4	1.3%
Open Space, Greenways, Trails, Natural Areas	310.6	3.3%	3,156.0	89.8%	3,466.6	26.6%
Other	**1,531.4**	**16.1%**	**-**	**-**	**1,531.4**	**11.7%**
Utilities	28.0	0.3%	-	-	28.0	0.2%
Street ROW, Private Roads, etc	1,503.4	15.8%	-	-	1,503.4	11.5%
Total	**9,525.7**	**100.0%**	**3,512.6**	**100.0%**	**13,038.3**	**100.0%**

Source: City of Diamond Bar, 2016; Los Angeles County Assessor's Office, 2016.

FOCUS AREAS

The General Plan provides for four focus areas where major land use changes are planned to take place as part of a strategy to provide walkable mixed-use activity centers. These focus areas provide opportunities for infill development that can incorporate a range of housing, employment, and recreational uses to meet the needs of families, young people, senior citizens, and residents of all incomes. These focus areas were designed in response to community priorities including a desire for expanded access to entertainment and community gathering places, and the need to accommodate the City's growing and diverse population. New Land Use designations are proposed for each of these focus areas to facilitate their development, as described under Land Use Classifications, below.

Town Center

Throughout the General Plan update process, residents of Diamond Bar have expressed a desire for greater access to dining, entertainment, and retail establishments within the city. More specifically, community input indicated a desire for the concentration of these new establishments within a walkable area resembling a more traditional downtown. While Diamond Bar has numerous centers of activity, including the Diamond Bar Center, the City Hall and Library complex, high schools and various suburban-style commercial centers, the city lacks a clear community focal point – a role commonly played by a vibrant downtown.

The Town Center focus area is proposed along Diamond Bar Boulevard, between SR-60 and Golden Springs Drive, to build on the success of recent commercial redevelopment in that area. The Town Center would serve as a center of activity for residents of Diamond Bar, providing entertainment and retail opportunities and community gathering spaces in a pleasant, walkable environment.

Mixed Use Neighborhood

The Neighborhood Mixed Use focus area is envisioned as a combination of residential and ancillary neighborhood-serving retail and service uses to promote revitalization of the segment of North Diamond Bar Boulevard between the SR-60 interchange and Highland Valley Road. The neighborhood has potential to benefit from its proximity to Mt. San Antonio College and Cal Poly Pomona.

Transit-Oriented Mixed Use

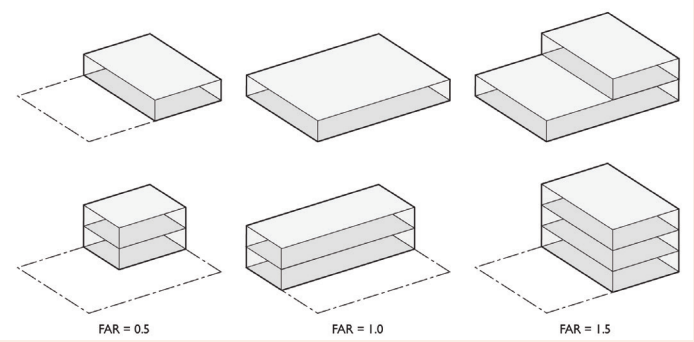
The Transit-Oriented Mixed Use focus area leverages underutilized sites adjacent to the Metrolink station to provide for higher-density housing, offices, and supporting commercial uses close to regional transit. The focus area would allow for growth in employment opportunities in addition to contributing to housing availability in the city, and would be a key location to emphasize multi-modal transportation options tied to land use.

Community Core Overlay

The Community Core focus area covers the existing Diamond Bar Golf Course, which is currently operated by Los Angeles County. Should the County choose to discontinue operation of the golf course or to reduce the size of the golf course, the Community Core would be the City's preferred approach to reuse of the site. The Community Core is envisioned as a master-planned mixed-use, pedestrian-oriented community and regional destination. The majority of the northern portion is envisioned to support a park or consolidated golf course along with additional community or civic uses. The southern portion is envisioned to accommodate a mix of uses emphasizing destination and specialty retail, dining, and entertainment, including opportunities for residential, hospitality, and community and civic uses. This location would benefit greatly from proximity to the freeways and nearby commercial uses.

FLOOR AREA RATIO

Floor Area Ratio (FAR) refers to the ratio between a building's total floor area and the total area of the site and is used as a measure of non-residential development intensity. For instance, as shown in this illustration, a one-story building occupying one half of a parcel has an FAR of 0.5; a two-story building occupying a quarter of the same parcel also has an FAR of 0.5.



LAND USE CLASSIFICATIONS

The General Plan Land Use Diagram is depicted in Figure 2-2. The diagram designates land in the Planning Area according to land use classifications that describe allowable uses, densities, intensities, and other considerations for new development in those locations. The Land Use Diagram is a graphic representation of the General Plan's policies regarding growth and development and is to be utilized in conjunction with the policies as a guide to decision making. The land use classifications are adopted as General Plan policy and are intentionally broad to provide a basis for more detailed direction in the City's Zoning Ordinance. The Zoning Ordinance and the Zoning Map must be consistent with the classifications and Land Use Diagram and prescribes in greater detail specific uses of the land and associated development regulations that apply to property to further implement the General Plan. More than one zoning district may be consistent with a single General Plan land use category.

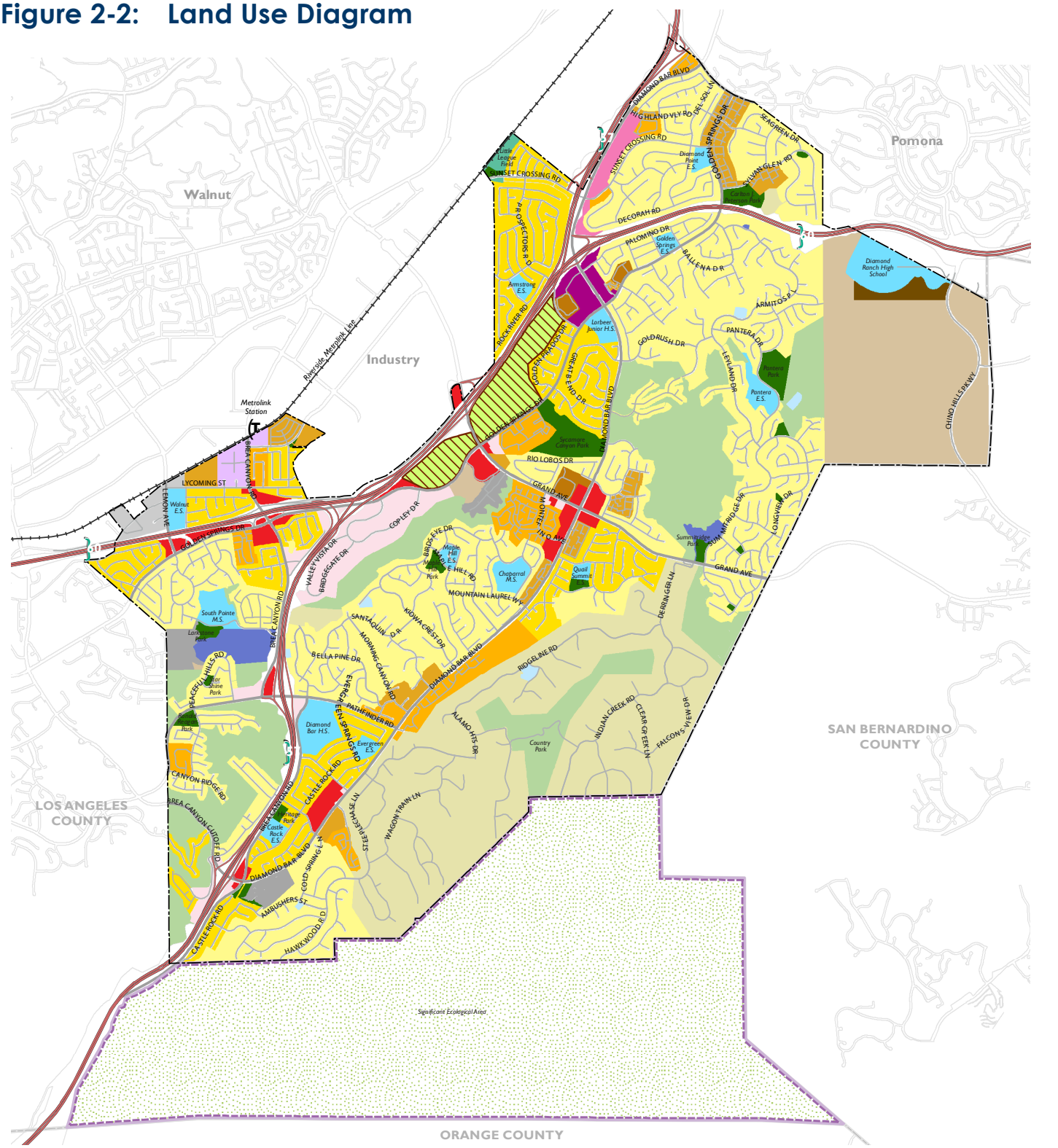
State law requires the General Plan to establish standards of population density and building intensity for each land use classification. Density/intensity standards regulate how much development is permitted on a site. Residential density is expressed as housing units per gross acre, as described for each land use. For non-residential and mixed uses, a maximum permitted Floor Area Ratio (FAR)—the ratio of total gross floor area to total site area—is specified. Density and intensity standards are listed below for each classification.

The density/intensity standards do not require the City to approve development projects at the top of the density or intensity range for each classification. In many cases, regulations and site constraints resulting from environmental, safety, or other considerations may reduce the development potential of any given site. Thus, realistically, not all sites would be expected to develop to their maximum densities or intensities.

Table 2-2, summarizes the land use classifications, including density and intensity ranges, as well as the total acreage in each land use category as mapped on the Land Use Diagram.



Figure 2-2: Land Use Diagram



Land Use Designations

- Rural Residential
- Low Density Residential
- Low-Medium Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- High Density Residential-30
- Neighborhood Mixed Use
- Town Center Mixed Use
- Transit Oriented Mixed Use
- Light Industrial
- General Commercial
- Office
- Water
- School
- Public Facility
- Park
- Golf Course
- Open Space
- Significant Ecological Area
- Private Recreation
- Planning Area
- Specific Plan
- Community Core Overlay
- City of Diamond Bar
- Sphere of Influence
- County Boundary

0 0.25 0.5 1 MILES

Source: City of Diamond Bar 2019; Dyett & Bhatia, 2019

RESIDENTIAL

Rural Residential

Allows for residential development at densities of 1.0 dwelling unit per gross acre (1 du/ac), with lower density for sites with slopes greater than 25 percent, in accordance with the slope density standard.



Low Density Residential

Allows for single-family detached residential development reaching a maximum of 3.0 dwelling units per gross acre (3.0 du/ac).

Low-Medium Residential

Allows for single-family detached residential development reaching a maximum of 5.0 dwelling units per gross acre (5.0 du/ac).



Medium Density Residential

Allows for townhome, condominium, apartment, mobile home, and other multi-family residential development reaching a maximum of 12.0 dwelling units per gross acre (12.0 du/ac).

Medium High Residential

Allows for townhome, condominium, apartment, and other multi-family residential development reaching a maximum of 16.0 dwelling units per gross acre (16.0 du/ac).

High Density Residential

Allows for high-density condominium, apartment and other high-density residential development reaching a maximum of 20.0 dwelling units per gross acre (20.0 du/ac).

High Density Residential-30

Allows for high-density condominium, apartment, and other high-density residential development with a minimum net density of 20.0 dwelling units per acre (20.0 du/ac) and a maximum net density of 30.0 dwelling units per acre (30.0 du/ac)

COMMERCIAL, OFFICE, AND INDUSTRIAL



General Commercial

Allows regional, freeway-oriented and/or community retail and service commercial uses. Development is to maintain a floor area ratio (FAR) between 0.25 and 1.0.

Office

Allows for office-based working environments including general, professional, and administrative offices, and supporting commercial, retail, and service uses. Development is to maintain an FAR between 0.25 and 1.0.



Light Industrial

Allows light industrial uses such as manufacturing, distribution, research and development, business support services, and commercial uses requiring more land area than is available under the General Commercial or Office designations. Development is to maintain an FAR between 0.25 and 1.00.

MIXED USE



Town Center Mixed Use

Allows and encourages a mix of uses with an emphasis on community-serving and destination retail, dining, and entertainment uses. Offices and professional services, and residential uses are also permitted. Maximum FAR is 1.5 and a maximum residential density of 20.0 dwelling units per acre (20.0 du/ac) is permitted.

Neighborhood Mixed Use

Allows a range of housing types and commercial uses, with a maximum FAR of 1.25, including residential uses, and a maximum residential density of 30.0 dwelling units per acre (30.0 du/ac). General Plan policies further delineate permitted and desired mix of uses and housing types based on parcel size and project location.

Transit-Oriented Mixed Use

Allows high density residential live/work units, office, retail, commercial, and service uses, with a maximum FAR of 1.5. Residential uses, where provided, should be at a density ranging from 20.0 to 30.0 dwelling units per acre (20.0 - 30.0 du/ac) of gross site area. Existing light industrial uses shall be permitted to remain as conforming uses in accordance with the Light Industrial land use designation and associated zoning regulations.



Community Core Overlay

The underlying Golf Course designation permits continued operation of the present golf course use. Should the golf course cease operation, this overlay designation would require a master plan for the entire golf course property to ensure the orderly and cohesive implementation of its reuse.



OTHER

Planning Area

Designed to conserve open space resources and is to be applied to properties where creative approaches are needed to integrate future development with existing natural resources. All proposed development within these designated areas shall require the formation of a Specific Plan pursuant to the provisions of Government Code Section 65450.



Specific Plan

This designation is intended to encourage the innovative use of land resources and development of a variety of housing and other development types, provide a means to coordinate the public and private provision of services and facilities, and address the unique needs of certain lands. It designates large-scale development areas in which residential, commercial, recreational, public facility, and other land uses may be permitted, or large properties (in excess of 10 acres) that are proposed



to be annexed into the city, where a specific plan pursuant to the provisions of Government Code Section 65450 shall be required that will protect unique biological and open space resources, create fiscal benefits for the City and enhance its infrastructure, and minimize future adverse impacts to both the human and natural environment of the city and region.

Golf Course

Identifies the Diamond Bar Country Club and Golf Course.



Park

Existing and future public parks.

Open Space



Provides recreational opportunities, preservation of scenic and environmental values, protection of resources (water reclamation and conservation), protection of public safety, and preservation of native plant and animal life, habitats, and ecosystems. This designation includes lands which may have been restricted to open space use by map restriction, deed (dedication conditions, covenant, and/or restriction), by an Open Space Easement pursuant to California Government Code Section 51070 et seq. This designation carries with it a maximum development potential of one single-family unit per existing parcel, unless construction was previously restricted or prohibited on such properties by the County of Los Angeles.

Private Recreation

Identifies major private recreation facilities. May be applied to lands required to be set aside for recreational use which have not been dedicated to or accepted by a public agency; no development may take place on these lands other than open space uses specifically permitted by the applicable Planned Unit Development and/or deed restrictions.



Public Facility

Identifies land for public publicly-owned facilities and institutions serving the needs of the general community, such as schools and educational facilities; government facilities, including public safety facilities; public utilities; and other facilities of a public or quasi-public nature. These uses maintain development standards which do not exceed that of the most restrictive adjacent designation.



Water

Identifies publicly-owned water facilities.

School

Identifies school facilities.

Significant Ecological Area

Applied to the SOI in observance of the Los Angeles County's designation of this area as Significant Ecological Area 15. The area covered by this designation is outside of the City's jurisdiction.



Table 2-2: Land Use Density/Intensity Standards Summary Table

Land Use	Density (du/ac)	Intensity (FAR)	Acreage	% of Planning Area
CITY OF DIAMOND BAR				
Residential				
Rural Residential	Up to 1.0, with lower density for sites with slopes greater than 25 percent, in accordance with the slope density standard.	-	1,409	12
Low Density Residential	Up to 3.0	-	2414	21
Low-Medium Residential	Up to 5.0	-	779	7
Medium Density Residential	Up to 12.0	-	281	2
Medium High Residential	Up to16.0	-	199	2
High Density Residential	Up to 20.0	-	34	<1
High Density Residential-30	Min. 20.0/Max. 30.0		32	<1
Commercial, Office, and Light Industrial				
General Commercial	-	0.25 – 1.0	123	1
Office	-	0.25 – 1.0	174	2
Light Industrial			38	<1
Mixed Use				
Town Center Mixed Use	Up to 20.0	Up to 1.5	45	<1
Neighborhood Mixed Use	Up to 30.0	Up to 1.25	38	<1
Transit-Oriented Mixed Use	Min. 20.0/Max 30.0	Up to 1.5	33	<1
Community Core Overlay	Master plan required	168	1	-
Other				
Planning Area	-	-	707	6
Specific Plan	-	-	77	1
Golf Course	-	-	168	1
Park	-	-	134	1
Open Space	Up to 1 du/existing parcel unless restricted or prohibited	-	993	9
Private Recreation	-	-	15	<1
Public Facility	-	-	63	1
Water	-	-	17	<1
School	-	-	284	2
Sphere of Influence				
Significant Ecological Area	-	-	3513	30

Note: The Golf Course and Community Core Overlay designations cover the same area.
Source: Dyett & Bhatia, 2019.

BUILDOUT

One purpose of the General Plan is to ensure that the City can accommodate the potential population and job growth through the Plan's horizon year of 2040. Policies in the General Plan will allow the City to meet the needs of the future residents and workers, including housing for a diversity of residents, parkland and public facilities, and adequate options for non-residential development to provide employment opportunities and retail and services that respond to the community's daily needs.

Potential new development through the horizon year and the corresponding growth in population and employment is referred to as "buildout." Buildout is based on existing development and an estimated amount of potential new development in the Planning Area. Buildout estimates should not be considered a prediction for growth, as the actual amount of development that will occur through 2040 is based on many factors outside of the City's control, including changes in regional real estate and labor markets and other long-term economic and demographic trends. Therefore, buildout estimates represent potentialities rather than definitive figures. To estimate buildout, assumptions were made about the density of development in each proposed land use designation as explained above, as well as the percentage of parcels that would actually develop depending on location and land use designation. The designation of a site for a particular land use in the General Plan does not guarantee that the site will be developed or redeveloped with that use or assumed density during the planning period, as future development will rely primarily on each property owner's initiative.

Table 2-3 shows the potential buildout of the General Plan in terms of new development, residents, and jobs. According to projections, an estimated 3,200 new households, 8,800 new residents, and 7,000 new jobs could result in the Planning Area under the General Plan by 2040. It is expected that much of this growth will occur in the focus areas or as infill, while most of the existing residential neighborhoods will experience less growth and change.

Table 2-3: Potential Planning Area Buildout by 2040

	Existing (2016)	Net New	2040 Total
Housing Units	18,910	3,750	22,670
Households	18,310	3,260	21,530
Population	57,900	8,800	66,700
Jobs	14,700	7,000	21,700

Note: Numbers may not add precisely due to rounding. Households are rounded to the nearest 10, and population and jobs are rounded to the nearest 100.

Source: CA Department of Finance, 1/1/2015; Dyett and Bhatia, 2017; the 2015 Q2 California Employment Development Department.

GOALS & POLICIES





GENERAL

GOALS

LU-G-1	Maintain a balanced mix of land uses, including employment, residential, retail, and open space, including open space devoted to the preservation of natural resources, to support a vibrant community and Diamond Bar's quality of life.
LU-G-2	Encourage compact growth and prioritize infill development to preserve existing large blocks of natural open space within the City and Sphere of Influence including Tonner Canyon and Tres Hermanos Ranch; and enhance community character, optimize city infrastructure investments, provide pedestrian- and bicycle-friendly neighborhoods, and enhance economic vitality.
LU-G-3	In areas planned to accommodate new growth, ensure quality design that makes a positive contribution to the character of Diamond Bar.
LU-G-4	Locate new residential growth in or adjacent to mixed-use centers and transit stations to support regional and statewide efforts to encourage sustainable land use planning and smart growth principles.
LU-G-5	Manage development in a manner consistent with the capabilities of the City to provide public services and facilities effectively.

POLICIES

LU-P-1	Require the scale and massing of new development to provide sensitive transitions or design techniques in building height, bulk, and landscaping to minimize impacts on adjacent less intensive uses, particularly residential uses.

LU-P-2 Allow clustering or transferring of all or part of the development potential of a site to a portion of the site to protect significant environmental resources such as vegetated habitats, sensitive species, wildlife movement corridors, water features, and geological features within proposed developments as open space if the developer takes action to preserve the open space in perpetuity.

Preservation can occur through methods including, but not limited to, dedication to the City or a conservation entity such as a conservancy, mitigation bank, or trust, or through conservation easements, deed restrictions, or other means.

LU-P-3 Collaborate with regional agencies and neighboring jurisdictions on land use and transportation planning in line with regional planning efforts such as the Regional Transportation Plan/ Sustainable Communities Strategy.

LU-P-4 Monitor and evaluate potential impacts of proposed adjacent, local, and regional developments to anticipate and require mitigation to the greatest extent feasible to reduce land use, circulation, and economic impacts on Diamond Bar.

LU-P-5 Ensure that adequate public services, facilities, and infrastructure are available or provided to support new development, including water, wastewater, stormwater, solid waste, transportation, public safety, and parks.

LU-P-6 Require new development to pay its fair share of the public facilities and off-site improvements needed to serve the proposed use.





LU-P-7 As larger vacant or underutilized sites within the built environment are developed or redeveloped, maximize multimodal accessibility by requiring appropriately designed street networks, and walkable block sizes scaled to proposed uses.

RESIDENTIAL

GOALS

LU-G-6 Preserve existing residential neighborhoods to retain the qualities Diamond Bar residents love, such as easy access to preserved natural open spaces, while supporting and encouraging well-designed, complete neighborhoods with safe streets, access to shopping and services, and community parks and gathering places.

LU-G-7 Promote a variety of housing and neighborhood types that respond to a range of income, household sizes, and accessibility levels.

POLICIES

LU-P-8 Require that new residential development be compatible with the prevailing character of the surrounding neighborhood in terms of building scale, density, massing, and design. Where the General Plan designates higher densities, require adequate transitions to existing development.

LU-P-9 Require architectural and landscape design features in new development that create more pedestrian-friendly neighborhoods, such as orientation to the street; set-back, or detached garages; tree-lined streets; and landscaped parkways between streets and sidewalks.

LU-P-10	Provide opportunities for and incentivize the development of housing types that are affordable to all segments of the Diamond Bar community, including senior housing and independent assisted living facilities, residential care facilities, and rental and for-sale housing units affordable to low- and moderate-income households.
LU-P-11	Maintain a system of identifiable, complementary neighborhoods, providing neighborhood identity signage where appropriate and ensuring that such signage is well maintained over time.

COMMERCIAL, OFFICE, AND INDUSTRIAL

GOALS

LU-G-8	Promote the development of distinct, well-designed commercial centers that serve neighborhood residents, community members, and/or the region at large and help maintain economic vitality.
LU-G-9	Provide for the concentration of office and commercial uses near regional access routes, transit stations, and existing and proposed employment centers.
LU-G-10	Support the long-term viability of existing commercial, office, and light industrial uses, designated for continued use in the General Plan.
LU-G-11	Support existing commercial centers by encouraging ongoing investment and, where appropriate, reuse and redevelopment.

POLICIES

LU-P-12	Require that commercial uses and shopping centers are designed in a manner compatible with adjacent residential areas in terms of traffic and noise impacts, building scale, and appropriate transitions and buffers.
LU-P-13	Promote the revitalization of existing neighborhood commercial centers by encouraging property owners to maintain and improve the appearance of individual buildings and commercial centers through building façade improvements, landscaping, and pedestrian improvements.
LU-P-14	Improve vehicular accessibility, traffic flow, and parking availability as well as pedestrian and bicycle access and amenities within office, commercial, and industrial areas.

MIXED USE

See Chapter 3: Community Character and Placemaking for additional policies regarding the form and design of development in the mixed-use focus areas.

GOALS

General

LU-G-12	Encourage compact mixed-use developments and projects that are walkable, designed to encourage community interaction, and fulfill a diversity of local commercial, employment, housing, and recreational needs.
LU-G-13	Maximize multi-modal accessibility to and connectivity within mixed-use areas.
LU-G-14	Foster development of nodes or clusters of mixed-use centers to promote city and neighborhood identity, improve accessibility to stores, parks, natural open spaces, and services, and promote walkable, pedestrian-scaled retail and dining destinations.

Neighborhood Mixed Use

LU-G-15 Promote the development of a vibrant corridor with a mix of uses, including residential uses and neighborhood-serving services and amenities, such as parks and open spaces that fulfill a diversity of local needs within walking and biking distance of neighborhood residents.

LU-G-16 Create a well-designed, walkable, mixed-use neighborhood that encourages community interaction and healthy lifestyles while reducing reliance on automobiles.

LU-G-17 Ensure that new development is sensitive to the scale of adjacent residential uses, while allowing for higher intensity development along Diamond Bar Boulevard to foster the corridor's revitalization.

LU-G-18 Encourage a diversity of housing types and products.

Transit-Oriented Mixed Use

LU-G-19 Leverage the proximity of the City of Industry Metrolink station and Foothill Transit facility to create an engaging, compact, mixed-use neighborhood that encourages multi-modal transportation and responds to a diversity of housing needs.

LU-G-20 Ensure the adequate provision of spaces for recreation, community gathering, amenities, programming, and services that can adapt to fulfill the demographic needs of residents consistent with the Diamond Bar parkland standard (5 acres per 1,000 residents) and the Parks and Recreation Master Plan.

LU-G-21 Ensure that new development is sensitive to the scale, density, and massing of adjacent residential uses and potential sources of noise and air pollution.

Town Center Mixed Use

LU-G-22 Promote and support the commercial area on both sides of Diamond Bar Boulevard from Golden Springs Drive to SR-60 as a vibrant, pedestrian-oriented Town Center that serves as Diamond Bar's primary specialty retail and dining destination and is accessible to all Diamond Bar residents.

LU-G-23 Ensure an inviting and comfortable public realm to encourage pedestrian activity in the Town Center area.

LU-G-24 Allow residential and office uses as secondary to commercial (retail, dining, and entertainment) uses.

Community Core Overlay

LU-G-25 Support continued operation of the Diamond Bar Golf Course by Los Angeles County as a public amenity.

LU-G-26 Should Los Angeles County choose to cease operations of the Diamond Bar Golf Course or reduce the area of the Golf Course, promote development of the portion of the Golf Course north of Grand Avenue predominantly as a public park/consolidated golf course with additional community or civic uses, and the portion south of Grand Avenue as a walkable mixed-use community and regional destination offering retail, dining, and entertainment uses; plazas and community gathering spaces; supporting residential uses; and civic and other supporting uses.

POLICIES

General

LU-P-15 Encourage mixed-use development in infill areas by providing incentives such as reduced parking requirements and/or opportunities for shared parking.

LU-P-16 In residential mixed-use areas, require the clustering of non-residential uses at key visible locations.

LU-P-17 Require that site designs create active street frontages and introduce pedestrian-scaled street networks and street designs.

LU-P-18 Require development to be sensitive to the building form, density, massing, and scale of surrounding residential neighborhoods.

LU-P-19 Require new developments larger than four acres to incorporate public parkland in the neighborhoods where such developments are located. Require other development to provide dedicated parkland, in lieu fees for sites under four acres, or a combination, in accordance with Diamond Bar's park acreage standards, to meet the recreational needs of new residents.

LU-P-20 Require the consolidation and location of parking to the rear or side of buildings.

Neighborhood Mixed Use

LU-P-21 Promote clusters of mixed-use commercial development along Diamond Bar Boulevard to provide neighborhood-serving commercial uses and neighborhood parks within walking distance of residences by:

a. Requiring development at the north and south ends of the corridor (within 1,000 feet of the two ends, as feasible, taking into account site topography) to provide commercial development along the majority of the frontage along Diamond Bar Boulevard; and

b. Allowing development elsewhere along the corridor to provide commercial uses.

LU-P-22 Require commercial development to incorporate outdoor green spaces appropriate and usable for patrons and visitors.

LU-P-23 For sites larger than two acres in size, require the construction of a range of housing types that meet the needs of a diversity of income levels and household sizes.

LU-P-24 Require that buildings located along corridors be designed to face the street and define the public realm with a mix of building patterns, ground floor transparency for commercial uses, and pedestrian-oriented elements such as building entrances and public outdoor spaces.

LU-P-25 Promote neighborhood interaction by requiring the provision of landscaped walkways, bikeways, and public spaces such as parks and commercial plazas, etc.

LU-P-26 Require the consolidation and location of parking to the rear or side of buildings.

LU-P-27 Maximize multi-modal (transit, automobile, cycling, and pedestrian) connections to other destinations in Diamond Bar, such as schools, parks, job centers, and community gathering spaces like the Town Center by:

a. Filling gaps in and expanding and/or upgrading the bikeway network to ensure safe and efficient bicycle mobility. Gaps that could be addressed in this area include the northern ends of Diamond Bar Boulevard and Golden Springs Drive.

b. Improving pedestrian comfort and safety by implementing traffic calming measures on Diamond Bar Boulevard between Temple Avenue and Sunset Crossing Road, providing shading through the addition of street trees along Diamond Bar Boulevard and Sunset Crossing Road, and encouraging pedestrian-oriented elements on buildings and street furniture on Diamond Bar Boulevard.

Transit-Oriented Mixed Use

LU-P-28	To maintain a healthy jobs/housing balance in the neighborhood, require future mixed-use developments to incorporate non-residential square footage that is equal to or greater than the non-residential building inventory existing at the time of the December 2019 General Plan Update adoption, and encourage the development of live-work spaces.
LU-P-29	Allow high-density housing at a minimum density of 20 units per acre and up to a maximum of 30 units per acre, at a combined FAR of 1.5 to promote a compact development pattern that reflects the area's proximity to transit. Allow supporting commercial uses along Brea Canyon Road.
LU-P-30	Require building frontages and streetscaping to define the public realm and encourage pedestrian activity and comfort with a mix of building patterns, ground floor transparency for commercial uses, and pedestrian-oriented elements such as building entrances and public outdoor spaces.
LU-P-31	Provide convenient, attractive, and safe pedestrian, bicycle, and transit connections between the Transit-Oriented Mixed Use neighborhood and surrounding neighborhoods and other destinations within Diamond Bar such as schools, the Town Center, and parks.
LU-P-32	Implement an overall parking strategy for the Transit-Oriented Mixed Use neighborhood, including consolidation of smaller parking lots and district-wide management of parking resources.
LU-P-33	Amend parking regulations in Title 22: Development Code of the Municipal Code to require lower parking minimums for developments with a mix of uses with different peak parking needs, as well as developments that implement enforceable residential parking demand

reduction measures, such as parking permit and car share programs.

LU-P-34 Require that development evaluates and mitigates noise and air quality issues related to the proximity of the SR-60 and Metrolink.

Town Center Mixed Use

LU-P-35 Require that any reuse, redevelopment, or refurbishment of the Town Center area maintains a dominance of retail, dining, and entertainment uses. Allow residential uses within the designation's permitted maximum range, as well as offices, either on upper floors or otherwise in locations that do not detract from the area's predominant role as a community shopping, dining, and entertainment destination.

LU-P-36 Prioritize and support renovation, infill, and reuse of the existing commercial center. Require redesign and modernization of architectural treatment and the introduction of finer-grained pedestrian network, as well as utilization of parking lots to create central gathering spaces and make the Town Center more pedestrian-friendly.

LU-P-37 Require buildings and streetscapes to define the public realm and encourage pedestrian activity and comfort, for example by incorporating attractive landscaping elements and discouraging new drive through uses to the edges of the site. Require that commercial development sites incorporate outdoor green spaces.

LU-P-38 Require that site designs create an active street frontage and screen parking from the Diamond Bar Boulevard and Golden Springs Drive frontages.

LU-P-39 Provide streetscape and intersection improvements along the major corridors

of South Diamond Bar Boulevard and Golden Springs Drive to enhance connectivity, comfort, and safety for all modes of travel, and increase accessibility to and from surrounding areas.

LU-P-40 Study the implementation of safe pedestrian connectivity between the north and south sections of the Town Center Mixed-Use project site and at Lorbeer Middle School.

Potential strategies for achieving safe pedestrian connectivity may include traffic calming measures along the roadways, crosswalk visibility improvements, ensuring adequate time for walk signals, refuge islands, bulb-outs, bridges, and others.

LU-P-41 Maximize accessibility for transit, automobiles, cyclists, and pedestrians to the Town Center from surrounding neighborhoods, the Metrolink station, and other Diamond Bar destinations.

LU-P-42 Avoid expanses of surface parking and require the consolidation and location of parking to the rear or side of buildings.

LU-P-43 Evaluate parking ratios for the Town Center to balance the financial feasibility of development projects with the provision of adequate parking for visitors. Coordinate with developers and transit agencies to provide alternative modes of transportation to allow for reduced parking requirements.

LU-P-44 Require a feasibility study for any hotels proposed in the Town Center area to demonstrate market demand and economic viability.

Community Core Overlay

LU-P-45 Require that a master plan or specific plan be prepared for any future development within the Community Core overlay area that creates a master-planned mixed-use, pedestrian-oriented community and regional destination. Approximately 100 acres north of Grand Avenue is to support a park or consolidated golf course along with additional community or civic uses. The southern portion is to accommodate a mix of uses emphasizing destination and specialty retail, dining, and entertainment, including opportunities for residential, hospitality, and community and civic uses.

LU-P-46 Require development to provide courtyards and plazas, public art, and landscaped open spaces and pathways between buildings that promote safe and convenient pedestrian movement.

LU-P-47 Require that buildings be designed to define the public realm and promote sidewalk activity and neighborhood interaction in public spaces.

LU-P-48 Create a fine-grained (shorter blocks), pedestrian-scaled street network, and require buildings and streetscapes to encourage pedestrian activity and comfort.

LU-P-49 Require convenient, attractive, and safe pedestrian, bicycle, and transit connections both within the Community Core area and between the Community Core and surrounding neighborhoods and other destinations within Diamond Bar.

LU-P-50 Require that parking be consolidated and located in a manner that encourages pedestrian activity. Avoid expanses of surface parking.

LU-P-51 Provide streetscape and intersection improvements along Golden Springs Drive to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.

PUBLIC FACILITIES, OPEN SPACE, AND HILLSIDES

See Chapter 6: Public Facilities and Services for additional policies regarding the provision of parks and public facilities. See Chapter 5: Resource Conservation for additional policies regarding hillside conservation and open space preservation.

GOALS

LU-G-27 Designate adequate and equitably-distributed land for educational, cultural, recreational, and public service activities to meet the needs of Diamond Bar residents.

LU-G-28 Preserve open space, ridgelines, and hillsides to protect the visual character of the city, provide for public outdoor recreation, conserve natural resources, support groundwater recharge, protect existing and planned wildlife corridors, and ensure public safety.

Open space is defined as any parcel or area of land or water that is essentially unimproved and devoted to open space use, which may include the preservation of natural resources, the managed production of resources, outdoor recreation, the protection of public health and safety, support for the mission of military installations, or the protection of tribal cultural resources (California Government Code Sections 51075 and 65560). Unimproved land that is designated for other uses is considered vacant land rather than open space but may become open space if it is dedicated, acquired by a public entity, or otherwise preserved in perpetuity. Dedicated open spaces are designated on the Land Use Diagram with the Open Space land use classification.

POLICIES

LU-P-52	Collaborate with public service providers and agencies including, but not limited to, the Los Angeles County Department of Parks and Recreation, Walnut Valley and Pomona school districts, Los Angeles County Sheriff's Department, Los Angeles County Fire Department, and Walnut Valley Water District to designate and pursue acquisition of land for public facilities as necessary to serve unmet facility needs of Diamond Bar residents.
LU-P-53	Ensure adequate parkland to serve the recreational needs of Diamond Bar residents by providing for a range of park sizes and amenities, equitably distributed throughout the city. Where necessary to adequately expand the park system and/or provide specialized recreational facilities and programming as identified in the Parks and Recreation Master Plan, actively pursue the acquisition of additional parkland.
LU-P-54	When a public agency determines that land it owns is no longer needed, advocate for the property to first be offered to other agencies, including the City of Diamond Bar, for public uses, prior to conversion to private sector use.
LU-P-55	Preserve publicly-owned, undeveloped hillsides, as well as privately-owned hillsides with an Open Space General Plan designation, as natural open space in perpetuity. On privately-owned property which has a residential land use designation, preserve hillsides as natural open space through Diamond Bar's Hillside Management Ordinance by allowing residential development only at the permitted densities and where development would not detract from the protection and overall perception of the hillsides as natural topographic and ecological features, or negatively impact public safety or welfare.

LU-P-56 Ensure that development on privately-owned, residentially designated land in hillside areas is compatible with surrounding natural areas by requiring that development:

a. Minimizes—as articulated by the landform grading criteria of the Hillside Management Ordinance—excavation, grading, and earthwork to retain natural vegetation and topography;

b. Preserves existing vistas of significant hillside features such as ridgelines, particularly from public places;

c. Does not create unsafe conditions;

d. Incorporates and is sensitive to natural contours and land forms in its site design, including hydrological features;

e. Preserves natural watersheds, including existing vegetation within undeveloped hillside areas to the maximum extent feasible, including mature trees and native plant materials;

f. Permits fuel modification as part of the Fire District's approved fuel modification program;

g. Utilizes planting palettes consisting of drought tolerant, fire resistant, plants with colors similar to those of native materials in the surrounding area; and

h. Groups plants within swale areas to more closely reflect natural conditions within landform graded slopes.

2.3 ECONOMIC DEVELOPMENT

POPULATION AND EMPLOYMENT TRENDS

Population

Between the 1990 U.S. Census and the 2016 California Department of Finance population projection, the city gained approximately 3,400 residents, as shown in Table 2-4. This represents an annual growth rate of only 0.2 percent a year over a 26-year period. Since 1990, the city's overall population growth has not kept pace with the region or county's growth due to the fact that the city is largely built out and there have been limited opportunities for housing development.



Table 2-4: Population Trends 1990 - 2016

Geography	4/1/90[1]	4/1/00[1]	4/1/10[1]	1/1/16[2]
Diamond Bar	53,672	56,287	55,544	57,081
Region[3]	447,367	557,497	580,083	608,952
Los Angeles County	8,863,052	9,519,330	9,818,605	10,241,335
State Total	**29,758,213**	**33,873,086**	**37,253,956**	**39,255,883**
Annual Growth (by Period)	1990 -2000	2000-2010	2010 - 2016	1990 - 2016
Diamond Bar	262	(74)	256	131
Region	11,013	2,259	4,812	6,215
Los Angeles County	65,628	29,928	70,455	53,011
State Total	**411,487**	**338,087**	**333,655**	**365,295**
Percent Growth by Period	1990 -2000	2000-2010	2010 - 2016	1990 - 2016
Diamond Bar	0.5%	-0.1%	0.3%	0.2%
Region	2.2%	0.4%	0.5%	1.2%
Los Angeles County	0.7%	0.3%	0.4%	0.6%
State Total	**1.3%**	**1.0%**	**0.5%**	**1.1%**

Notes:

1. US Census population counts from April 1 in 1990, 2000, and 2010

2. California Department of Finance Estimate from January 1, 2016. Note that this figure differs slightly from the City's 2016 population estimate presented in Table 2-3 of this General Plan, which was derived based on existing land use.

3. Region: Brea, Chino, Chino Hills, Covina, Diamond Bar, Industry, Pomona, Walnut, and West Covina

Source: California Department of Finance; US Census

Ethnic Composition

Diamond Bar has an increasingly diverse population. While changing demographics do not necessarily affect land use decisions, different cultures tend to have different preferences and priorities, and may change the market orientation of some residential and non-residential land uses. As such, it is important to consider how the projected ethnic composition of the city's population might impact future land use decisions. The city's Asian population composition is largely second-generation residents and comparable to mature ethnic cities such as Cerritos or Irvine, where the population speaks English very well. Ethnic diversity is an attribute that may shape specific commercial and residential preferences.

Age

The city's population is aging, and the senior population's growth and transition into retirement will provide unique challenges for the city. The market created from this demographic shift might require changes in the city's housing stock to provide opportunities for residents to age in place. Alternatively, changes in their housing preferences could create opportunities for younger families wanting to move into the city.

Employment Base

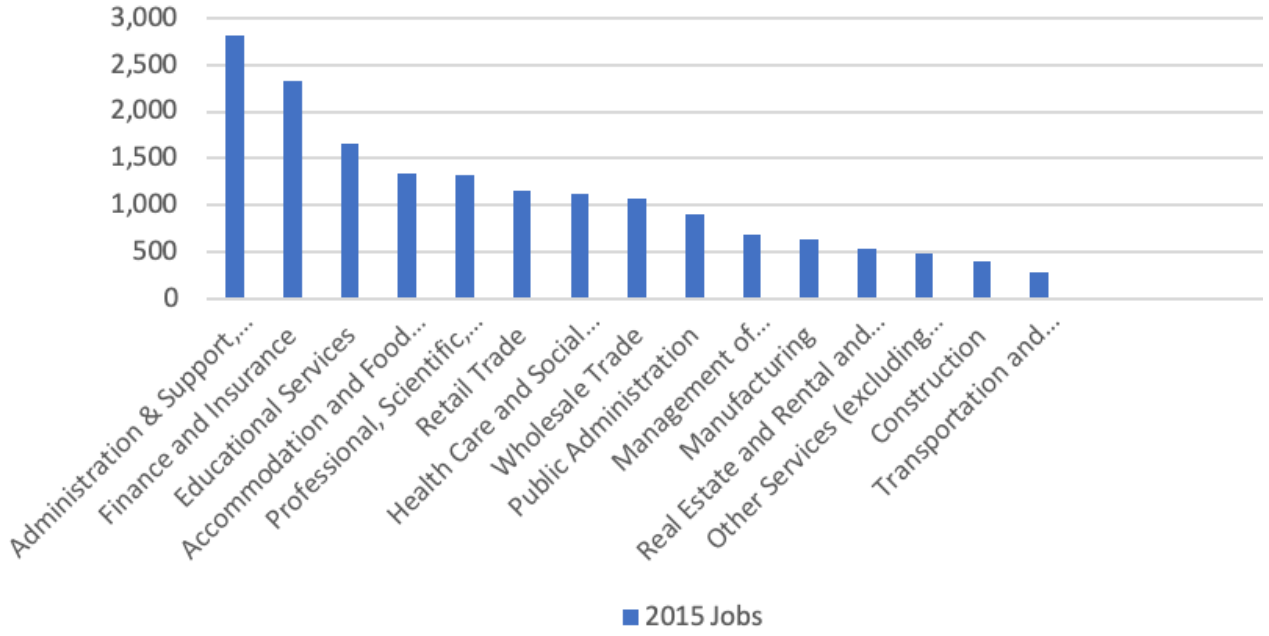
Since the Great Recession (2007 to 2009), the combination of lost jobs and decreased labor force participation has kept unemployment low in the city. Over time, this could become a concern if the city's labor force participation does not increase and the number of resident jobs does not return to pre-recession levels. New employment opportunities are critical to meet the need to increase the city's employment base for residents and non-residents alike.

The city has many positive attributes relating to employment. First, there has been a greater concentration of higher paying jobs in the city compared to Los Angeles County. Second, commuter directional analysis (OnTheMap [US Census Bureau, Center for Economic Studies], 2014) suggests that because of the city's connection to multiple freeway networks, there is a relatively equal distribution of employees commuting from various areas in the region. Finally, the city has many business-friendly policies to attract future job growth. Future commercial development and the absorption of existing vacant commercial space represent potential opportunities for future employment-serving land uses.

Employment Sectors

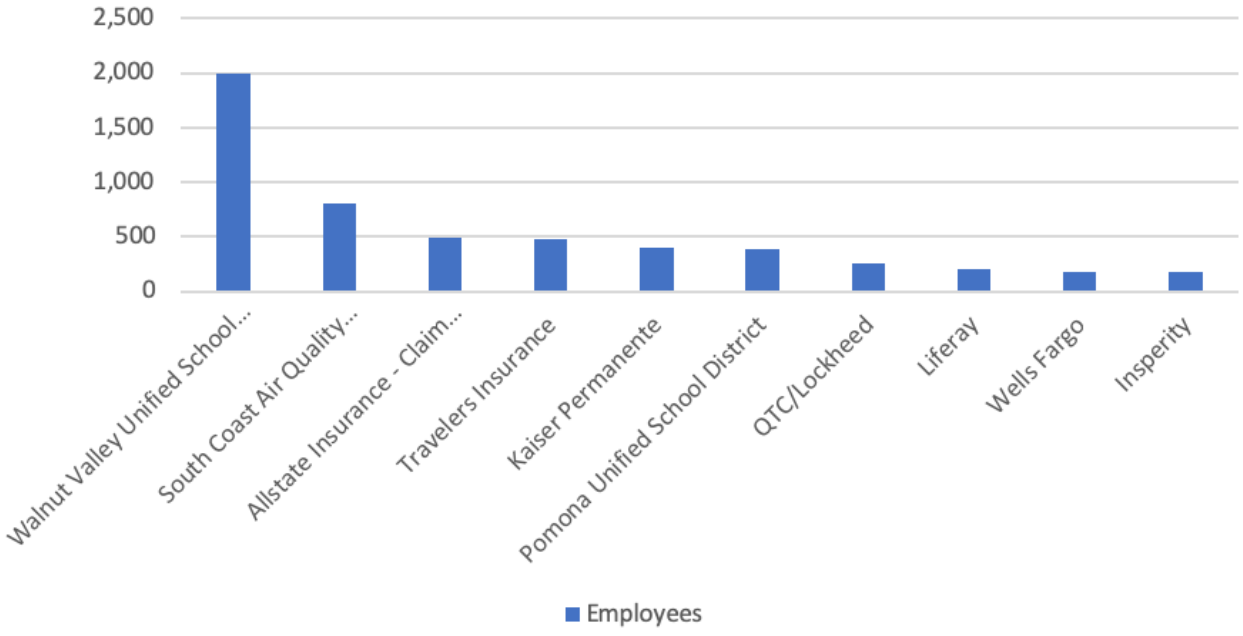
The largest percentage of Diamond Bar residents are employed in the Administration & Support - Waste Management and Remediation sector, followed by Finance and Insurance, and Education sectors (as illustrated in Figure 2-3).

Figure 2-3: Jobs in the Top 15 Industry Sectors (2015)



In 2015, the top employers in Diamond Bar, as shown in Figure 2-4, were the Walnut Valley Unified School Districts, the South Coast Air Quality Management District, and various private finance and insurance providers.

Figure 2-4: Top Employers (2015)

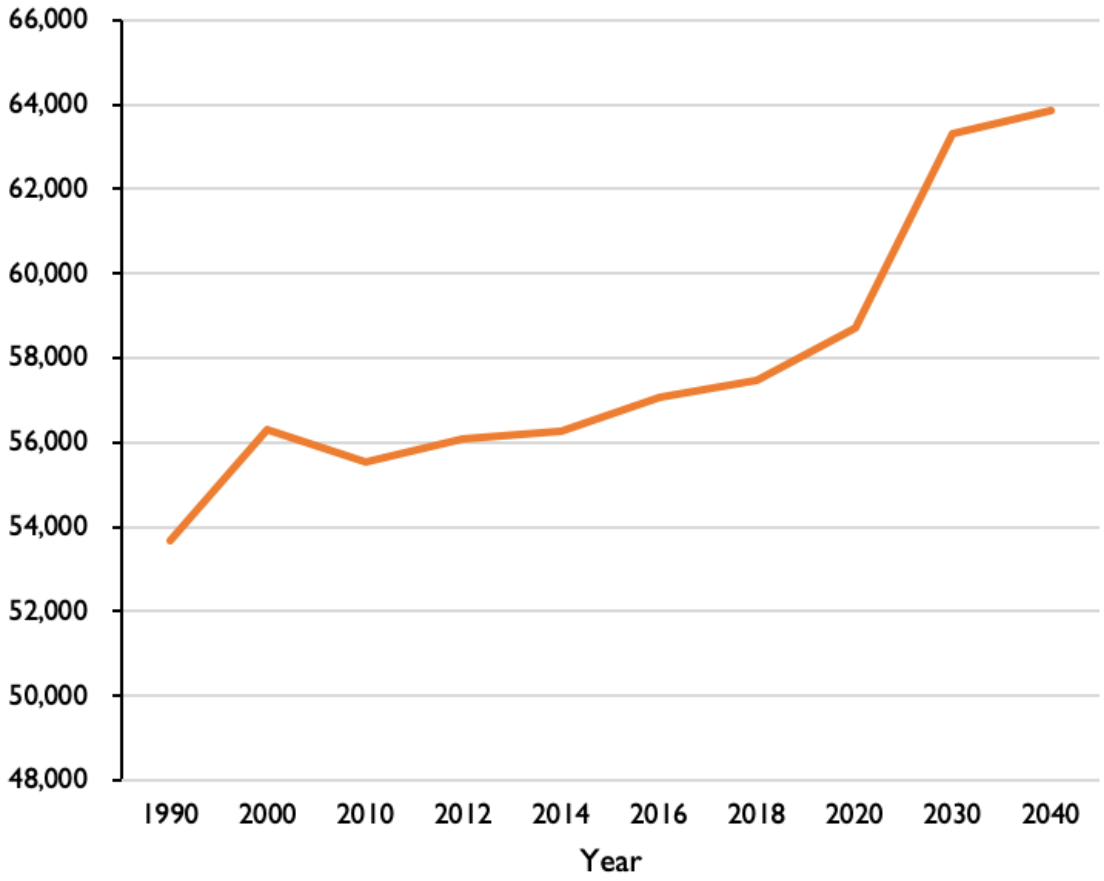


Source: Labor Market Information, Info USA, City Manager's Office

FUTURE POPULATION AND EMPLOYMENT GROWTH

The Southern California Association of Governments (SCAG) has projected that the city will grow at a slower pace than experienced prior to its incorporation in 1989. Between 2016 and 2040, the City projects Diamond Bar's population will grow to 66,700 residents, translating to a 0.6-percent annual growth rate over the next 20 years. Figure 2-5 shows population projections for the city through 2040.

Figure 2-5: Diamond Bar Population Growth, 1990 - 2040



Source: U.S.Census 1990, 2000, and2010; CaliforniaDOF, 2018; Dyett&Bhatia, 2019.

Given the land use changes and policies proposed in this Plan as well as regional employment projections, the City projects strong overall job growth in Diamond Bar over the next 20 years, with projected employment increasing by nearly 48 percent from 14,700 jobs in 2016 to 21,700 jobs in 2040. Table 2-5 shows projected employment growth totals and by land use. In order for the City to capitalize on this employment market, it will need to maintain a positive climate for business growth and retention, and ensure land availability in appropriate locations.

Table 2-5: Projected Employment Growth by Non-Residential Land Use Category, 2016-2040

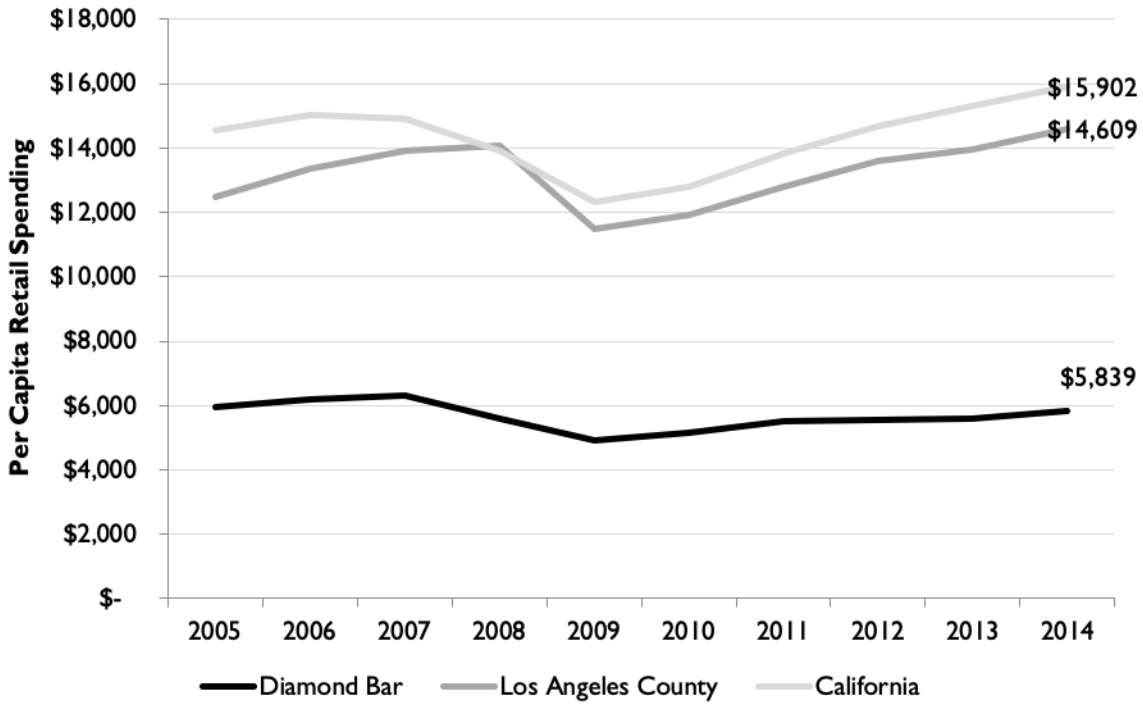
Non-Residential Land Use Category	2016 Estimated Total Jobs	Percent of Total	2040 Projected Total Jobs	Percent of Total	Estimated Change in Jobs, 2016-2040
Retail	3,100	10%	3,100	14%	1,600
Office	7,300	50%	11,400	53%	4,100
Industrial	2,100	14%	1,700	8%	(400)
Other Commercial[1]	3,800	26%	5,500	25%	1,700
Total[2]	**14,700**	**100%**	**21,700**	**100%**	**7,000**

Notes:

1. Other commercial uses include accommodation and food services and other miscellaneous services (excluding public administration).
2. Totals may not add due to rounding.

Source: Dyett & Bhatia, 2019.

Figure 2-6: Historic Per Capita Retail Spending (2005 - 2014)



Source: Board of Equalization and Department of Finance, 2014.

FISCAL SUSTAINABILITY

Diamond Bar is largely built out, resulting in slow growth projections for both population and housing (see Existing Conditions Report – Volume II: Economic Review and Market Assessment prepared for the General Plan Update). As a result, and in order to address future fiscal sustainability concerns, new development will be needed in order to grow the city's base of residents and employment opportunities, as well as increase its market capture with a more diverse retail environment.

Different land use changes can have different fiscal impacts on the City's General Fund. For example:

- Residential land uses typically have the highest cost of service and generates the lowest revenue resulting in a negative fiscal impact.
- The development of industrial and office space in the city will likely have a positive fiscal impact, as jobs created by these land uses would typically require fewer city services than residential development. An increase in employment opportunities could also attract new residents to the city or allow current residents to work closer to home rather than commuting.
- New retail development can have a positive impact on the General Fund through the generation of sales tax.
- Hotel and other hospitality land uses typically have high net positive fiscal impacts because, like other commercial uses, the service costs are lower than residential uses, and the city receives the full voter-approved transient occupancy tax rate.

Unlike other cities in the region and Los Angeles County as a whole, Diamond Bar's per capita retail spending has not grown since 2005, as shown in Figure 2-6. The decrease in the per capita generation of sales tax revenues would indicate that the city's retail base has not grown sufficiently to maintain its capture rate. For the city to remain economically viable over the long-term it should strive to continue expanding its retail base by creating a more diverse retail environment to increase the market capture from its higher income households within the city and others in the region. Attracting new development as proposed in the new mixed-use focus areas, as well as supporting existing businesses to increase their market capture within the city, will be crucial in terms of sustaining a diverse economy and stable fiscal standing in Diamond Bar.

ECONOMIC DEVELOPMENT

See Chapter 3: Community Character and Placemaking for policies regarding creating a sense of place and attractive public realms.





GOALS

ED-G-1	Prioritize infill development opportunities and the reuse of existing vacant commercial space to grow the city's base of residents and employment to ensure long-term fiscal sustainability and promote conservation of natural open space.
ED-G-2	Provide for the development of jobs and commercial uses within Diamond Bar to reduce residents' commutes, and to encourage residents to shop and dine locally.
ED-G-3	Support the retention, rehabilitation, and/or expansion of existing businesses, and the attraction of new businesses.
ED-G-4	Promote development of flexible workspaces that are adaptable over time to changing economic needs; support co-working and start-up/ incubator business spaces.
ED-G-5	Support the use of Metrolink and local transit connections as a means for non-residents to commute to employment opportunities in Diamond Bar.
ED-G-6	Facilitate the development of a labor force with skills to meet the needs of the area's current and future businesses and industries.
ED-G-7	Monitor and regularly evaluate economic conditions and economic development goals.

POLICIES

Commercial Centers





ED-P-1	Identify retail and service needs that are not being met in the community, and encourage the development or redevelopment of commercial centers to meet existing and future demand for such services.
ED-P-2	Promote the visibility of commercial centers from the freeway, where appropriate. *Efforts may include incorporation of monument signage in Diamond Bar visible from the freeway, and/or wayfinding signage guiding the public to key places throughout the City.*
ED-P-3	Create commercial centers or districts that have a sense of place and provide attractive places to shop, dine, and gather. Within these areas, support the development of uses and distinct characters that complement other commercial areas within Diamond Bar and adjacent jurisdictions.
ED-P-4	Collaborate with business owners, the Regional Chamber of Commerce - San Gabriel Valley and/or business development organizations to promote shopping and dining opportunities in Diamond Bar. *Efforts may include listing information on local business on the City's website, working with the Regional Chamber or business development organizations to establish and sustain promotional events and programs, increasing local business participation at community events, and developing promotional materials and guides to showcase existing businesses*

ED-P-5 Work with existing commercial center owners and commercial real estate professionals to enhance commercial development opportunities that meet the needs of adjacent neighborhoods and other nearby uses by facilitating communication between developers and target populations, identifying additional development or redevelopment sites in and around the centers, and improving exposure along adjacent transportation corridors.

Community-Serving Uses

ED-P-6 Work with property owners of existing office centers to increase the daytime population and facilitate opportunities to attract quality office tenants and supporting commercial businesses.

ED-P-7 Allow for home occupations where compatible with the privacy and residential character of the neighborhood.

ED-P-8 Encourage provision of common or rentable workspaces that can be used by residents for efficient work-from-home use to be incorporated into attached residential development projects,

ED-P-9 Promote the use of multi-modal connections to serve commercial and office uses within Diamond Bar, thereby enhancing transit, ride-sharing, pedestrian, and bicycle infrastructure opportunities, and reducing automobile congestion within the City.

City Programs and Partnerships

ED-P-10 Facilitate access to City and regional services, incentives, and public-private partnership opportunities available to property owners and businesses seeking to perform façade or structural improvements, expand operations, or provide incubation spaces for startup businesses.

ED-P-11 Facilitate partnerships between area businesses and educational and training institutions, such as the Walnut Valley and Pomona Unified School Districts, Cal Poly Pomona, Cal State Fullerton and Mt. San Antonio Community College, to provide training programs that will enable the labor force to meet the needs of business and prepare for emerging job opportunities.

ED-P-12 Partner with the Diamond Bar Public Library and/or business mentorship programs to offer computer literacy, job search, and personal and business development training workshops that are accessible to residents of all income levels.

ED-P-13 Periodically update the City's Economic Development Action Plan to evaluate citywide economic conditions and to reflect new trends such as emerging industries and new market opportunities.

COMMUNITY CHARACTER & PLACEMAKING

3.0

The Community Character and Placemaking Chapter guides the form and character of future development in Diamond Bar. It provides strategies to strengthen the city's identity through design and enhance the character of the community by defining the spatial relationships between the city's various gateways, neighborhoods, and centers of activity.



3.1 INTRODUCTION

This chapter outlines the desired character of the mixed-use focus areas and provides direction to ensure that new development is context sensitive. Thus, it provides policy direction at a citywide scale, as well as a framework for development occurring in the Town Center, Neighborhood Mixed Use, Transit-Oriented Mixed Use, and Community Core focus areas. The Community Character and Placemaking Chapter consists of narrative, goals and policies, as well as diagrams illustrating the key redevelopment opportunities in Diamond Bar. Policy text and maps should be considered collectively as project approvals or future amendments are made.

RELATIONSHIP TO STATE LAW

While the inclusion of community design is not required as a mandated element of a general plan, California Government Code Section 65303 states that a general plan may include additional elements that a community considers important to the physical development of the city. All elements, whether mandatory or optional, are required to be consistent with one another.

RELATIONSHIP TO OTHER ELEMENTS

This chapter is closely related to Chapter 2, Land Use and Economic Development and Chapter 4, Circulation. The Land Use and Economic Development Chapter lays out the land uses and development densities and intensities for new development, as well as basic policies related to building scales, while the Circulation Chapter provides direction on connectivity and access for different modes of travel within and around new development and the city as a whole.



3.2 CITYWIDE CHARACTER AND DESIGN

In 2019, Diamond Bar remains primarily a residential community of quiet neighborhoods with commercial and office uses limited to small auto-oriented clusters concentrated around intersections of major arterials. Shopping centers and office parks are suburban in character; they are designed to be accessed via car, with buildings set far back from roadways and facing towards large parking lots rather than streets. While these commercial centers serve the daily needs of Diamond Bar residents, their auto-oriented design and the low diversity of uses does not allow them to act as true destinations or centers of civic life.

Residents of Diamond Bar value the existing community character of the City, including its family-friendly neighborhoods and its country-living feel, enhanced by open spaces and hillside views. According to community members, elements that would strengthen the character of Diamond Bar include the addition of a more traditional downtown or town center for retail, gathering, and entertainment purposes; the revitalization of aging commercial centers; and a continued focus on high quality design and beautification.



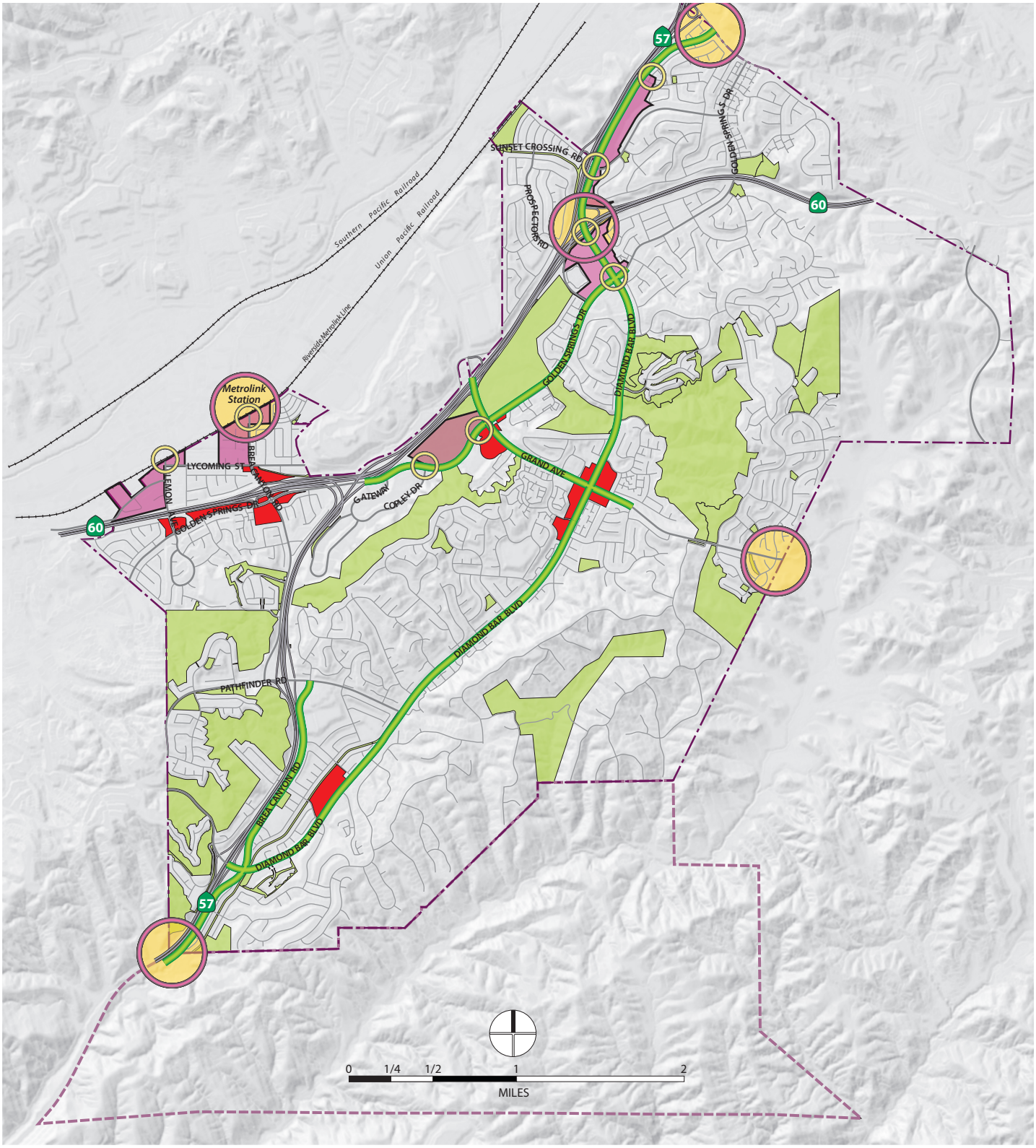
URBAN DESIGN FRAMEWORK

As outlined in Chapter 2, Land Use and Economic Development, four focus areas have been identified that could accommodate future mixed-use development opportunities (see also Figure 3-1: Urban Design Framework). These mixed-used development areas are intended to complement existing residential neighborhoods and commercial centers, providing places where residents and visitors can live, work, and play. These focus areas are envisioned as attractive, memorable places in the community, with a pedestrian orientation and a mix of complementary uses. The Town Center Mixed-Use area will establish a new center of civic life in Diamond Bar, responding to the community's desire for a more traditional "downtown," with buildings and streets designed to promote walkability accompanied by spaces for dining and gathering, while the other focus areas are envisioned as community- or neighborhood-scaled. These focus areas are discussed in further detail below in Section 3.3: Focus Areas.

By building on the city's existing assets and planning new, appropriately-designed development within the General Plan's policy framework, it is envisioned that Diamond Bar will become a more livable community, with a strong sense of place and improved quality of life for its current and future residents.



Figure 3-1 Urban Design Framework



CITY IDENTITY

Diamond Bar is defined by the quiet, suburban nature of existing residential development and its backdrop of natural resources and views, and is supported by conscious efforts at placemaking. Placemaking elements include gateway monuments and treatments that define entryways into the city, public art installations and artistic streetscape elements that contribute to memorable places and a unified character, as well as landscaping, which provides beauty in the public realm while contributing to stormwater management. Throughout the city, existing placemaking efforts and iconography tell the story of Diamond Bar's origins as a ranch. Symbols of the city's history—including the Windmill (its oldest landmark), native landscaping, diamond-patterned pedestrian crossings, and ranch-style decorative features in the public realm—connect modern-day residents to their community's roots. This section explores the ways in which Diamond Bar can strengthen its identity as it continues to develop and grow.

Gateways

Gateways are urban design elements that mark the arrival or transition from one place to another. Gateways add to an area's identity and sense of place, while also serving as wayfinding elements that help individuals navigate locations they may not be familiar with, facilitating access to key destinations. Key features of effective gateways include visual and directional cues, such as:

- Gateway and wayfinding signage;
- Unified landscaping, including street trees and plantings as well as planted medians;
- Streetscape treatments such as enhanced paving, street furniture, and accent lighting;
- Prominent architecture at gateways and key intersections; and
- Integration of private signage into the gateway palette.

Diamond Bar has several existing gateway monuments. The city's border with Chino Hills near the intersection of Longview Drive and Grand Avenue is marked with a grand entry sign welcoming visitors to Diamond Bar. A city entry landmark, featuring cattle sculptures and a stylized recreation of the original Diamond Bar Ranch gateway, is located at Diamond Canyon Park, near the intersection of Diamond Bar Boulevard and Brea Canyon Road. These features are part of a unified streetscape design theme intended to be established throughout Diamond Bar. Other city entry points are currently marked with older monument features, which will be replaced over time with structures that follow the current streetscape theme and palette. In addition to the gateways announcing one's arrival to the Diamond Bar, the City may consider additional gateways at entrances to new mixed-use areas, including

the Town Center, Transit-Oriented Mixed Use, Neighborhood Mixed Use, and Community Core Overlay areas shown in Figure 3-1: Urban Design Framework.

Public Art

Public art plays an important role in relating the story and identity of a city, and in creating the opportunity for residents and visitors to participate and share in articulating its identity. Diamond Bar residents have expressed a desire to use public art as a means to showcase Diamond Bar's rural beginnings and evolving cultural diversity.

Encouraging public art supports the growth of historical and cultural awareness in the city. In particular, public art within major activity nodes and regional destinations and along major pedestrian corridors will play a key role in showcasing the city's identity. Additional support from the City may include the provision of spaces, programs and facilities that provide opportunities for artistic and cultural engagement, as is discussed in Chapter 8, Community Health and Sustainability

Landscaping

Landscaping can contribute greatly to placemaking and city identity, while also playing a role in environmental sustainability and stewardship through measures such as stormwater management, carbon sequestration, and the provision of habitats for wildlife. The establishment of a landscaping palette and corresponding strategies can serve these myriad purposes. Important factors to be considered in the establishment of a citywide landscaping palette include the incorporation of native, drought-tolerant plants, the incorporation of colorful, flowering plants, and stormwater management opportunities.



THE PUBLIC REALM

Streetscape

Streets are a foundational aspect of community life, providing spaces for community members to encounter not only the various locations and features of their city, but also one another. Pleasant streetscapes—which include site-specific building frontages, sidewalks, street furniture, and landscaping—create safe, attractive, and active streets. Streetscapes are also central to the flow of people through an area, and that area's connection to the city at large, as discussed further in Chapter 4, Circulation.

As of 2019, streets within the City are generally auto-oriented in their design and function. As new development occurs throughout the city, there are several challenges and opportunities for improved street design. As discussed in the Circulation Chapter, there are opportunities to design streets in that allow for safer transportation for all modes, including walking and bicycling. A major challenge in terms of streetscapes is that the character of the streets and sidewalks that delineate the public realm is often diminished by a weak building-to-street relationship with buildings oriented away from the street or set back from roadways, or the presence of fences blocking views of buildings from the sidewalk. The pedestrian environment can also be uncomfortable at times due to narrow or incomplete sidewalks that lack street furnishings such as benches or shade trees. Improvements such as those completed at the intersection of Grand Avenue and Diamond Bar Boulevard, as part of the Grand Avenue Beautification Project, serve as an excellent example of how to make our public rights-of-way more walkable: features, including signature street trees with ornamental tree grates, shrub and ground cover plantings, enhanced paving and pedestrian facilities, and upgraded street furniture and lighting, are providing a higher standard for inviting, attractive streetscapes.



STREETSCAPE IMPROVEMENT EXAMPLES



Various combinations of streetscape improvements are possible, depending on a given street's typology and the balance of goals related to comfort, safety, visibility, cost, convenience, and environmental impact. The following are common streetscape improvements to enhancethe public realm.

- Widening sidewalks;
- Improving the building to street relationship at key commercial and mixed-use areas;
- Introducing public art, gateway, and wayfinding elements;
- Using a consistent species of trees and planting to define corridors;
- Managing stormwater through the use of bioswales and other ecology-conscious features;
- Efficient materials and lighting;
- Buffering pedestrians from traffic with landscaping;
- Adding seating and other pedestrian-oriented furnishings;
- Improving intersections with corner bulb-outs;
- Establishing a consistent street signage or public signage aesthetic; and
- Providing shaded rest areas.

Looking forward, streetscape improvements that seek to create a more active, enjoyable public realm will be particularly influential at existing commercial nodes and in the mixed-use focus areas. As streetscape improvements are implemented, both citywide and in the focus areas, Diamond Bar's street network will support increased public activity and pedestrian movement with amenities such as improved sidewalk treatments, seating, distinctive lighting, and public art, as well as bicycle facilities in appropriate locations.

To this end, a new Boulevard street typology is proposed that emphasizes traveler experience and sense of place on streets that connect to major destinations throughout the city (See Chapter 4, Circulation). Proposed Boulevards include Diamond Bar Boulevard from Brea Canyon Cutoff Road to the northern city limits; Golden Springs Drive from SR-57 to the northern city limits; and Grand Avenue at the intersection of Diamond Bar Boulevard. Boulevards are a type of arterial that are designed to be highly visible and aesthetically landscaped, incorporating wide sidewalks adjacent to mixed-use areas and commercial nodes where pedestrian activity is anticipated to be highest.

In addition to the Boulevard typology, the General Plan outlines an overall vision for Diamond Bar's streetscape design (see Chapter 4, Circulation).

Parks and Public Open Spaces

Parks and public open spaces are also key components of the public realm, offering locations for people to congregate and enjoy leisure time among other members of the community. As discussed in Chapter 6, Public Facilities and Services, Diamond Bar offers a number of well-loved parks and publicly accessible open spaces. Incorporating new parks and public spaces into new development in a manner that encourages regular use will contribute to livability on the neighborhood scale by ensuring community recreation and gathering spaces close to new homes, while also helping to maintain the citywide parkland standards. This chapter provides a framework for designing new parks and public open spaces that are accessible and well-integrated into surrounding development. Further discussion regarding parks and open space is provided in Chapter 5, Resource Conservation and Chapter 6, Public Facilities and Services.





BUILDING AND SITE DESIGN

Building and site design within new development play a significant role in neighborhood and city identity. These design elements influence experiences of places and establish a relationship with existing surrounding uses. Building design and site planning occurs through implementation documents such as Citywide Design Guidelines and the Zoning Ordinance. The Policies below are intended to complement existing regulations, and design guidance will be reflected as needed in an update of the Citywide Design Guidelines to embody the urban design objectives set forth in this chapter.

Site Planning and Parking

Appropriate site planning and parking requirements are important elements of well-designed new development. Site planning that encourages fine-grained development (i.e., small blocks and building footprints) helps to achieve a more pedestria friendly environment and provides opportunities for access and connectivity to surrounding streets and neighborhoods. Orienting buildings and active uses to public spaces and public streets further contributes to pedestrian-friendliness by providing visual interest for those on foot. This fine-grained, pedestrian-friendly development is what is envisioned to occur in the new mixed-use focus areas. In addition, site-planning approaches such as right-sized parking requirements and parking design strategies, including locating parking to the rear or side of parcels, can help to create more walkable, memorable places.



Building Massing and Design

Building massing refers to the visual dominance of buildings, while building design refers to a building's architectural features. Building massing and design controls are crucial for ensuring appropriate, sensitive development, particularly when it is adjacent to existing residential neighborhoods. Building massing and design measures to be considered include providing for sensitive transitions between new and existing development so as to reduce impacts to existing neighborhoods, incorporating human and pedestrian-scaled design for new commercial and mixed-use development, and building design that incorporates visual quality and interest to contribute to placemaking.



Hillside Development

Hillsides form a key part of Diamond Bar's identity, and the community has expressed a desire to preserve public vistas of hillside features. Preserving hillside views could occur through zoning and development controls that reduce the visual impact on hillsides by way of alternative lot layouts, and by taking advantage of existing site features for screening, where development is allowed. In many cases, the City's Hillside Management regulations may restrict development on hillsides. Additional direction regarding the intensity of hillside development is provided in Chapter 2, Land Use and Economic Development.

OVERALL CHARACTER AND DESIGN

See Chapter 2: Land Use and Economic Development for additional policies regarding land use designations.

GOALS

CC-G-1	Foster and maintain a distinctive city identity that values the community's "country living" character by preserving the city's open spaces, physical features, and environmental resources, and focusing new development into accessible, pedestrian-oriented areas integrated with existing neighborhoods, augmented with parks, and connected by an attractive and safe street network.
CC-G-2	Encourage development within mixed-use areas that is inviting to pedestrians, promotes community interaction and activity, and contributes to an engaging street environment.
CC-G-3	Encourage rehabilitation and façade improvements of existing commercial centers to ensure commercial vitality and pedestrian-oriented design.
CC-G-4	Preserve the scale and character of existing residential neighborhoods and ensure sensitive transitions between densities and uses.
CC-G-5	Provide an expanded pedestrian and bicycle infrastructure network to improve connectivity throughout the city where topography and technology permit.
CC-G-6	Encourage high-quality, human-scaled design and development that respects the surrounding built environment while offering a diversity of building types.

MIXED-USE FOCUS AREAS

The focus areas build on the basic components of Diamond Bar's existing structure—its residential neighborhoods and commercial centers—to establish new mixed-use areas that accommodate housing, retail, and entertainment uses as well as community gathering places. The location of these mixed-use focus areas within the overall city structure is shown in Figure 3-1, Urban Design Framework. Key design features within the Urban Design Framework include:







- An attractive Town Center at the intersection of Diamond Bar Boulevard and Golden Springs Drive with active street frontages and a pedestrian-oriented design.
- A Neighborhood Mixed-Use Area with places to live, play and gather, as well as connections to surrounding neighborhoods.
- A Transit-oriented development around the City of Industry's major regional transit hub: the Metrolink station.
- Gateways at the main entrances to the city and to the new mixed-use areas to celebrate the unique identity of Diamond Bar.
- New placemaking elements to be incorporated throughout the city such public art and as a to the identity of Diamond Bar.
- Appropriate transitions that emphasize building design and articulation that is sensitive to existing surrounding development intensities.

POLICIES

City Identity

CC-P-1	Develop visual gateways at entry points to the city and at the entrances to the Neighborhood Mixed Use, Town Center, Transit-Oriented Mixed Use, and Community Core areas. Establish a gateway design palette and guidelines consistent with the existing gateway at Grand Avenue and Longview Drive, employing the same or a similar elements of streetscape design, monument signage, lighting, and building massing and setback.
CC-P-2	Require prominent corner architectural features, such as prominent entries or corner towers, on new development at key intersections or gateways.
CC-P-3	Require new mixed-use development to incorporate public art that celebrates the history and character of Diamond Bar to reinforce community identity, create unique places, and provide a basis for community pride and ownership.
CC-P-4	Continue to support community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include seating, bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.
CC-P-5	Establish a landscaping palette made up of native, drought-tolerant plants and stormwater management systems with a view to enhancing beautification and sustainable landscaping practices.

CC-P-6 Prioritize sustainability in site design. When incorporating on-site stormwater management through the use of bioswales, rain gardens, permeable pavement, and/or other available low-impact development technologies, require such features to be aesthetically integrated into the site design.

Streetscapes and Building to Street Interface

CC-P-7 Ensure that new development provides an integrated pattern of roadways, bicycle routes and paths, and pedestrian connections within and between neighborhoods that are safe, comfortable, and accessible sidewalks for people of all ages and abilities.

CC-P-8 Where sound walls or perimeter walls or fences are permitted, require them to be stylistically integrated with adjacent structures and terrain, and to use landscaping and vegetation to soften their appearance.

CC-P-9 Encourage pedestrian orientation in mixed-use development using a variety of site planning and architectural strategies, such as locating and orienting buildings to street frontages, plazas, or pedestrian paseos; providing visual transparency through fenestration; entries and arcades close to the street edge and sidewalk; and/or incorporating porches, patios, or outdoor spaces that overlook or interact with front yards or sidewalks.

CC-P-10 Maintain an open relationship between buildings and the street edge, avoiding fencing and significant landscape barriers but incorporating street trees and other landscaping where possible.

CC-P-11 In residential and mixed-use areas, use traffic calming measures such as pavers, bollards, sidewalk bulb-outs, and speed humps to slow travel speeds.

CC-P-12 Develop and enforce private slope maintenance standards for properties with rear descending slopes that face public streets, with special emphasis on those along Grand Avenue, Diamond Bar Boulevard, Golden Springs Drive, Pathfinder Road, and the freeways.

Parks and Open Spaces

CC-P-13 Require that landscaped common public spaces are incorporated into new mixed-use development.

CC-P-14 Ensure that public spaces are physically and visually accessible from the street, compatible with Crime Prevention through Environmental Design (CPTED) principles, with signage acknowledging that the open space is for public use.

CC-P-15 Where public space fronts the sidewalk, ensure that it is primarily open and free of walls or other obstructions (not including trees, lights, and steps). Use landscaping strategically to identify pedestrian entrances and articulate edges for plazas and courtyards.

CC-P-16 Require that common spaces be integrated elements of development, coordinating landscaping and amenities with the projects' architecture and character.

Site Planning and Parking

CC-P-17	Encourage the aggregation of individual small lots into larger development parcels within mixed-use areas that will support an appropriately-scaled, cohesive and economically viable development.
CC-P-18	As large vacant or underutilized sites are developed or redeveloped, maximize multi-modal accessibility with fine-grained street networks and walkable block sizes. Generally limit new block sizes to a maximum of about 400 feet in length. Mid-block plazas or alleys may be considered if the intent is to ensure fine-grained patterns where pedestrian access can be accommodated in intervals no more than 400 feet apart.
CC-P-19	Through development review, ensure that new development provides an integrated pattern of streets and pedestrian paths with connections within and between neighborhoods.
CC-P-20	Create pedestrian-and bicycle-only pathways to enhance neighborhood interconnectivity where street connections are limited due to existing cul-de-sac or dead-end conditions, grade separation, property ownership, or topographical challenges.
CC-P-21	Require site plans to create pedestrian-oriented neighborhoods that follow these guidelines: a. Buildings should be oriented to the street; b. Garages and parking areas should be screened and/or located at the side or rear of properties wherever possible; and c. Landscaping, sidewalk conditions, and other streetscape elements should be improved during rehabilitation and new construction.

CC-P-22 Orient buildings adjacent to public spaces such that entries, windows, and seating areas face the public space.

CC-P-23 Locate and orient active uses (such as commercial uses and parks) along the street edges of new mixed-use development, at street corners, or along main roadways internal to larger developments.

CC-P-24 Locate parking areas to the rear of lots while ensuring they are accessible from minor roadways.

CC-P-25 Encourage the design of shared parking for commercial and office uses where possible.

CC-P-26 Establish reduced minimum commercial parking requirements for all development within new mixed-use land use designations. Reduced parking requirements should be supported by proximity to transit, shared parking, and technologies that, once mainstreamed, would reduce the need for conventional parking layouts.

CC-P-27 Establish standards to ensure that garages do not dominate streetscapes in residential areas. Encourage the design of recessed or side-loaded garages.

Building Massing and Design

CC-P-28 Adopt Development Code standards that provide measurable criteria to ensure that new development does not cast significant shadow over existing development. Require detailed shadow studies as part of development review where appropriate.

CC-P-29 Promote the revitalization of existing commercial centers by encouraging property owners to maintain and improve the appearance of individual buildings and commercial centers through building façade improvements, landscaping, and pedestrian improvements.

CC-P-30 Ensure that infill residential development is designed to be sensitive to the scale, character, and identity of adjacent existing development.

CC-P-31 Ensure that commercial uses are designed to incorporate ground floor transparency and pedestrian activity.

CC-P-32 Emphasize human-scaled design within large-scale commercial and mixed-use centers. Employ measures such as articulated massing, awnings, and landscape elements to break down the scale of development.

CC-P-33 Require new mixed-use and commercial development to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches:

a. Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials;

b. Maintaining overall harmony while providing smaller-scale variety; and

c. Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements.

CC-P-34 Update the City of Diamond Bar Citywide Design Guidelines as needed to reflect the design guidance articulated in the General Plan.

CC-P-35 Ensure the protection of views of hillsides and ridges from public streets, parks, trails, and community facilities by requiring a visual impact analysis for new development that identifies potential impacts to visual resources as well as feasible measures to mitigate any potential impacts.

3.3 FOCUS AREAS

As is discussed in Chapter 2, Land Use and Economic Development, focus areas are proposed where new mixed-use development is to be concentrated to accommodate housing, retail, and entertainment uses, as well as community gathering places. To successfully integrate into the community, the focus areas will need to be designed to respect existing surrounding development while establishing their own unique identities and encouraging pedestrian comfort and connectivity through active street frontages and site design that favors a more pedestrian-friendly building to street relationship. Four focus areas within the city are shown in Figure 3-1: Neighborhood Mixed-Use; Town Center, Transit-Oriented Mixed-Use, and Community Core. See Chapter 2, for descriptions of each focus area as well as their associated land use classifications. Figures of each focus area are intended only to illustrate possible land use and urban design frameworks that implement the corresponding policies for those focus areas.

NEIGHBORHOOD MIXED USE FOCUS AREA

The North Diamond Bar Boulevard corridor is dominated by aging commercial centers. The General Plan envisions the corridor as redeveloping with a vibrant mix of uses, including residential with a range of housing types including parks and gathering places, together with neighborhood-serving commercial uses clustered at key nodes. Given its proximity to existing residential neighborhoods, it will be important to design development in this focus area to respect the character of surrounding residential neighborhoods. Site plans that encourage walkable and bikeable neighborhood design through pedestrian pathways, streetscape improvements and traffic-calming measures would also contribute to the connectivity of the focus area to adjacent neighborhoods, including the Town Center. Figure 3-2 is intended only to illustrate possible land use and urban design frameworks that implement the corresponding policies for the Neighborhood Mixed Use focus area.

Figure 3-2: Neighborhood Mixed-Use Focus Area Concept Illustration

Commercial development required along a majority of the corridor frontage 1,000 feet south of Highland Valley Rd.

Traffic calming measures implemented along Diamond Bar Blvd between Temple and Sunset Crossing to improve pedestrian comfort and safety

On-site public parkland required on all sites over 4 acres

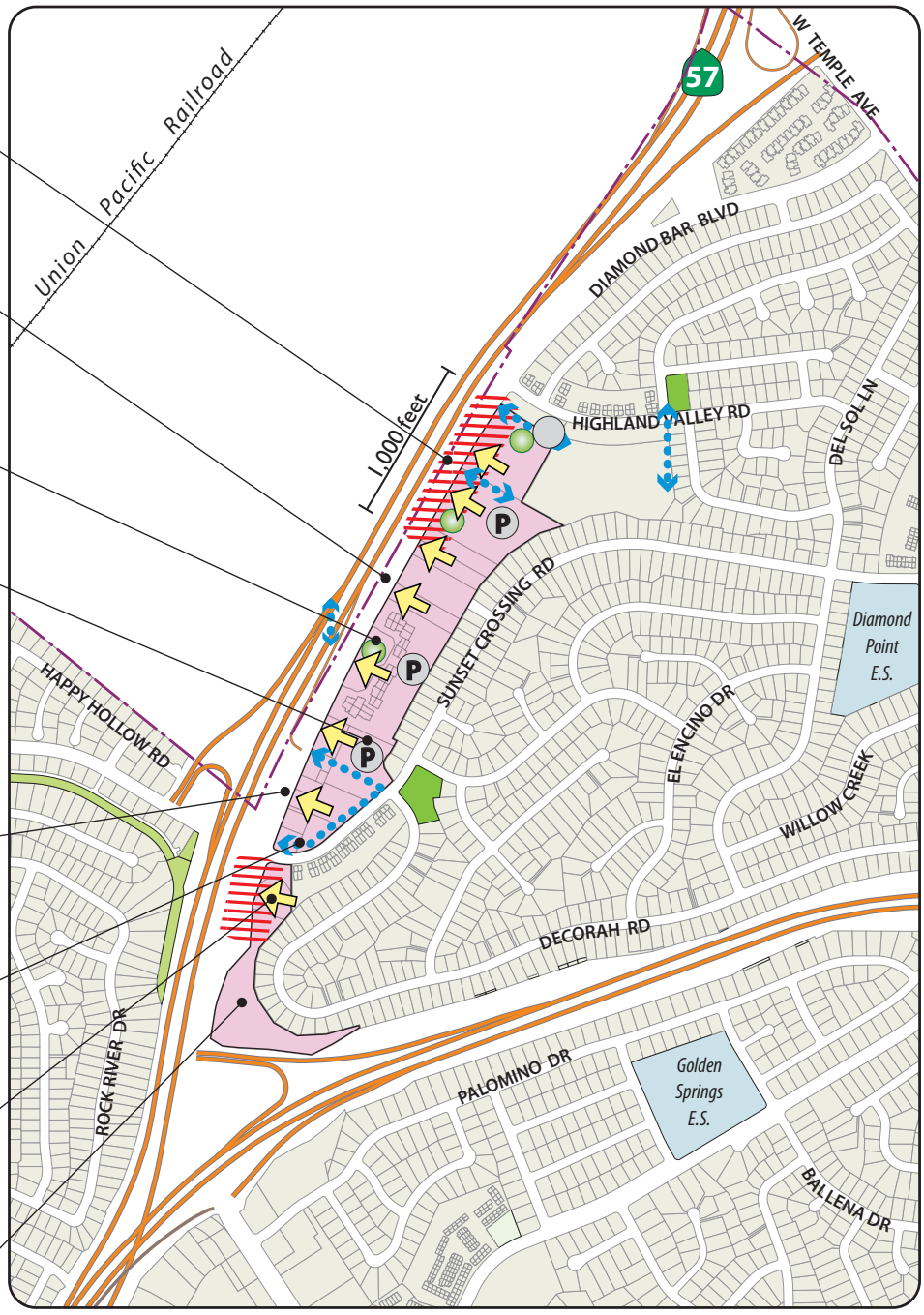
Parking consolidated and located to the side or rear of buildings

Improvements to enhance pedestrian comfort along the Diamond Bar Blvd corridor, including shade trees and pedestrian furniture

Landscaped walkways that connect the area and promote neighborhood integration and walkability

Buildings along the corridor oriented to face the street

Limited potential for development due to excessive slopes/ geotechnical constraints



TOWN CENTER MIXED USE FOCUS AREA

While the Town Center area is currently functioning as a commercial center and has undergone recent redevelopment, it is envisioned that the Town Center area will undergo further new and infill development and improvements that would allow it to evolve into an attractive, walkable destination, with a greater concentration of retail and dining establishments and public open spaces such as patios and plazas. Residential uses are also supported as secondary to commercial uses. Given the proposed role of the Town Center as a community destination and gathering place, it will be essential to strengthen multi-modal connections and enhance safety of pedestrian crossings so as to connect uses across Diamond Bar Boulevard and improve access to the Town Center for community members of all ages and abilities. Figure 3-3 is intended only to illustrate possible land use and urban design frameworks that implement the corresponding policies for the Town Center Mixed Use focus area.

TRANSIT-ORIENTED MIXED USE FOCUS AREA

Development opportunities within the Transit-Oriented Mixed Use focus area are located principally within the cluster of parcels currently occupied by light industrial uses directly adjacent to the Metrolink station. High density housing, including live/work units, that leverages access to the neighboring transit facilities (Metrolink Industry Station and Foothill Transit City of Industry Park & Ride) and supporting commercial uses is envisioned for this area. Site design that promotes multi-modal access within neighborhoods and to the station will be an important consideration to facilitate access and connectivity. New development should also be compatible with potential noise and air pollution sources such as SR-60 and Union Pacific Railroad right-of-way, while respecting surrounding residential neighborhoods. Figure 3-4 is intended only to illustrate possible land use and urban design frameworks that implement the corresponding policies for the Transit-Oriented Mixed Use focus area.



Figure 3-3: Town Center Mixed-Use Focus Area Concept Illustration

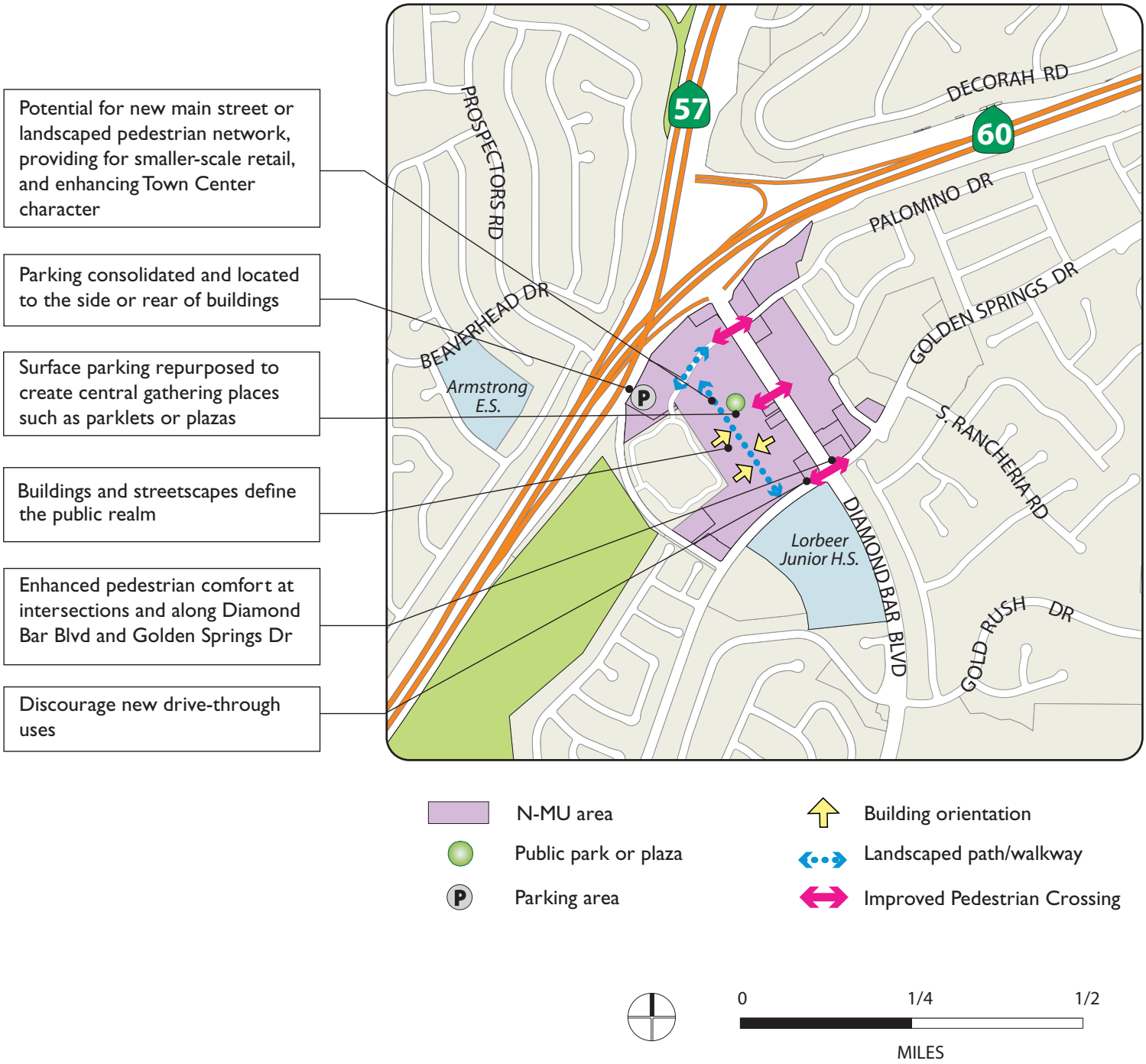
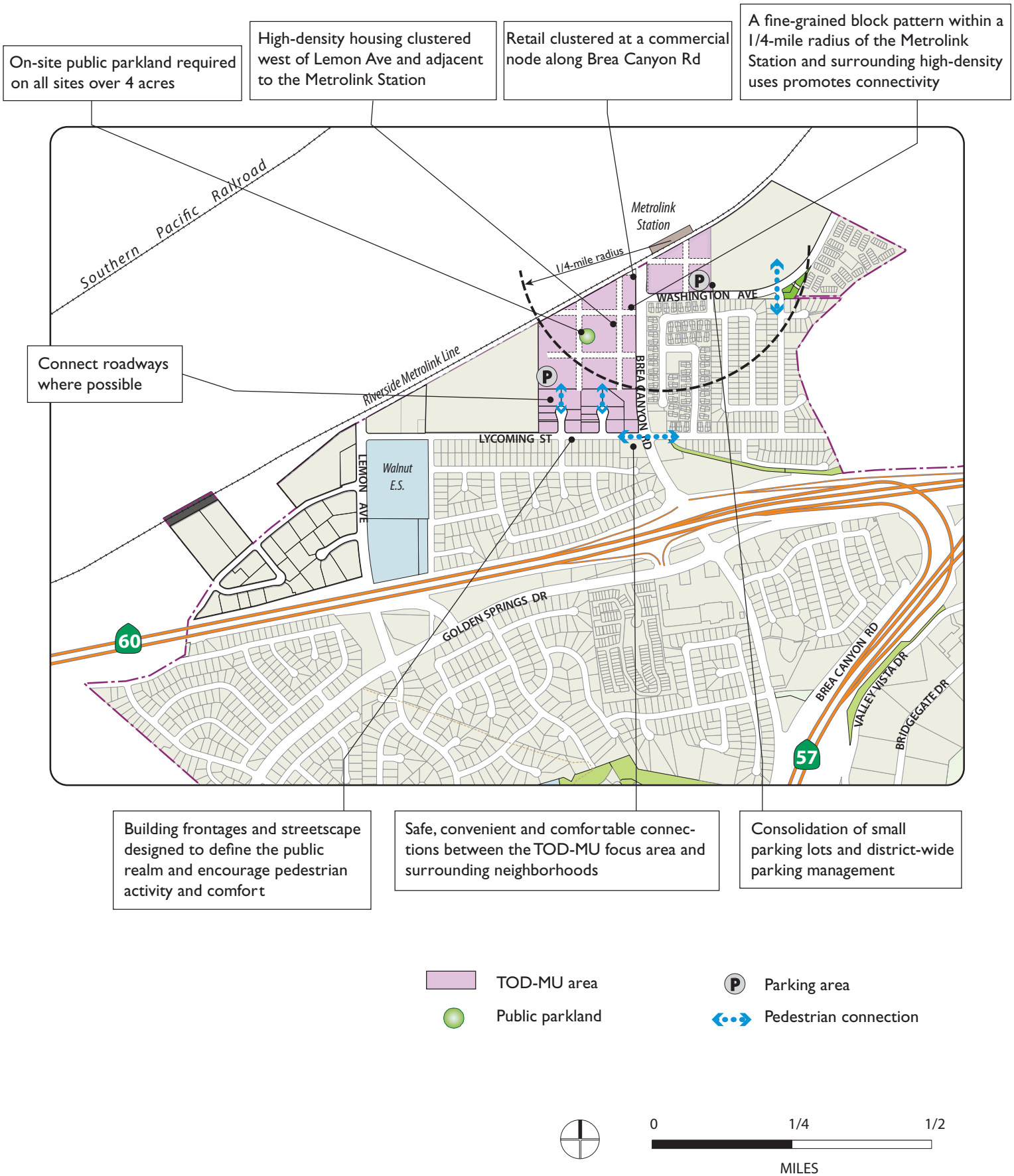


Figure 3-4: Transit-Oriented Mixed Use Focus Area Concept Illustration



COMMUNITY CORE FOCUS AREA

The Community Core Overlay encompasses the Diamond Bar Golf Course, and would apply should the golf course close or cease operations. The golf course, which is owned and operated by Los Angeles County, features rolling terrain and benefits from great regional access. The Community Core Overlay would allow for development in the portion of the Golf Course south of Grand Avenue and at the northeasterly corner of Grand and Golden Springs—in the general location of the clubhouse and parking facilities—while envisioning approximately 100 contiguous acres to be open park and civic uses.

Development within the Community Core would be master-planned and envisioned to create a vibrant, mixed-use, pedestrian-oriented community and regional destination, with commercial uses, dining, and entertainment uses; residential uses; and supporting offices and hotels. While the range of uses would be similar to the Town Center, the area would be developed from the ground up to function as a walkable destination, featuring close integration of a variety of uses and public gathering spaces.



NEIGHBORHOOD MIXED USE FOCUS AREA

See Chapter 2: Land Use and Economic Development for additional policies regarding allowable uses, densities, and intensities in the focus areas.

GOALS

CC-G-7	Create a well-designed, walkable, mixed-use neighborhood that encourages community interaction, showcases the city's identity, and is integrated with residential uses to the east.
CC-G-8	Promote vertical and horizontal mixed-use development along Diamond Bar Boulevard.
CC-G-9	Encourage development that takes advantage of the focus area's dramatic topography by establishing unique open spaces and open space connections.
CC-G-10	Establish a visual gateway into the city at the north end of the focus area.

POLICIES

CC-P-36	Develop specific building height and other development standards through implementation mechanisms such as the City's Zoning Ordinance and master or specific plans.
CC-P-37	Where possible, require that adjacent commercial uses share driveways in order to limit the number of curb cuts along North Diamond Bar Boulevard.
CC-P-38	Enhance the pedestrian experience along the east side of Diamond Bar Boulevard within the Neighborhood Mixed Use area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers. Front setbacks should function as an extension of the sidewalk, with publicly-accessible and usable open space.

CC-P-39 Enhance pedestrian comfort on the west side of North Diamond Bar Boulevard through enhanced landscaping and improved fencing.

CC-P-40 To the extent possible, locate parking such that is it concealed from view from North Diamond Bar Boulevard and connected via landscaped walkways.

TOWN CENTER MIXED USE FOCUS AREA

GOALS

CC-G-11 Support an intense mix of active uses on both sides of Diamond Bar Boulevard within the Town Center focus area.

CC-G-12 Establish an inviting and comfortable public realm that encourages pedestrian activity in the Town Center focus area.

CC-G-13 Establish a new pedestrian-oriented "Main Street" within the Town Center focus area lined with retail uses.

POLICIES

CC-P-41 Through development review, ensure that the Town Center remains predominantly a community shopping, dining, and entertainment destination, and that residential uses and offices are located so as not to detract from this image.

CC-P-42 Restrict the ground floor of buildings to retail and other uses that promote pedestrian activity.

CC-P-43 Establish gateways to the Town Center area at the intersections of Diamond Bar Boulevard and Golden Springs Drive and at Diamond Bar Boulevard and Palomino Drive. Gateway elements should be consistent with the gateway design palette.

CC-P-44 As the Town Center redevelops, enhance pedestrian connectivity throughout the district through the incorporation of a new "Main Street" within the western portion of the focus area that is off of or set back from Diamond Bar Boulevard.

CC-P-45 Require the design of new development to be pedestrian-oriented, with the majority of building frontages located at the new street edge and with entrances located along the roadway or along pedestrian pathways or public spaces.

CC-P-46 Require new buildings to employ horizontal and vertical building articulation and diversity in color, materials, scale, texture, and building volumes.

CC-P-47 Develop specific building height and other development standards through implementation mechanisms such as the City's Zoning Ordinance or a master or specific planning process.

CC-P-48 Encourage dining establishments to incorporate outdoor dining or sidewalk cafés.

CC-P-49 Encourage reductions in surface parking and allow for the development of consolidated parking structures, provided that they are screened from view from Diamond Bar Boulevard and Golden Springs Drive.

CC-P-50 Where possible, above-grade parking structures should be wrapped with pedestrian uses where they front onto active streets. If active uses are not feasible, frontages should be architecturally attractive. This may include unique designs and materials such as glass, articulated masonry, murals, or landscaping setbacks.

CC-P-51 Enhance the pedestrian experience along Diamond Bar Boulevard within the Town Center area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers.

Transit-Oritented Mixed-Use Focus Area

GOALS

CC-G-14 Create an engaging, compact, mixed-use neighborhood that encourages multi-modal transportation and responds to a diversity of housing needs.

CC-G-15 Incorporate into site design spaces for recreation, community gathering, amenities, and services to fulfill the needs of nearby current and future residents.

CC-G-16 Ensure that new development is sensitive to the scale of adjacent residential uses and potential sources of noise and air pollution.

POLICIES

CC-P-52 Work with the City of Industry to highlight gateways and access to the transit facilities through landscape and signage improvements.

CC-P-53 Create a node of commercial activity at the northwest corner of Brea Canyon Road and Washington Street, with development oriented to the street.

CC-P-54 Encourage all new development within a quarter-mile radius of the transit facilities to focus building design, massing, and landscaping toward the pedestrian experience through:

a. Limiting block lengths between streets generally to a maximum of 400 feet, and encouraging four-way intersections;

b. Providing space for enhanced pedestrian connections such as internal semi-public pathways;

c. Building design that focuses on street orientation;

d. Extensive landscaping and street trees;

e. Pedestrian furniture and site elements (for example, benches and trash receptacles);

f. Street lighting; and

g. Wayfinding signage.

CC-P-55 Promote internal connectivity where street connections are limited by incorporating multi-use pathways internal to new development and connecting to existing development. Ensure that pathways are continuous, bikeable, and visible from the roadway and transit facilities.

CC-P-56 Require a public park in the area west of South Lemon Avenue and south of East Walnut Drive as part of a redevelopment proposal that transitions the area in accordance with the TOD-MU land use designation.

CC-P-57 Provide high-visibility pedestrian and bicycle connections to the Metrolink station, making use of existing infrastructure that connects South Brea Canyon Road to the station.

CC-P-58 Improve the pedestrian comfort and safety of crosswalks along South Brea Canyon Road and South Lemon Avenue.

CC-P-59 Enhance the pedestrian experience along South Brea Canyon Road within the Transit-Oriented Mixed Use area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, and pedestrian scaled lighting, where feasible.

CC-P-60	Consolidate parking underground or in shared structures away from the street edge. Where possible, above-grade parking structures should be wrapped with residential uses where they front onto active streets. If active uses are not feasible, frontages should be architecturally attractive. This may include unique designs and materials such as glass, articulated masonry, murals, or landscaping setbacks.

Community Core Focus Area

GOALS

CC-G-17	Create a new master-planned destination with vibrant, mixed-use, pedestrian oriented uses for the community and region.

POLICIES

CC-P-61	Require that buildings be designed to define the public realm and promote sidewalk activity and public spaces for neighborhood interaction.
CC-P-62	Develop specific building height and other development standards through implementation mechanisms such as the City's Zoning Ordinance or a master or specific planning process.
CC-P-63	Create a fine-grained pedestrian-scaled street network and require buildings and streetscapes to encourage pedestrian activity and comfort.
CC-P-64	Require that parking be consolidated and located in a manner that encourages pedestrian activity. Avoid expanses of surface parking.
CC-P-65	Provide streetscape and intersection improvements along Golden Springs Drive to enhance comfort and safety for all modes of travel and increase accessibility to and from surrounding areas.

4.0 CIRCULATION

The Circulation Chapter provides goals and policies aimed at improving the transportation network within the City, balancing the vehicular circulation needs with safety and access across a variety of modes of transportation through a Complete Streets approach.



4.1 INTRODUCTION

This chapter identifies various transportation systems in the City to create a complete transportation network, including automobile travel, transit, non-motorized transportation, and goods movement. Other aspects of circulation such as parking and emergency access are also addressed in this chapter. The policy direction established in this chapter supports other chapters of the General Plan by providing and enhancing multi-modal transportation options and supporting adjacent land uses.

RELATIONSHIP TO STATE LAW

State law (Government Code Section 65302(b)(1)) requires general plans to include a circulation element consisting of the general location and extent of existing and proposed major thorough- fares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan. This chapter is closely tied to Chapter 2: Land Use and Economic Development as it seeks to provide sufficient transportation capacity for all travel modes to accommodate the mobility needs of existing and planned development.

This chapter reflects important policy changes across California including the California Complete Streets Act (Assembly Bill [AB] 1358), which requires general plans updated after January 30, 2011 to incorporate Complete Street policies and frameworks. Complete Streets policies aim to provide a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

Other considerations of this plan include Senate Bill (SB) 32, which



requires California to reduce greenhouse gas (GHG) emissions to 40 percent below 1990 levels by 2030, and Executive Order B-16-12, which provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. Executive Order B-55-18 directs the State to be carbon neutral by 2045. The California Air Resources Board (CARB) has determined that it will not be possible to achieve the State's long-term climate goals without reducing per capita vehicle miles traveled (VMT) growth, given that the transportation sector is the State's largest source of air pollution and GHG emissions. To this end, SB 743 has amended the California Environmental Quality Act (CEQA) guidelines related to the analysis of transportation impacts. Specifically, the guidelines shift from the traditional vehicle-based level of service (LOS) analysis to VMT, which better evaluates goals related to sustainability, accessibility and multi-modal transportation options. Nevertheless, the City recognizes the continued importance of LOS to ensure efficient vehicular movement and prevent congestion and traffic delays. LOS standards are thus established in the Circulation Chapter to help decision-makers understand traffic conditions and guide strategic improvements to the roadway network.

RELATIONSHIP TO OTHER ELEMENTS

This chapter relates to Chapter 2, Land Use and Economic Development, Chapter 5, Resource Conservation, and Chapter 8, Community Health and Sustainability. As referenced above, this chapter is closely tied to the Land Use and Economic Development in that it seeks to lay out a transportation network and transportation capacity for all travel modes to accommodate the mobility needs of existing and planned land uses and development. The transportation system supports other chapters of the overall General Plan including Resource Conservation (Chapter 5) and Community Health and Sustainability (Chapter 8) by providing and enhancing safe multi-modal transportation options that link parks, open spaces, and regional hiking trails; integrating opportunities for physical activity into daily life; and providing approaches to reduce vehicle emissions to improve air quality and reach State GHG targets.

1 Note that data from the U.S. census presents limitations in that it doesn't allow individuals to select more than one mode of travel, should they split their commute between modes, and it doesn't account for non-work trips such as errands, trips related to recreation, or school drop-offs and pick-ups, which represent an important proportion of trips in any given place. It is thus possible that the single-occupant vehicle mode share of non-commute trips is lower.

4.2 TRANSPORTATION NETWORK

According to the U.S. Census, as of 2019 the vast majority of commuters in Diamond Bar drive to work, most often using single-occupant vehicles.[1] The single-occupant vehicle mode share for Diamond Bar is higher than the average for Los Angeles County and the state. Chief among the reasons for this high level of vehicular travel is the City's existing land use pattern, which is primarily suburban residential which requires residents to travel longer distances for work and to serve daily needs. While it is anticipated that vehicular travel will remain Diamond Bar's dominant mode share during the horizon of this General Plan, the Plan seeks to reduce single-occupant vehicle mode share and VMT in line with State goals and regulations by introducing new mixed-use development and facilities for alternative modes of transportation such as bicycles and pedestrians.

COMPLETE STREETS

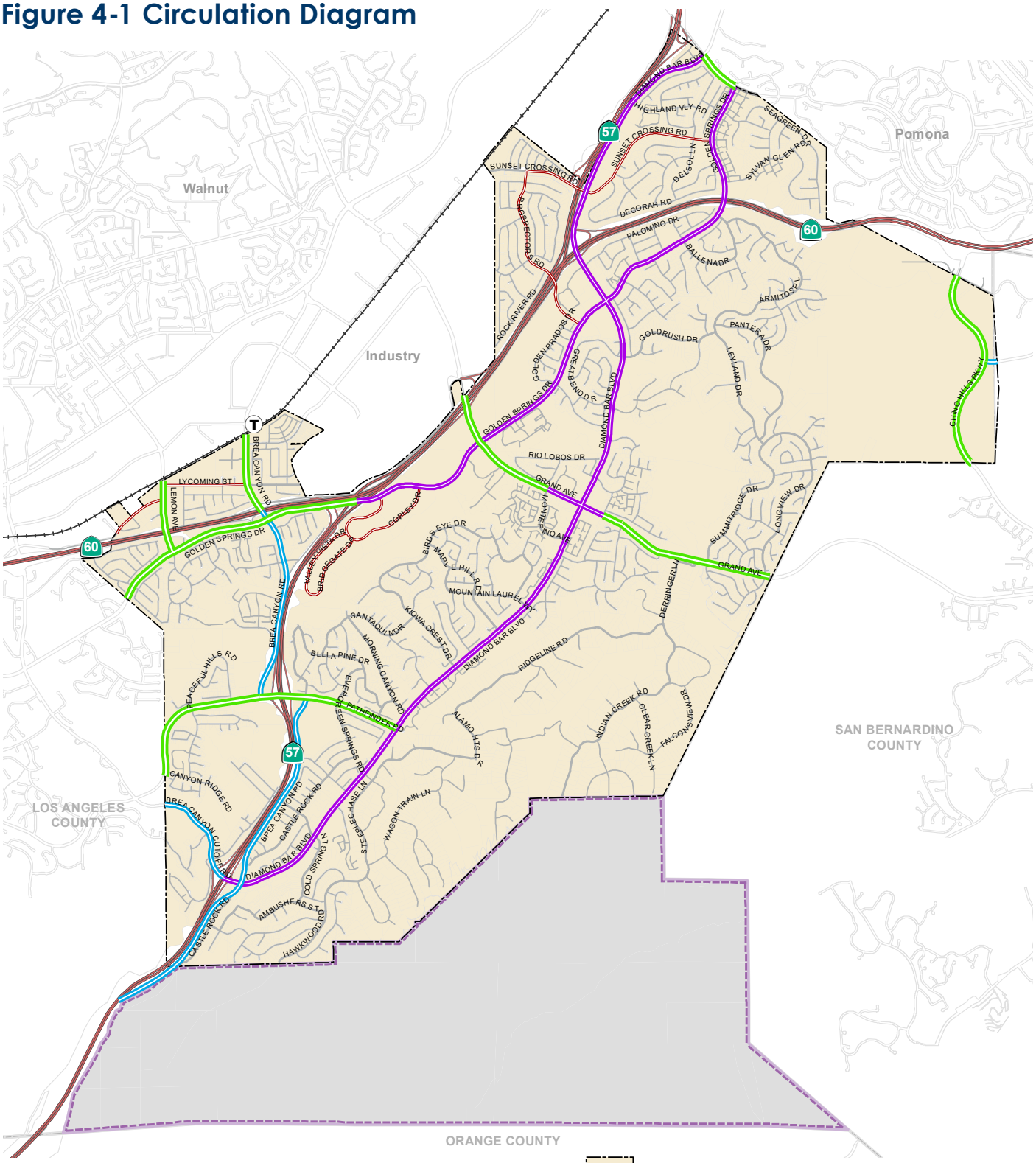
As mentioned above, California passed the California Complete Streets Act in 2008, requiring circulation elements to include a complete streets approach that balances the needs of all users of the street. Complete Streets are streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

The precise definition of a Complete Street can vary depending on the context and primary roadway users, but there are some common elements found in successful Complete Streets policies. These policies consider the needs of all users of the street in the planning, design, construction, operation, and maintenance of transportation networks (National Complete Streets Coalition, 2017). This framework allows policymakers to shift the goals, priorities, and vision of local transportation planning efforts by emphasizing a diversity of modes and users. While the City of Diamond Bar has previously maintained goals and policies to promote a multi-modal network, this chapter reinforces the importance of accommodating a variety of travel modes to balance the transportation needs of Diamond Bar residents through additional Complete Streets policies.

CIRCULATION DIAGRAM

Circulation Diagram (Figure 4-1) depicts the proposed circulation system to support development under the Land Use Diagram. The system is represented by a set of roadway classifications that have been developed to guide long range transportation planning in Diamond Bar to balance access and capacity. The classification system consists of freeways, arterials, boulevards, collectors,

Figure 4-1 Circulation Diagram



Source: Fehr & Peers, 2019;
City of Diamond Bar, 2019; Dyett & Bhatia, 2019

and local roadways. Functional classification refers to how a road accommodates two characteristics: first, the extent to which the roadway prioritizes the through movement of vehicular traffic; and second, the level of access provided to adjacent properties. Based on these generalized characteristics, roadways often vary in terms of right-of-way, roadway width, number of lanes, intersection and traffic signal spacing, speed, and other factors. In addition, they may contain elements such as pedestrian or bicycle infrastructure to comply with a Complete Streets-based approach to mobility.

ROADWAY CLASSIFICATIONS

Diamond Bar's proposed roadway classifications described below. Table 4-1 summarizes the roadway classifications and provides high-level design characteristics. Additional roadway design details are provided within the Standard Drawings used by the City of Diamond Bar Public Works Department.

Freeways

Freeways generally provide high speed, high capacity inter-regional access. Their primary function is to move vehicles through or around the city; thus, there is no access to adjacent land, and limited access to arterial streets. Freeways contain anywhere from 4 to 12 lanes with recommended design volumes from 80,000 to 210,000 vehicles per day.

Arterials

Arterial streets carry the majority of traffic traveling through the City. They serve two primary functions: to move vehicles into and through the city, and to serve adjacent commercial land uses. They provide access to freeways as well as major activity centers and residential areas. Driveways and other curb cuts along arterials are generally designed to minimize disruption to traffic flow. Sidewalks are typically included along arterials, and protected Class I or IV bike lanes are permitted.

The desired maximum roadway capacity on arterials averages from 30,000 to 45,000 vehicles per day depending on number of lanes, type and width of directional separation, presence of on-street parking or bicycle facilities, configuration and frequency of access to adjacent land uses, and intersection configurations. (Bike route classifications are defined in Section 4.4—Pedestrian and Bicycle Circulation.)

Boulevards

Boulevards are a type of arterial designed to connect major destinations within the City, and are highly visible and aesthetically landscaped with shade trees and wide sidewalks. Boulevards provide consolidated access to adjacent commercial and residential uses while balancing the needs of motorists, bicyclists, and pedestrians with sidewalks and protected bicycle facilities.

The desired maximum roadway capacity on boulevards averages from 30,000 to 45,000 vehicles per day depending on number of lanes, type and width of directional separation, presence of on-street

parking and bicycle infrastructure, configuration and frequency of access to adjacent land uses, and intersection configurations.

Collectors

Collectors are intended to carry traffic between the arterial street network and local streets or directly from the access drives of higher intensity land uses. Collectors serve commercial, residential, or public uses, and are generally two- or four-lane roadways with sidewalks and Class II or Class IV bicycle facilities. The desired roadway capacity on a collector street can average up to 20,000 vehicles per day.

Local Streets

Local streets are designed to serve adjacent land uses only. They allow access to residential driveways and often provide parking for the neighborhood. They are not intended to serve through traffic traveling from one street to another, but solely local traffic. Sidewalks and shared bicycle facilities are appropriate on local streets. The desired roadway capacity on a residential street should not exceed about 2,500 vehicles per day and 200-300 vehicles per hour during peak periods. The maximum residential traffic volume that is acceptable to persons living along a street may vary from one street to another depending on roadway width, type of dwelling units (i.e., high density apartments versus single-family homes), presence of schools and other factors. The maximum volume of 2,500 is, therefore, to be used as a guide only, and a neighborhood's sensitivity to potential impacts need to be carefully considered.

Table 4-1: Hierarchy of Streets and Street Standards

Description	Local	Collector	Boulevard	Arterial	Freeway
Vehicular Travel Lanes	2	2-4	2-4	4+	4+
Speed Limit	25 mph	25-35 mph	25-55 mph	25-55 mph	65 mph
Level of Service Standard	D	D	D	D	D
Average Daily Trips	Up to 2,500	Up to 20,000	30,000 - 45,000	30,000 - 45,000	80,000 - 210,000
Access	Individual parcel access.	Some individual parcel access, with connection to schools, parks, shopping centers, secondary collectors and arterials	Emphasis on limiting individual lot access, instead encourage joint driveways, back-up lots and access-ways to reduce driveways.	Emphasis on limiting individual lot access, instead encourage joint driveways, back-up lots and access- ways to reduce driveways.	Grade separated interchanges
Parking	Typically permitted	May be permitted	May be permitted	May be permitted	Prohibited
Bicycle Facilities	Shared roadway	Class II or Class IV	Class II or Class IV	Parallel Class I or Class IV	None
Pedestrian Facilites	Sidewalk	Sidewalk	Sidewalk	Sidewalk	None

Note: One service level deviation may be permitted for projects that support other goals from the General Plan including transit, active transportation and economic development consistent with goal CR-G-7 and policies CR-P12, CR-P-14, and CR-P-16.

CURBSIDE MANAGEMENT

Curbside management is a crucial aspect of any transportation network. The curbside is the public space in a transportation network "where movement meets access." Curb space has traditionally been used to accommodate private vehicle storage or on-street parking; however, cities are increasingly recognizing the need to accommodate demand for curbside use generated by transit boarding, emergency vehicle access, ADA access, bicycles and bicycle infrastructure, taxis, transportation network companies (TNCs), and delivery vehicles. The development of a set of curbside management guidelines could help Diamond Bar balance the needs of these different curbside users.

CURBSIDE MANAGEMENT EXAMPLES

Examples of curbside management best practices include:

- Collecting data to create a curb use data inventory;
- Ensuring that pick-up/drop-off areas are in safe locations;
- Configuring roadways to ensure that they do not interfere with bike lanes;
- Accounting for loading and parking needs; and
- Incorporating "flex spaces" that can allow a curb space to play many roles (such as loading, parking, or public space) over time depending on demand.



TRANSPORTATION NETWORK AND STREET DESIGN

See Chapter 2: Land Use and Economic Development for additional policies regarding land use designations and street design.

GOALS

CR-G-1	Improve the operating efficiency of the transportation system by reducing vehicle travel demand and providing opportunities for other modes of travel. Before approving roadway improvements that focus on increasing vehicle capacity, consider alternatives that reduce vehicle volumes and prioritize projects that would reduce single-occupancy vehicle use and greenhouse gas emissions.
CR-G-2	Maintain a street classification system that considers the broad role of streets as corridors for movement but also reflects a Complete Streets concept that enables safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, including neighborhood schools.
CR-G-3	Strive to achieve a finer grained network of streets and pedestrian/bicycle connections as development occurs, especially in focus areas such as the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas.
CR-G-4	Design roadways serving pedestrian-oriented mixed-use areas to promote neighborhood interaction, pedestrian comfort and walkability, and commercial patronage.

CR-G-5	Develop neighborhood streets and alleys that encourage walking, biking, and outdoor activity through engineering and urban design principles that reduce the potential for speeding and cut-through traffic, which may include traffic calming measures.
CR-G-6	Track the use of future transportation options such as Transportation Network Companies (TNCs), ride sharing, and autonomous vehicles (AVs), and adjust City requirements, such as roadway design or parking standards as needed to ensure safety and access for all users and modes.

POLICIES

CR-P-1	When redesigning streets, plan for the needs of different modes by incorporating elements such as shade for pedestrians, safe pedestrian-friendly crossings/intersections, lighting at the pedestrian scale, bike lanes, signage visible to relevant modes, transit amenities, etc.
CR-P-2	Require that new street designs and efforts to retrofit existing streets in residential neighborhoods minimize traffic volumes and/or speed as appropriate without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices.
CR-P-3	Plan for and provide new connections within the Transit-Oriented, Neighborhood, Town Center, and Community Core mixed-use areas to create finer grained, pedestrian-scaled circulation networks that support the development of connected and accessible neighborhoods. Connections should facilitate the use of alternatives to single-occupancy vehicles, such as walking, bicycling, and transit by improving the safety and accessibility of those modes.

CR-P-4 Develop traffic calming strategies for Diamond Bar Boulevard between Temple Avenue and Golden Springs Drive in order to provide a safe and comfortable pedestrian-friendly environment along and through the Neighborhood Mixed Use and Town Center Mixed Use areas.

CR-P-5 Require necessary transportation improvements to be in place, or otherwise guaranteed to be installed in a timely manner, before or concurrent with new development. In evaluating whether a transportation improvement is necessary, consider alternatives to the improvement consistent with CR-G-1, and the extent to which the improvement will offset the traffic impacts generated by proposed and expected development.

CR-P-6 Require that all new development study the impact of vehicle miles traveled (VMT) and implement congestion mitigation measures to ensure that new projects do not significantly increase local City congestion based on defined level of service (LOS) standards.

CR-P-7 Develop City street design standards that:

a. Address the needs of different modes according to roadway classification

b. Reduce the potential for conflicts and safety risks between modes; and

c. Support and manage the use of transportation options that will become increasingly popular in the future, such as TNCs, AVs, micro-transit (privately operated transit), and other emerging transportation technologies.

CR-P-8	Plan for passenger pick-up/drop-off locations within both public right-of-way and on private properties for AVs, TNCs, and micro-transit to limit traffic disruptions and increase safety by identifying and designating specific locations for pick-ups and drop-offs.
CR-P-9	Develop a plan for managing limited curb space throughout the City's commercial, mixed-use, and higher density areas to accommodate efficient package and food deliveries; delivery of goods to restaurants/retail; pick-up/drop-off of passengers by transit, taxis, and on-demand shared ride services; and the safe movement of pedestrians and bicyclists.
CR-P-10	Develop curbside management guidelines that ensure curb spaces meet multi-modal demands safely and efficiently.
CR-P-11	Implement standards for inventorying and encoding curb use data to monitor the effectiveness of curbside management guidelines and provide evidence to support or make changes to curb space designations and/or management strategies.

4.3 VEHICLE CIRCULATION

As noted above, automobiles are expected to remain the dominant mode of transportation within the planning horizon of the General Plan. Diamond Bar residents have expressed major frustration with vehicular congestion on the City's roadways. For these reasons, ensuring smooth vehicular circulation will continue to be an important effort for the foreseeable future in Diamond Bar. Challenges facing the City include regional cut-through traffic and the tradeoffs implied by the prioritization of other modes of travel. Two freeways (SR-57 and SR-60) run through the City and along its westerly and northerly boundaries. These heavily-congested freeways are accessed by several on/off-ramps throughout Diamond Bar. Several of these ramp intersections experience high levels of delay during one or both peak hour periods, and high travel volumes along these highways can lead to traffic cutting through the City (on roads such as Diamond Bar Boulevard) to avoid congestion or transfer from one highway to the other.

STANDARDS FOR SERVICE

Level of Service (LOS)

Given Diamond Bar's overall development pattern and that Diamond Bar's vehicular mode share is anticipated to remain relatively high, LOS continues to be a useful measure of the potential localized effects of development and land use changes on the transportation network and on the efficiency of vehicular travel. Thus, LOS continues as an important measure of mobility in the City even as the General Plan seeks to balance LOS with other considerations and measures.

LOS represents a qualitative description of the traffic operations experienced by the driver at an intersection or along a roadway



Table 4-2: Level of Service Definitions

LOS	Definition
Level of Service A	Free-flow travel with freedom to maneuver
Level of Service B	Stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in convenience, and maneuvering freedom
Level of Service C	Stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
Level of Service D	High-density, but stable flow. Users may experience restriction in speed and freedom to maneuver, with poor levels of convenience.
Level of Service E	Operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
Level of Service F	Forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion

segment. It ranges from LOS "A", with no congestion and little delay, to LOS "F", with excessive congestion and delays. Table 4-2 provides definitions for different LOS levels.

LOS/VMT/Community Character Tradeoffs

With a commitment to Complete Streets and a desire to accommodate other users such as pedestrians and bicyclists, it is particularly important that LOS thresholds, which are commonly evaluated to determine the size and design of the roadway system or the feasibility of development, are balanced with other metrics that seek to reduce vehicle travel and enhance community values. This approach requires consideration of the following tradeoffs associated with different LOS thresholds, which ensures that the policy will represent clear community priorities and provide specific exceptions when other community values are considered more important than LOS:

1. Costs. Because LOS policies influence the size and type of transportation infrastructure investments, maintaining a higher LOS (e.g. LOS A, B, or C) may be an inefficient use of public funds when considering the cost to build, operate, and maintain the roadway network.
2. Safety. Higher LOS thresholds are often associated with higher vehicle speeds for peak and

non-peak hours, which increases the potential for and severity of collisions between vehicles and bicyclists or pedestrians.

3. Alternative Transportation Modes. Traditional LOS policy measures driver comfort and convenience, which means that considerations for pedestrians or bicyclists using the same facility are not always incorporated.

4. Physical Space. The goal of an efficient transportation network is to increase the capacity for person-trips, not just vehicle-trips. Maintaining a higher LOS policy typically focuses on using the public right-of-way or road space to move automobiles through the network instead of people.

5. Air Quality and GHG. LOS thresholds influence travel speeds and may induce vehicular travel in the case where driving is made easier. Cut-through traffic is an example of induced travel in Diamond Bar. Higher speeds and induced vehicle travel can both result in higher levels of air pollutant and GHG emissions.

6. Community Character. Achieving LOS thresholds may require changes to the roadway, such as road widening, that can influence the character of neighborhoods by changing the building-to-street relationship, or removing opportunities for green infrastructure and wide sidewalks alongside streets. Some of the proposed mixed-use areas in the General Plan have streets that would need to have additional pedestrian crossings, street trees, pedestrian-scaled lighting and other features to enable them to be more comfortable for pedestrians, rather than widened to accommodate additional traffic flow.

It is expected that decision-makers and community members will use the policy tradeoffs listed above to make decisions about LOS thresholds on specific roadways should they road conditions change during the implementation of this General Plan.

Vehicle Miles Traveled

VMT is the State preferred performance metric for environmental analyses pursuant to CEQA to describe the overall amount of travel in the City based on distance and is directly related to fuel consumption, air pollution, and GHG emissions. VMT is defined as the total mileage traveled by all vehicles. Although VMT relates specifically to automobiles, it is able to capture the effects of development patterns such as land use mix and density along with transit, bike, and pedestrian infrastructure improvements by reflecting their impacts on vehicle trip generation and trip lengths. The City will use a combination of LOS and VMT metrics to ensure the efficient movement of people and goods as well as reductions in GHG emissions.

Efforts to reduce VMT may include locating housing and jobs near transit stations, implementing transportation demand

management (TDM) strategies such as road or parking pricing, commute trip reduction programs, transit system improvements, or providing facilities for modes of transportation other than single occupant vehicles. Introducing a greater mix of land uses can also reduce VMT in that residents may have better access to resources and opportunities such as entertainment, shopping, and jobs, thus reducing the length of their trips.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM refers to a comprehensive strategy to reduce driving and resulting VMT by promoting alternatives such as public transit, carpooling, bicycling, walking, and telecommuting. While some TDM measures can be undertaken by the City, such as investments in facilities and programs to encourage alternative modes of transportation, other TDM measures require collaboration with other jurisdictions, for example with transit providers to seek expanded service, or with employers to encourage flexible work schedules and the provision of on-site childcare, preferential carpool parking, and subsidized transit passes.

INTELLIGENT TRANSPORTATION SYSTEMS

Intelligent Transportation Systems (ITS) refers to a set of tools that facilitates a connected, integrated transportation system. Applications of ITS includes adaptive traffic prioritization signals aimed at congestion management and improving traffic flow, and the collection and dissemination of real-time travel information such as transit arrivals or traffic incident alerts. Other applications of ITS to be considered as transportation patterns change and emerging technologies come online may include connecting autonomous vehicles and smart city integration.

SAFETY AND TRAFFIC CALMING

Steep grades, wide lanes, and extra capacity on some roadways in the City can lead to high vehicle speeds. Traffic calming is a potential method to discourage high vehicle speeds and improve safety for all road users, including vehicles, which the City has already implemented on local neighborhood streets through its Neighborhood Traffic Management Program. Traffic calming has the added benefit of potentially discouraging regional cut-through traffic from SR-57 and SR-60 through the City and related vehicle congestion. Implementing traffic calming strategies such as roundabouts, corner bulb-outs, speed cushions, surface textures, raised pavement, road narrowing and others, paying particular attention to collision hotspots as identified by Caltrans collision data and City-level safety analyses, can greatly improve safety for all road users.

GOALS

CR-G-7 Ensure smooth traffic flows by maintaining or improving traffic levels of service (LOS) that balance operational efficiency, technological and economic feasibility, and safety.

CR-G-8 Encourage reduction in vehicle miles traveled (VMT) as part of a strategy to reduce greenhouse gas (GHG) emissions.

CR-G-9 Create and maintain programs for funding transportation improvements, with fair and equitable sharing of transportation improvement costs.

CR-G-10 Discourage traffic from SR-57 and SR-60 from using Diamond Bar roadways as alternatives to the freeway.

POLICIES

LOS Standards

CR-P-12 Balance meeting LOS standards with the need to reduce VMT through maintaining and supporting multi-modal connectivity such as transit, bicycling, walking, and by encouraging infill development with a pedestrian-friendly urban design character.

CR-P-13 Maintain a standard of LOS D during peak hour conditions on all streets in the City's jurisdiction, with exceptions as noted below:

a. Brea Canyon Road south of Diamond Bar Boulevard (LOS F)

b. Brea Canyon Road north of Diamond Bar Boulevard (LOS E)

c. Grand Avenue west of Country View Dr (LOS E)

d. Diamond Bar Boulevard at SR-60 Eastbound Ramps (LOS F).

CR-P-14 Prioritize pedestrian movement and safety—through wider sidewalks, more frequent pedestrian crossings, sidewalk bulbouts, median pedestrian refuges etc.—rather than LOS in Community Character Priority Areas, which are areas designated for higher density mixed-use development in the General Plan.

See Section 4.4 for more detailed policies on bicycle and pedestrian movement in mixed-use areas.

CR-P-15 Limit street right-of-way dimensions where appropriate to maintain desired neighborhood character. Consider allowing narrower street rights-of-way and pavement widths for local streets in new residential subdivisions.

CR-P-16 Allow exceptions to LOS standards upon findings by the City Council that achieving the designated LOS would:

a. Be technologically or economically infeasible; or

b. Compromise the City's ability to support other important policy priorities, including but not limited to:

   i. Promoting alternate modes of transportation;

   ii. Ensuring pedestrian, bicycle and automobile safety, comfort, and convenience;

   iii. Reducing VMT and GHG emissions; and

   iv. Preserving and enhancing character of the community.

CR-P-17 Maintain roadway design standards to manage vehicle speeds and traffic volumes, updating them as needed.

CR-P-18 Prioritize and phase improvements through the City's Capital Improvements Program

process as development proceeds, given the extended time frame of General Plan implementation.

CR-P-19 Develop a prioritized program to implement measures to reduce traffic collisions at collision hot spots. Continue to monitor collision data for type, location, severity, and cause and update the collision reduction program as needed.

Adaptive Traffic Control (ATCS) and Intelligent Traffic Systems (ITS)

CR-P-20 Implement measures such as additional signal timing and synchronization, speed limit regulations, and ITS techniques to increase safety and reduce congestion. Maintain a pavement management system and maintenance program for all public roadways throughout the City.

CR-P-21 On an ongoing basis, examine opportunities to avoid delay, spillover, or cut-through traffic onto Diamond Bar's roadways through techniques such as adaptive traffic control systems along major corridors and traffic calming measures along cut-through routes that would reduce speeds and discourage drivers from electing to drive on them. Consider financial and technological feasibility and community priorities to determine whether and how strategies should be implemented.

Safety

CR-P-22 Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management.

CR-P-23 Maintain the integrity of existing residential areas and discourage cut-through traffic by retaining cul-de-sacs and implementing other traffic calming measures that promote safe driving at speeds appropriate to the surrounding neighborhood,

particularly at Prospectors Road, Chaparral Drive, Sunset Crossing Road, Lycoming Street, and Washington Street.

Transportation Demand Management

CR-P-24 Coordinate with local, regional, and State agencies to encourage and support programs that reduce vehicle miles traveled, such as preferential carpool and car share parking, parking pricing, on-site childcare, flexible work schedules, subsidized transit passes, and ridesharing.

CR-P-25 Encourage participation in transportation demand programs, such as those promoting walking, cycling, and transit, through the use of City publications and public displays in order to decrease use of single occupancy vehicles.

Inter-Jurisdictional Coordination

CR-P-26 Coordinate with other jurisdictions, including neighboring cities, Los Angeles County, San Bernardino County, and Caltrans, on improvements to street segments common to the City of Diamond Bar and other jurisdictions.

CR-P-27 Encourage improvements to regional routes and arterial streets to account for environmental, aesthetic, and noise concerns, as well as to provide adequate buffers to adjacent land uses.

CR-P-28 Coordinate with Pomona Unified School District and City of Chino Hills to ensure the timely design and construction of secondary access to Diamond Ranch High School that would not substantially increase traffic in surrounding residential neighborhoods.

CR-P-29 Solicit State and Federal funds to improve area freeways and local streets.

4.4 PEDESTRIAN AND BICYCLE CIRCULATION

Non-motorized modes of transportation are environmentally-friendly alternatives to motor vehicles that enhance both personal and social well-being through opportunities for exercise and social interaction. These alternatives to motorized transportation are important parts of a complete transportation system that offers residents of Diamond Bar a suite of options for moving around their city. In addition to acting as alternatives to single-occupant vehicle travel, these modes of travel provide many public access, health, and economic benefits, and are therefore recognized as integral components of Diamond Bar's transportation system. Safe, convenient, attractive, and well-designed pedestrian and bicycle facilities are essential if these modes are to be properly accommodated and encouraged.

PEDESTRIAN FACILITIES

Nearly everyone is a pedestrian. Walking or use of a wheelchair is part of almost every trip, whether it is from the parking lot to a building or from one's home to a bus stop, work, or store. The pedestrian environment is thus a crucial part of an accessible transportation network, while also playing an important role in the public realm where attractive pedestrian environments can spur activity.

Diamond Bar's pedestrian network consists of sidewalks and street crossings as well as off-road paths and trails. While most streets in Diamond Bar have sidewalks, the suburban layout with winding roads and high-speed arterials with narrow sidewalks and spread out crossings can present a difficult pedestrian environment. Factors that affect walkability and the pedestrian experience in the City at large include:

- **Direct, Fine-Grained Pedestrian Networks.** Walking is more efficient and desirable as a means of transportation if direct pedestrian travel, rather than circuitous routes, are available. This is achieved through the development of fine-grained networks of pedestrian pathways that allow for direct pedestrian access to destinations.
- **Sidewalk Continuity.** Communities are more walkable if sidewalks do not end abruptly and are present on the entire segment and both sides of a roadway. This is especially important for the mobility-impaired or those pushing small children in strollers.
- **Sidewalk Conditions.** This refers to the physical condition of sidewalk surfaces. Sidewalks that are broken or cracked can deter walkability and pose a safety hazard, particularly for the mobility impaired, such as those in wheel chairs and persons using walkers or strollers.

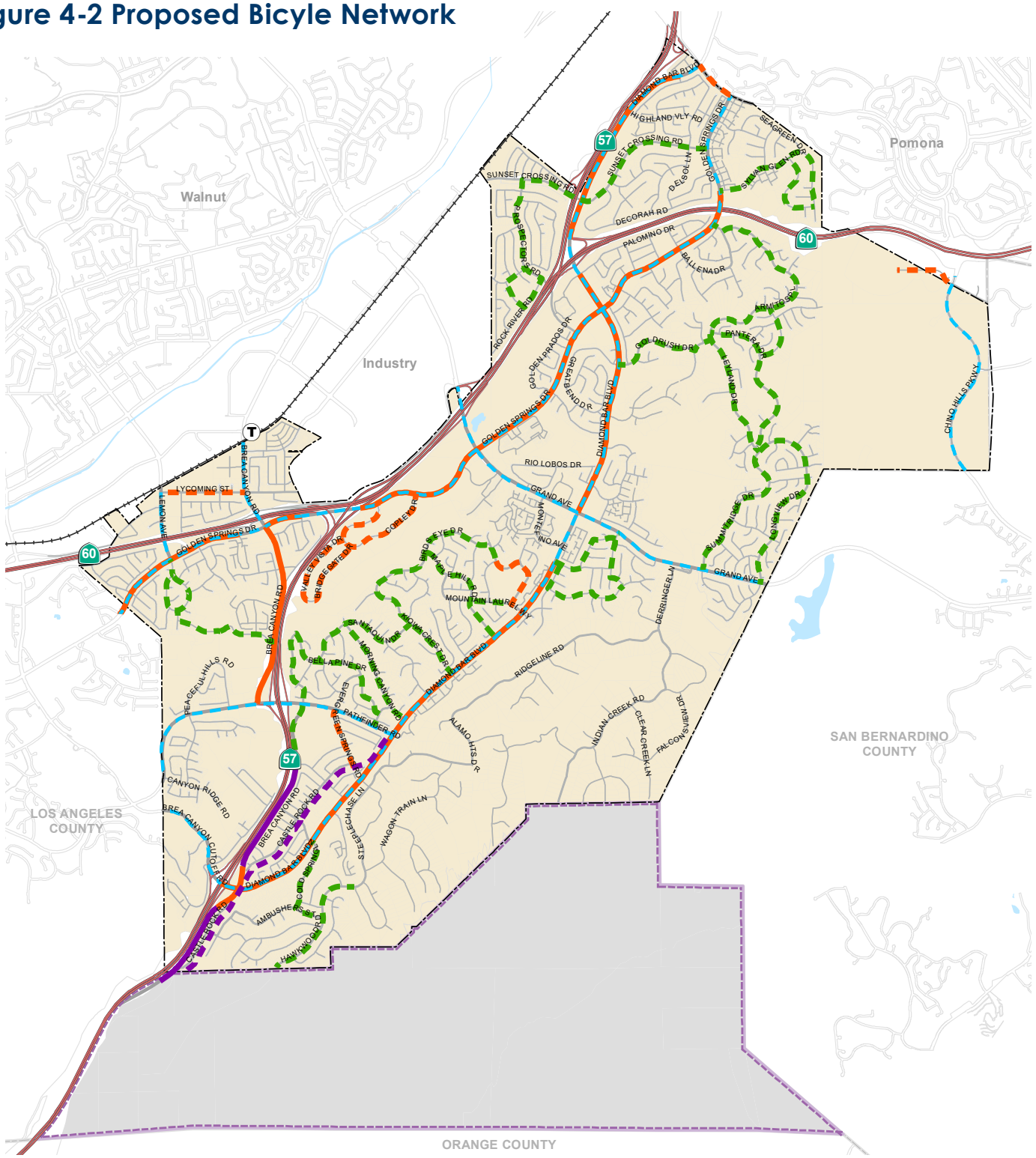
- **Shading.** People are more inclined to walk in areas where there is shade present, particularly in Southern California with its relatively warm weather and limited rainfall as compared to other locations. Additionally, shade trees create an aesthetic value that is pleasing to the pedestrian.
- **Grade.** People are more inclined to walk in areas that are relatively flat or have limited grade changes.
- **Amenities.** All else being equal, people are more inclined to walk in areas that are interesting environments with shopping, retail, restaurants, and other similar uses. Pedestrian-friendly amenities include street furniture, attractive paving, way-finding signage, enhanced landscaping, and improved lighting.
- **Buffers.** A more walkable environment is one in which there is some degree of separation between the pedestrian and the motorist. This typically includes wider sidewalks, street parking and sidewalk bulb-outs at intersections where feasible. Crosswalks with appropriate signage serve as an important buffer as well.

BICYCLE FACILITIES

The City of Diamond Bar has made a concerted effort to expand the ease of alternative transportation options for residents, recognizing both health and environmental benefits. This includes the introduction of bicycle facilities along roads such as Golden Springs Drive and Brea Canyon Road. However, opportunities still exist to further expand and improve these facilities. For example, bicycle lanes on Grand Avenue in neighboring Chino Hills to the east terminate at the City limits despite having sufficient right-of-way to continue. Bicycle lanes on Golden Springs Drive are discontinuous, with gaps on a number of segments through the City. Local neighborhood streets feeding onto roads such as Diamond Bar Boulevard and Grand Avenue could benefit from designated bicycle routes. Finally, the standard of bicycle infrastructure in California has changed, skewing towards the provision of protected infrastructure where cyclists face higher vehicle volumes and speeds.

The California Department of Transportation's (Caltrans) Highway Design Manual (HDM) (Chapter 1000: Bikeway Planning and Design) and California AB 1193 codify four distinct classifications of bikeways. Bikeways offer various levels of separation from traffic based on vehicle volumes and speed, among other factors.

Figure 4-2 Proposed Bicyle Network



Source: Fehr & Peers 2019;
City of Diamond Bar, 2019; Dyett & Bhatia, 2019

Class I: Multi-Use Path

Class I Multi-Use Paths provide a separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal cross-flow of vehicle traffic. Class I Bikeways offer opportunities not provided by the road system by serving as both recreational areas and/or desirable commuter routes.

Class II: Bicycle Lane

Class II Bicycle Lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include dedicated lane markings, pavement legends, and signage. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections), which can be especially useful on streets with higher vehicle traffic speeds or volumes.

Class III: Bicycle Route

Class III Bicycle Routes provide enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and to provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets.

Class IV: Protected Bike Lane

Class IV Protected Bike Lanes, also referred to as cycle tracks or separated bikeways, are bikeways for the exclusive use of bicycles that are physically separated from vehicle traffic. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

Figure 4-2 shows existing and planned bicycle facilities in Diamond Bar. Bikeway classifications and existing facilities of each type are described on the following pages. The Circulation Chapter will be the primary guide for bicycle planning in the City until such a time as a more detailed and up-to-date bicycle master plan is developed.



See Chapter 6: Public Facilities and Services for additional policies regarding trails and recreational facilities.

GOALS

CR-G-11 Expand and strengthen existing pedestrian and cyclist network and facilities.

CR-G-12 Improve safety and accessibility for pedestrians and cyclists.

POLICIES

Bicycle and Pedestrian Network

CR-P-30 Use Figure 4-2: Proposed Bicycle Network as the overall guide for undertaking bikeway and pedestrian improvements in the community, with the Parks and Recreation Master Plan providing a more detailed implementation strategy.

CR-P-31 Update the Parks and Recreation Master Plan using community input and best practices to identify bicycle infrastructure needs such as gaps in the network, prioritize facilities and improvements, and identify funding for proposed facilities. Review and update the plan as necessary.

CR-P-32 Provide pedestrian and bicycle connectivity in existing residential neighborhoods, utility easements, and/or flood control channels, including connections through cul-de-sacs to other streets or community facilities where feasible.

CR-P-33 Ensure that new development integrates with Diamond Bar's bicycle and pedestrian networks by requiring developers to provide sidewalks and bicycle infrastructure on local streets.

CR-P-34 Collaborate with neighboring jurisdictions and colleges such as Cal Poly Pomona and Mt. San Antonio College to establish a safe and efficient bicycle route between Diamond Bar and these institutions.

Design and Programs

CR-P-35 Develop bicycle and pedestrian facility standards for pavement design, signage, and roadway and intersection striping for each functional roadway classification, so streets are accessible by all users and modes.

CR-G-36 Plant street trees and provide landscaping along major pedestrian and bicycle routes to provide shade and barriers between cyclists and motorists, as well as enhance aesthetics.

CR-P-37 Ensure that secure and convenient bicycle parking is available at major destinations such as the Town Center, commercial centers, transit stops, schools, parks, multi-family housing, and large employers.

CR-P-38 Study the feasibility of implementing a bike share program to connect neighborhoods and major destinations, such as the Transit-Oriented, Neighborhood, Town Center, and Community Core Overlay mixed-use areas; local schools and colleges; parks; and commercial centers.

Bicycle and Pedestrian Movement in Mixed Use Areas

CR-P-39 Ensure a safe environment for pedestrians and cyclists while allowing for local traffic to access freeways in the Neighborhood Mixed Use area through the following strategies:

a. Traffic calming measures such as reduced vehicle speed limits and road narrowing;

b. Widening sidewalks, providing planting strips between sidewalks and streets and providing pedestrian amenities such as shade trees and street furniture along Diamond Bar Boulevard;

c. Implementing traffic calming measures such as reduced vehicle speeds and road diets along Diamond Bar Boulevard;

d. Buffering bike lanes along Diamond Bar Boulevard;

e. Enhancing pedestrian crossings at the intersection of Diamond Bar Boulevard and Sunset Crossing Road, at Diamond Bar Boulevard and Highland Valley Road, and at Diamond Bar Boulevard and the SR-60 on/off ramps; and

f. Incorporating multi-use pathways internal to new development and connecting to existing development.

CR-P-40 Provide for a vibrant Town Center that encourages pedestrian activity and comfort within the Town Center Mixed Use area while accommodating through traffic along Diamond Bar Boulevard through the following strategies:

a. Establishing a new pedestrian-oriented main street or pedestrian pathway in the Town Center;

b. Enhancing the pedestrian experience along Diamond Bar Boulevard within the Town Center area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, pedestrian-scaled lighting, and landscape buffers;

c. Buffering bike lanes along Diamond Bar Boulevard;

d. Improving crosswalks at the intersection of Diamond Bar Boulevard and Palomino Drive, at Diamond Bar Boulevard and Golden Springs Drive, and where Diamond Bar Boulevard intersects with the driveway to the Town Center; and

e. Strengthening cyclist and pedestrian connections between the Town Center area and nearby schools to provide safe and convenient routes to the Town Center for students by identifying barriers such as safety hazards and gaps in the bicycle and pedestrian networks and implementing improvements to address those barriers.

CR-P-41 Promote a fine-grained network of safe pedestrian, bicycle, and vehicle connections in the Transit Oriented Mixed-Use area, emphasizing connectivity to the Metrolink station through the following strategies:

a. Improving crosswalks along Brea Canyon Road and Lemon Avenue;

b. Enhancing the pedestrian experience along South Brea Canyon Road within the Transit Oriented Mixed Use area with widened sidewalks, shade trees, and pedestrian amenities such as street furniture, attractive paving, and pedestrian-scaled lighting, where feasible;

c. Providing high-visibility pedestrian and bicycle connections to the Metrolink station;

d. Incorporating multi-use pathways internal to new development and connecting to existing development; and

e. Studying the potential for shuttle, bikeshare, and/or other linkages to improve the convenience of travel within the mixed-use area.

Safety

CR-P-42 Develop and implement Safe Routes to School and Safe Routes for Seniors programs in collaboration with interested stakeholders such as school districts, senior living facilities, and community organizations to encourage active transportation among students and seniors while ensuring student and senior safety.

CR-P-43 Strengthen the protection of cyclists in bike lanes by implementing improvements such as increasing visibility of lane markings and signage, increasing bike lane widths, raising lanes, designing

safer intersection crossings and turns, and buffering lanes from traffic wherever feasible, prioritizing bicycle lanes along arterials.

CR-P-44 Enhance bicycle and pedestrian safety and comfort where feasible through means such as:

a. Introducing bicycle- and pedestrian-level street lighting to improve safety at night;

b. Furnishing intersections with crosswalks on all legs of the intersection;

c. Improving pedestrian safety with intersection design features such as improved signal timing, sidewalk bulb-outs, pedestrian refuge islands with "noses" that extend past the crosswalks, advance vehicle stop bars, high visibility crosswalk striping or decorative paving;

d. Improving bicycle safety with intersection design features such as bicycle detection and signalization, painted bike boxes, and intersection crossing markings;

e. Widening sidewalks, providing planting strips between sidewalks and streets and providing pedestrian amenities such as shade trees and street furniture; and

f. Implementing traffic calming measures to reduce vehicle speeds and congestion.

CR-P-45 Routinely review pedestrian and cyclist collision data for type, location, severity, and cause, and develop strategies to prevent these collisions.

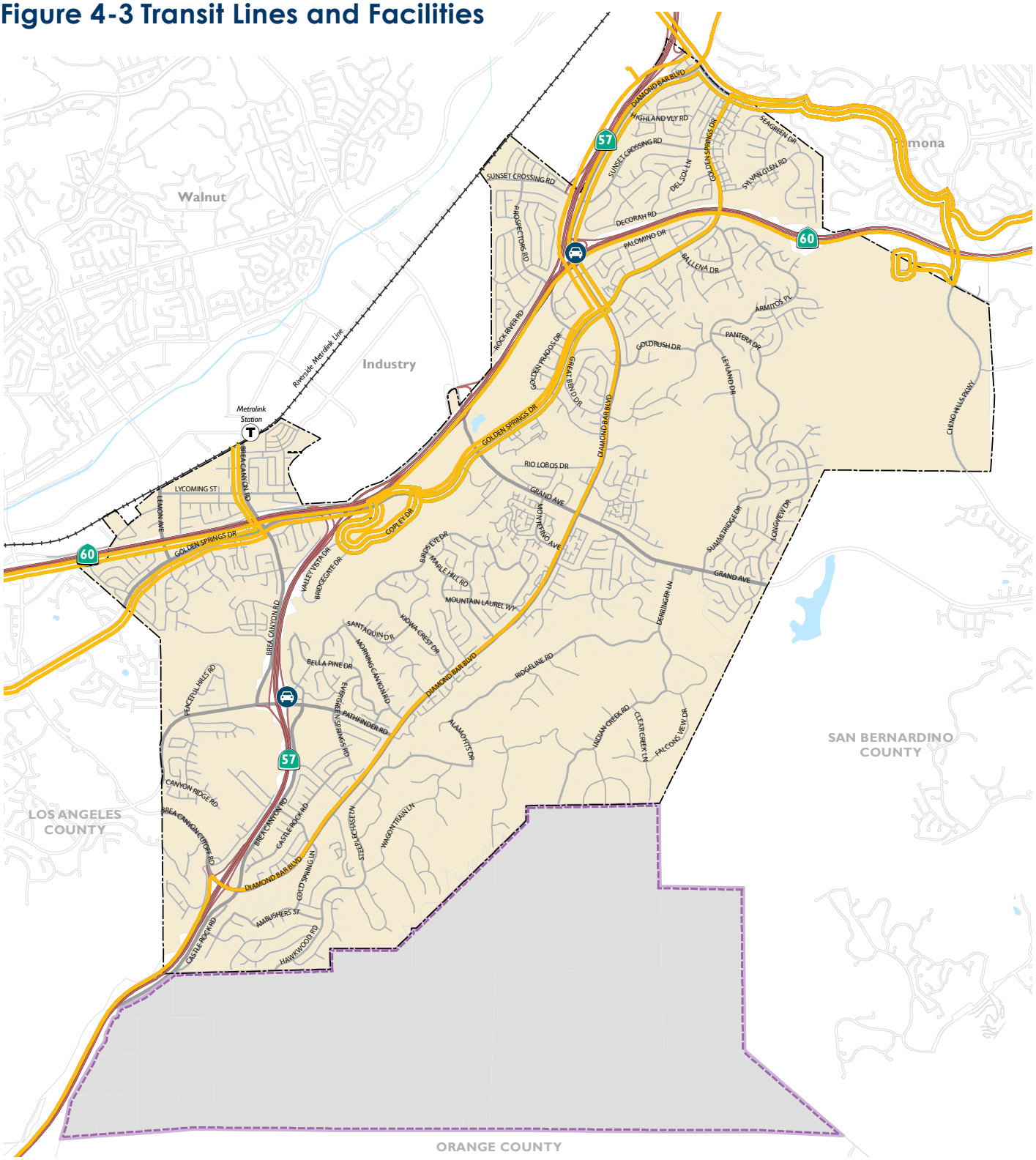
4.5 PUBLIC TRANSPORTATION

Transit service can provide an alternative to automobile travel and is a critical mode of transportation for those who cannot drive (such as the elderly, youth, or disabled) or do not have access to a vehicle. Limited fixed-route service is provided within Diamond Bar, primarily along major arterials, operated by Foothill Transit and supported by two Caltrans park-and-ride lots on Diamond Bar Boulevard (see Figure 4-3). Paratransit service is provided to qualifying residents by Access Services, a curb-to-curb paratransit program serving Los Angeles County residents unable to use regular bus service, and by the City's Diamond Ride program, which is a subsidized cab program designed to supplement travel means for persons with disabilities and those age 60 and older residing in Diamond Bar. Diamond Bar residents are also served by the Metrolink Riverside Line along the northwestern boundary of the City. This line runs from Downtown Riverside to Union Station in Downtown Los Angeles and provides service Monday to Friday.

Given that the majority of Diamond Bar is of a suburban, low-density character, expanding public transit routes within Diamond Bar would likely be an inefficient method of attracting greater transit ridership. Other methods of attracting ridership could include focusing on providing high-quality service between employment centers and mixed-use destinations along the spines of the City, supplemented with features such as park-n-rides and pedestrian and bicycle infrastructure to create multi-modal transportation nodes, and coordinating with transit providers to promote bus user satisfaction through strategies such as providing real-time arrival times at stops and through mobile and web-based applications.

This Chapter's policies also support Metrolink ridership by improving bus, bicycle, and pedestrian connections to the station (refer to Figure 4-2: Proposed Bicycle Network and policies in the Chapter 3, Community Character and Placemaking and policies below), and by introducing mixed-use development around the station. Coordination with Metrolink and Union Pacific Railroad (UPRR) to provide more frequent service to increase Metrolink's convenience and ridership amongst Diamond Bar residents represents another potential way to increase transit ridership and satisfaction.

Figure 4-3 Transit Lines and Facilities



Source: City of Diamond Bar 2019; Dyett & Bhatia, 2019

GOALS

CR-G-13. Maximize the availability, efficiency, and effectiveness of public transit service.

POLICIES

CR-P-46 Integrate transit nodes and connections with adjacent existing and proposed developments and destinations—such as employment centers, commercial centers, major attractions, and public pedestrian spaces—to make them more accessible to transit users.

CR-P-47 Coordinate with Foothill Transit, Metrolink, and other transit providers to incorporate real-time information systems at transit stops so that passengers will know when their vehicle is expected to arrive.

CR-P-48 Work with Foothill Transit to maintain and improve bus stops and shelters, as well as identify areas where service can be improved or expanded to increase system use.

CR-P-49 Create additional pedestrian, bus, and bikeway connections to the Metrolink station to address first- and last-mile (FMLM) connectivity and make it easier to travel to between the station and surrounding neighborhoods.

CR-P-50 Coordinate with Metrolink and Union Pacific Railroad (UPRR) to provide more frequent service at the City of Industry station, including service for shorter trips, to increase the convenience and use of transit.

CR-P-51 Continue to support privately funded local transit systems that are accessible for seniors, youths, and individuals with disabilities, to ensure that all community members have the ability to travel while decreasing congestion.

CR-P-52 In areas or on routes between destinations that have been determined to be infeasible for public transit providers to serve, explore the use of programs that subsidize the use of TNCs, alternative transit services, or the City's Diamond Ride program, particularly for populations with special needs, such as seniors, youths, or persons with disabilities, until such a time as mass transit becomes feasible.

4.6 PARKING

Parking goals and policies reflect both the necessity of providing for adequate and appropriately located vehicle and bicycle parking in existing and new development, and priorities related to safety, urban design, and transportation demand management. More flexible parking standards for projects that provide VMT reduction and TDM measures such as shared parking lots, subsidized transit passes, or carshare help to reduce, development costs, remove pedestrian barriers, and create a more pedestrian-friendly and attractive built environment. Parking requirements are implemented primarily through the City's Zoning Ordinance.

GOALS

CR-G-14. Provide adequate parking for all land use types, while balancing this against the need to promote walkable, mixed-use districts and neighborhoods in targeted areas, and promoting ride-sharing and alternative transportation modes.

POLICIES

CR-P-53 Update parking standards in the Municipal Code to ensure that they are reflective of the community's needs, using current data on parking demand and taking into consideration demographics and access to alternative modes of transportation.

CR-P-54 Incorporate criteria in the Municipal Code to allow reductions in parking requirements in exchange for VMT reduction measures.

CR-P-55 Incorporate common bicycle parking requirements for appropriate uses—including multi-family residential and office—in the Municipal Code.

CR-P-56 Establish requirements to provide dedicated parking and charging stations for Electric Vehicles.

CR-P-57 Incentivize the provision of preferential parking for high-occupancy vehicles to encourage carpooling.

CR-P-58 Encourage public schools to improve parking and loading facilities to minimize congestion and delays on the local circulation system.

CR-P-59 Work with Caltrans to evaluate existing Caltrans-operated park-n-ride facilities within the City and expand the facilities where necessary.

4.7 EMERGENCY ACCESS

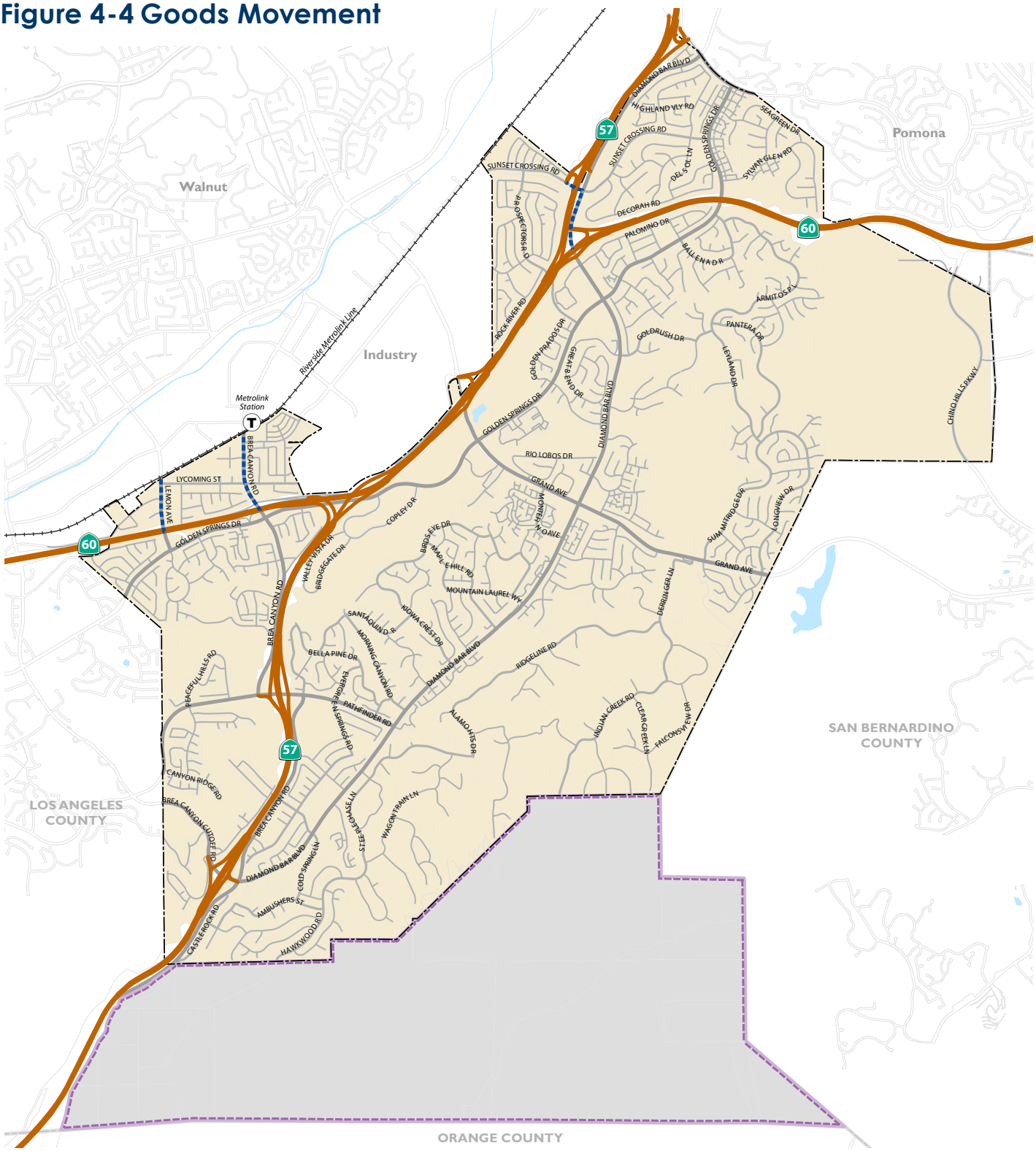
Adequate emergency vehicle access is crucial in terms of protecting the safety and well-being of Diamond Bar's residents. Emergency access to individual buildings is regulated by the adopted California Fire Code. Emergency access can also be facilitated through roadway design standards that allow for emergency vehicle movement, as well as the identification of evacuation routes should residents need to leave in the event of a disaster. See Chapter 7: Public Safety regarding goals and policies related to emergency access.

4.8 GOODS MOVEMENT

Goods movement plays an important role in both the circulation network and the economy of a city such as Diamond Bar. Often, it can be difficult to balance accommodating trucks and other vehicles without impeding other modes or the well-being of residents of the City. Given its location at the confluence of two highways, Diamond Bar must continue to direct goods movement to appropriate locations in its transportation network.

Due to the operational characteristics of trucks and railroads, goods movement can be incompatible with some land uses and other users of the transportation system. At the State level, the California Public Utilities Commission (CPUC) has jurisdiction over State-level safety regulations for common carriers (including trucks and rail). The Surface Transportation Assistance Act (STAA) of 1982 also defines a network of highways as truck routes. Large trucks are allowed to operate on these routes. Goods movement into and through Diamond Bar is currently accommodated by STAA-designated SR-57 and SR-60. At the local level, the City of Diamond Bar has a designated truck route network that connects to these STAA-designates routes, as shown on Figure 4-4: Goods Movement.

Figure 4-4 Goods Movement



Source: Fehr & Peers, 2019;
City of Diamond Bar, 2019; Dyett & Bhatia, 2019

GOALS

CR-G-15 Minimize quality of life impacts of goods movement in and through the City while facilitating the movement of goods destined for locations within the City.

CR-G-16 Facilitate safe and efficient movement, loading, and unloading (i.e. pick-up and delivery) of goods at destinations within the City.

CR-G-17 Advocate for regional transportation solutions that are equitable in the distribution of goods movement traffic.

POLICIES

Truck Routes

CR-P-60 Use Figure 4-4: Goods Movement as the guide for designating truck routes in the City.

CR-P-61 Review designated truck routes of adjoining jurisdictions and coordinate as needed to ensure continuity of facilities (e.g. Los Angeles County, City of Industry, City of Pomona, and City of Chino Hills).

CR-P-62 Revise the designation of truck routes to minimize truck traffic through or near residential areas. Maintain truck routes with signage between industrial areas and freeway interchanges to discourage truck travel through residential neighborhoods, and provide truck route information to truck routing software providers.

CR-P-63 Develop design guidelines for designated truck routes, including proper turning radii at intersections.

CR-P-64 Continue prohibiting trucks heavier than 5 tons from operating on designated residential streets, except for emergency, maintenance, residential moving trucks, and transit vehicles, to maintain pavement integrity.

CR-P-65 Periodically review collision data for type, location, severity, and cause. Develop countermeasures for sites with recurrent truck-involved collisions.

Delivery and Loading

CR-P-66 Encourage off-peak delivery of goods in non-residential areas through a combination of incentives and restrictions.

CR-P-67 Ensure that trucks do not interfere with cyclist or pedestrian activity by:

a. Incorporating off-street or buffered bike lanes and walking paths where truck routes overlap with bicycle routes or streets with heavy pedestrian traffic; and

b. Designing driveways and curb cuts to avoid maneuvering on sidewalks or in street traffic, while also facilitating the safe and efficient movement of trucks.

CR-P-68 Minimize noise impacts from trucks by enforcing delivery restrictions on certain routes and/or during certain times of day in order to minimize noise impacts on sensitive receptors.

CR-P-69 Incorporate provisions for loading/unloading during the development review process. Analysis of assumed loading/unloading activity should be reviewed by both the Planning and Public Works departments to ensure that the location and dimensions of loading location(s) support the planned

	use and minimize impacts to vehicular traffic, pedestrians, and bicyclists.
CR-P-70	Review and establish standards for off-street loading spaces for multi-family developments; consider short term loading areas or a centralized delivery area for residential complexes and commercial areas.
CR-P-71	Investigate the use of "big data" to better understand truck flows within and through the City, such as type of trucks, origin and destination of these trucks, role of different facilities in the City serving origin/ destinations in the City, and local serving versus pass-through truck movements in Diamond Bar, and use this information to ensure that truck routes are designated del and that safety, congestion, and maintenance issues along heavily trafficked routes are addressed.

Coordination and Clean Vehicles

CR-P-72	Continue to support regional solutions to long distance goods movement, but not to the detriment of the quality of life of Diamond Bar residents.
CR-P-73	Advocate for clean truck technology or smaller vehicles with lower emission rates.

RESOURCE CONSERVATION 5.0

For the Diamond Bar community, local natural and cultural resources play a major role in making the City a unique and desirable place to live. When asked what they love about their city, Diamond Bar residents highlight its open spaces and the diversity of plants and wildlife that inhabit those areas.



5.1 INTRODUCTION

Maintaining these and other important resources such as water and air quality is key to ensuring both that the community remains livable and the ecosystem remains healthy, particularly in the increasingly urbanized Southern California region. Additionally, in a young city like Diamond Bar, identifying and highlighting cultural resources will play a part in establishing its identity. This Resource Conservation Chapter provides policies to guide the City's stewardship of its resources, ensuring the conservation and enhancement of open spaces, biological resources, water and air quality, and cultural resources.

RELATIONSHIP TO STATE LAW

California Government Code sections 65302(d)(1) and 65302(e) require cities to adopt conservation and open space elements as part of their general plans. A conservation element is required to provide guidance for the conservation, development, and utilization of natural resources, including water quality and hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and others as applicable to each jurisdiction. An open space element is intended to ensure that cities and counties recognize that open space land is a limited and valuable resource and prepare and carry out open space plans that guide the comprehensive long-range preservation and conservation of open space land. The Resource Conservation Chapter is a combination of these two required elements, as several of the issues addressed under each topic are closely related. Relevant resources in Diamond Bar discussed in this chapter include open space, biological resources, water resources, air quality, and cultural resources.



RELATIONSHIP TO OTHER ELEMENTS

This chapter is closely related to Chapter 2, Land Use and Economic Development, Chapter 4, Circulation, Chapter 6, Public Facilities and Services, and Chapter 8, Community Health and Sustainability. Chapter 2 establishes the Land Use Diagram and designates allowable uses throughout the Planning Area, including those that identify lands to be preserved as open space. It also establishes various policies for development to preserve the City's hillsides for the purposes of safety and maintaining Diamond Bar's visual character. Chapter 4 lays out a transportation network and corresponding policies intended to reduce vehicle miles traveled and related air pollutant emissions. Chapter 6 includes a discussion on parks and recreation, including recreational open space; water supply and demand, which are tied to water quality and hydrology; and wastewater and stormwater facilities, which also relate to water quality. Finally, Chapter 8 includes some discussion related to environmental justice, including air quality, as it pertains to public health; it also considers impacts to natural resources as a result of greenhouse gas (GHG) emissions.



5.2 OPEN SPACE

OPEN SPACE INVENTORY

The open areas within the City are integral to the creation of a sense of place, its health, and its safety, contributing to its countryside atmosphere, providing opportunities for outdoor recreation for all ages, and supporting ecological health and hazard mitigation. Ensuring that areas treasured for their open space values are preserved is a priority for Diamond Bar community members.

Figure 5-1 shows the Planning Area's open space network as of 2019, including designated open spaces, parks, and the Diamond Bar Golf Course, which, while developed, serves a number of open space functions. The figure also shows the Significant Ecological Area in the SOI.

Open space is defined as any parcel or area of land or water that is essentially unimproved and devoted to open space use. Such uses include the preservation of natural resources, the managed production of resources (such as agriculture or forestry), outdoor recreation, the protection of public health and safety, support of the mission of military installations, and the protection of tribal cultural resources (California Government Code Sections 51075 and 65560). Unimproved land that is designated for other uses is considered vacant land rather than open space but may become open space if it is dedicated, acquired by a public entity, or otherwise preserved in perpetuity. Dedicated open spaces are designated on the General Plan Land Use Diagram with the Open Space land use classification.

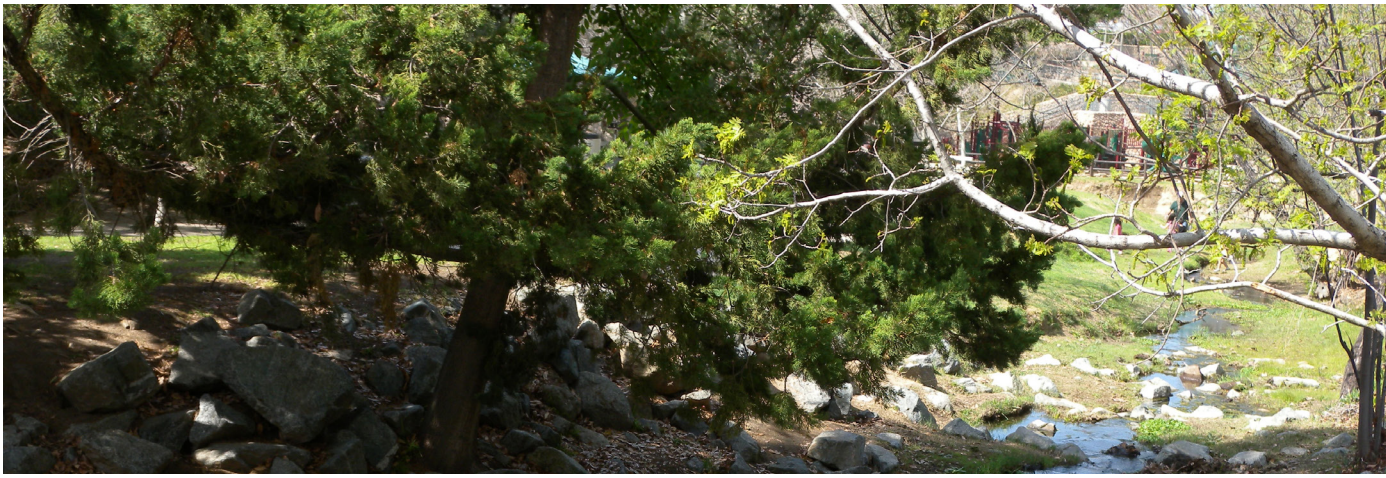
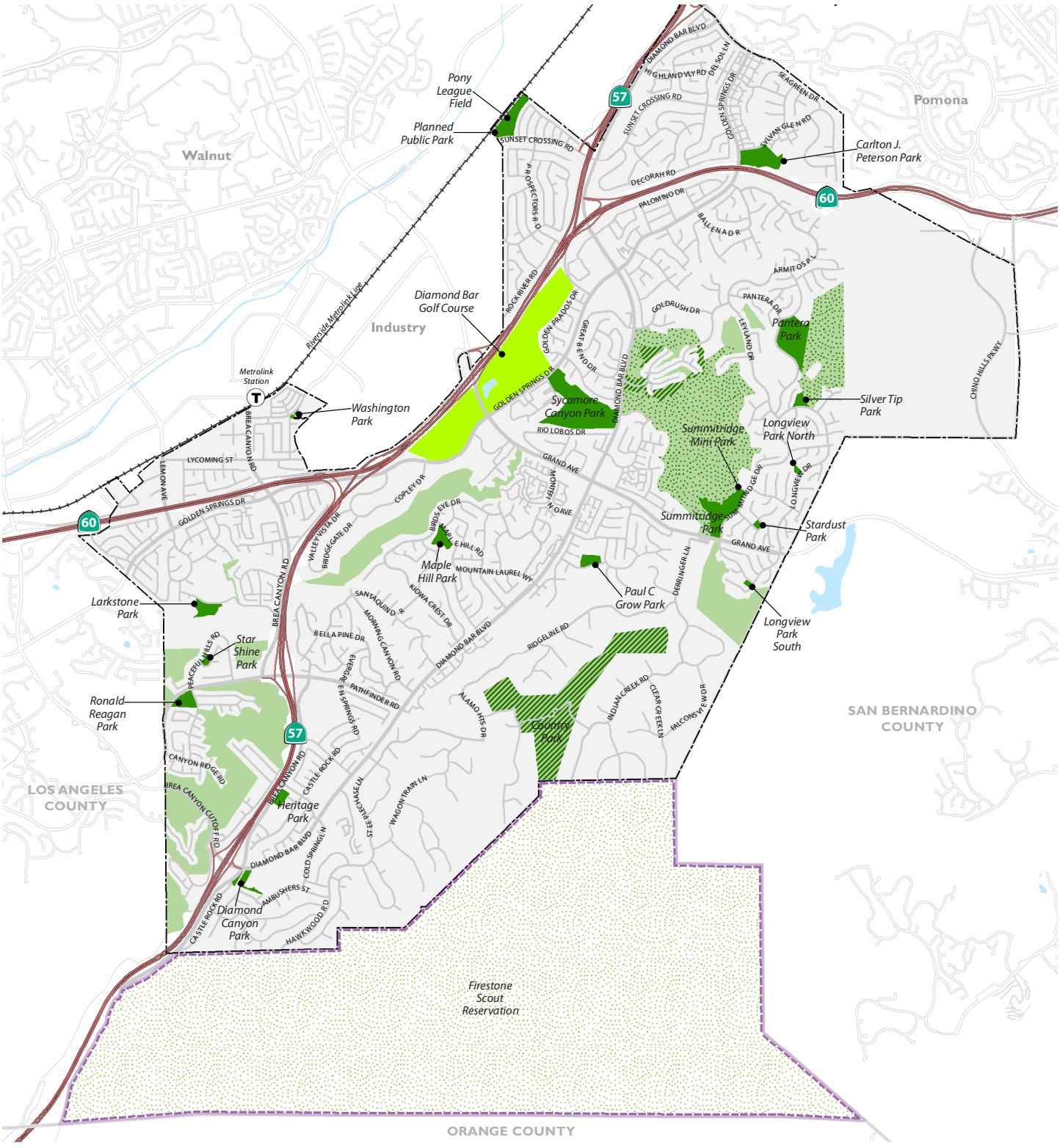


Figure 5.1 Open Space Network



City Owned Designated Open Space
Privately Owned Park/Recreation Area
Designated Privately Owned Open Space
Park
Golf Course

Highways
Ramps
Railroads
Major Roads
Minor Roads

City of Diamond Bar
Sphere of Influence/SEA 15
County Boundary

0 0.375 0.75 1.5
MILES

Source: City of Diamond Bar 2019; Dyett & Bhatia, 2019

PRESERVATION

Though much of the City is already developed, opportunities remain for the preservation of open space in the future, whether through public acquisition or dedication by property owners. As areawide plans are proposed and developed, they can identify areas that serve important ecological functions or provide important connections to regional wildlife corridors and cluster development away from those areas. Future projects can be designed to incorporate open spaces as buffers to help transition between different types of uses, provide ecosystem services such as stormwater control and habitat protection, and create passive recreation opportunities and connections to the trail system. The development of public parks in the future can provide similar opportunities. Additionally, topography within the City means that many vacant areas may not developable due to safety and soil stability reasons or the potential for impacts to the visual integrity of the City's hillsides. Over time, these areas can be identified, and the City can explore options to designate them as permanent open space.



OPEN SPACE

See Chapter 2: Land Use and Economic Development for policies regarding the designation of open space land. See Chapter 5: Public Facilities and Services for policies related to parks and recreational facilities.

GOALS

RC-G-1 Create and maintain a balanced open space system that will preserve scenic beauty and community identity, protect important biological resources, provide open space for outdoor recreation and the enjoyment of nature, conserve natural resources, and ensure public health and safety.

RC-G-2 Seek to link the various elements of the open space network through the development of an integrated system of trails and greenways.

RC-G-3 Preserve to the extent possible open space ridgelines, hilltops, and prominent slopes for aesthetic, biological and natural resource conservation, and safety purposes.

POLICIES

RC-P-1 Obtain and designate open space land through acquisition techniques such as:

a. Requiring the incorporation of open space and recreational areas into the design of new development projects, preserving and enhancing as open space significant stands of vegetation, natural landforms, and any areas of special ecological significance through site design approaches such as clustering and ecological planning.

b. Allowing clustering or transferring of all or part of the development potential of a site to a portion of the site to preserve significant environmental resources such as natural and native habitats

(oak woodland, coastal sage scrub, etc.), natural creeks, artesian springs, vernal pools, seeps, riverines, wetlands, riparian habitats, wildlife corridors and linkages, and natural geological features within proposed developments as open space.

c. Allowing for acquisition of open space lands through the entitlement process and the transfer of densities among land uses of like designation.

d. Collaborating with land trusts and other conservation groups to acquire open space land through, but not limited to, conservation easements.

RC-P-2 As future parks are developed, incorporate existing natural open space, existing water resources and mature vegetation to provide for passive recreation opportunities and wildlife habitats.

RC-P-3 A decision to rescind, terminate, abandon, remove, or modify an open space deed restriction, map restriction or Open Space land use designation must be preceded by both a finding by the City Council that the decision confers a significant benefit on the City and a favorable vote of the electorate at a regular or special election.

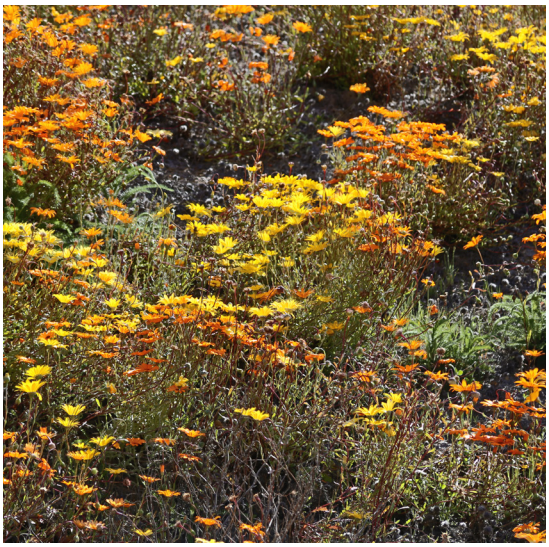
RC-P-4 Maintain an inventory of open lands which were set aside for open space uses as part of previous development approvals through the County and require verification as to the existence of any potential open space restrictions previously approved on a subject property prior to accepting development proposals.

RC-P-5	Link parks, open spaces, and regional hiking trails with a trail network where feasible, acknowledging topographical constraints and other barriers. Incorporate existing trails and bicycle and pedestrian infrastructure, working with willing landowners to prioritize land acquisition where necessary. Where possible, incorporate landscaping and enhance natural features to create greenways along the trail network.
RC-P-6	Develop standards for planning, design, management, and maintenance of trails and pathways within parks, preserves, open space, and rights-of-way.
RC-P-7	Minimize visual and environmental impacts to ridgelines, hilltops, and slopes through regulations that minimize grading, ensure that development conforms to natural topography, and maximize safety, correlating development intensity with the steepness of terrain. Landform grading criteria and maximum allowable densities shall be based upon the slope density formula as set forth in the Development Code.
RC-P-8	Work with other jurisdictions and conservation organizations to protect prominent ridges, slopes, and hilltops in and adjacent to the City and its Sphere of Influence. *Such features include, but are not limited to, areas identified by Los Angeles County as Significant Ecological Areas; Tonner Canyon; the hills within Tres Hermanos Ranch; and the hillsides along SR-57, between Diamond Bar and Brea.*

5.4 BIOLOGICAL RESOURCES

VEGETATION COMMUNITIES

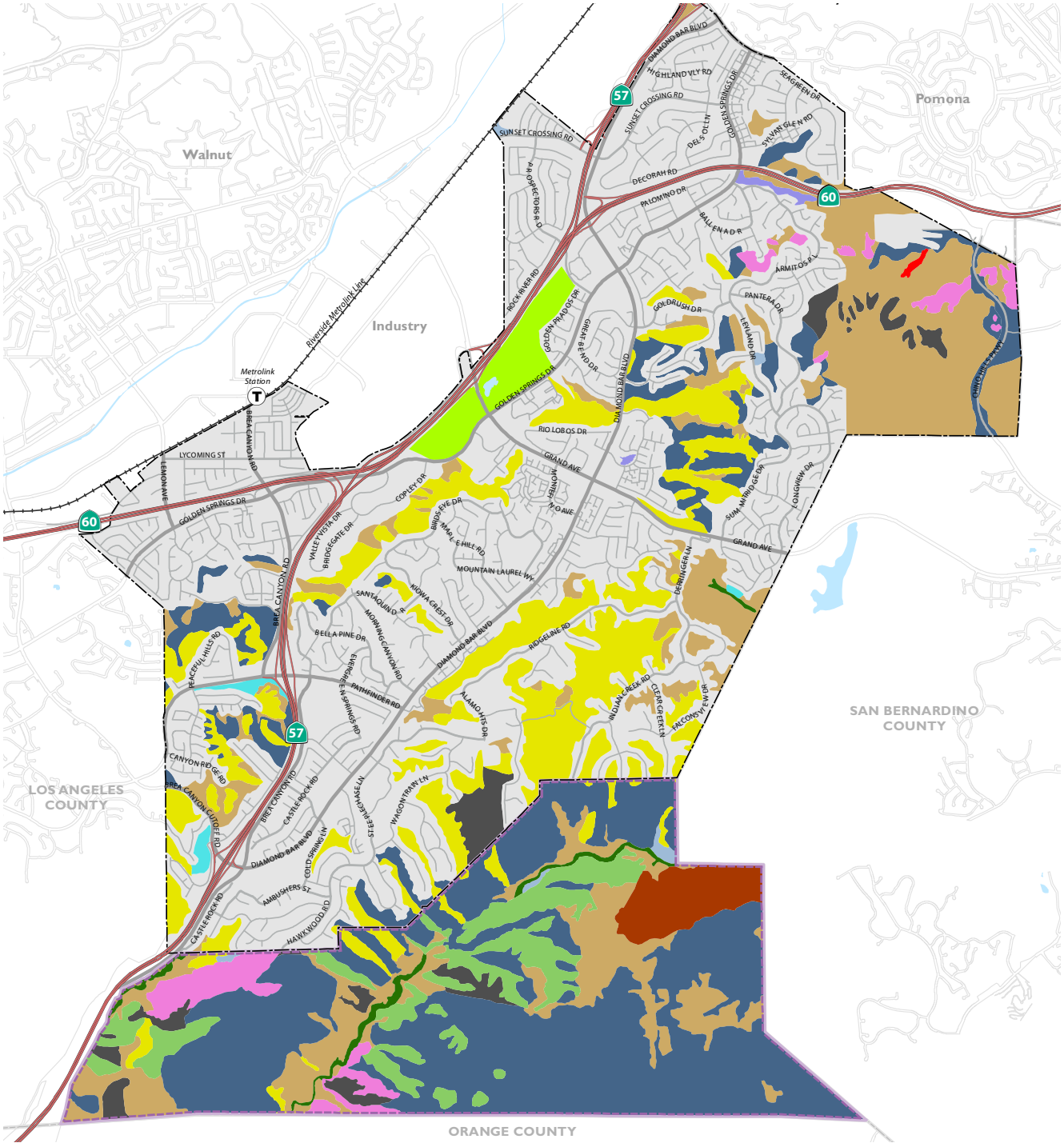
Although Diamond Bar is primarily developed as a residential community, vegetated habitat types have a large presence within the Planning Area's hilly terrain. The following vegetation communities have been identified in the Planning Area. This inventory is based on field reconnaissance undertaken for the General Plan process and review of aerial imagery in 2016, as well as input from the community; it was determined at a broad, citywide scale and is thus for guidance purposes only. For a more detailed understanding of conditions on the ground, particularly as conditions change over time, site-specific study would be required. Examples of situations when such studies should be undertaken include development proposals, trail planning, and mitigation bank planning. The vegetation communities within the Planning Area are mapped in Figure 5-2.



Venturan Coastal Sage Scrub

Venturan coastal sage scrub (VCSS) is a form of coastal sage scrub found in the coastal and cismontane region of Southern California and Baja California. It is composed of low, soft-woody subshrubs on dry slopes below 3,000 feet. The dominant characteristic species found in VCSS within the City include California sagebrush (Artemisia californica), California buckwheat (Eriogonum fasciculatum), and black and white sage (Salvia melifera and Salvia apiana). A dominance of California buckwheat is present within some of the VCSS communities, while California sagebrush is the dominant species in other areas. Other species present within this vegetation community include lemonadeberry (Rhus integrifolia), brittlebush (Encelia farinosa), and coastal prickly pear (Opuntia littoralis). The understory is dominated by non-native grasses such as brome (Bromus spp.) and wild oats (Avena spp.). Where non-native grasses dominate the VCSS communities at greater than 50 percent, the community is categorized as disturbed VCSS. VCSS commonly occurs on south-facing slopes throughout the Planning Area. The California Department of Fish and Wildlife (CDFW) considers VCSS to be a Sensitive Natural Community (the characteristics of Sensitive Natural Communities are described later in this chapter).

Figure 5.2 Vegetation Communities



California Walnut Woodland

California Walnut Woodland / Coast Live Oak Woodland

California Walnut Woodland / Coast Live Oak Woodland / Venturan Coastal Sage Scrub

Coast Live Oak Woodland

Sycamore Alluvial Woodland

Non-Native Woodland

Non-Native Grassland

Non-Native Riparian

Southern Willow Scrub

Venturan Coastal Sage Scrub

Disturbed Venturan Coastal Sage Scrub

Disturbed

Diamond Bar Golf Course

Developed

City of Diamond Bar

Sphere of Influence

Source: City of Diamond Bar 2019; ESA PCR, 2016; Dyett & Bhatia, 2019

0 0.375 0.75 1.5
MILES

Non-Native Grassland

Non-native grassland consists of dense to sparse annual grasses less than three feet high. Within the City, this community is dominated by bromes, oats, tocalote (Centaurea melitensis), Russian thistle (Salsola tragus), Mediterranean mustard (Hirschfeldia incana), and telegraph weed (Heterotheca grandiflora). Other broadleaf weeds may also be present. Non-native grassland is largely located in the northeastern corner of the City, due to a historic presence of agricultural uses, as well as in small parcels throughout the City, often in areas that have been cleared for fire control.

Sycamore Alluvial Woodland

Southern alluvial woodland is located along braided channels of intermittent streams, consisting of open to moderately closed winter-deciduous trees and dominated by western sycamore (Platanus racemosa). Blue elderberry (Sambucus nigra) is also a characteristic species. Within the City, this habitat is composed largely of western sycamore, with blue elderberry and coast live oak (Quercus agrifolia) interspersed throughout. A small patch of sycamore alluvial woodland is located in upper Tonner Canyon.

Southern Willow Scrub

Southern willow scrub is a deciduous, riparian community dominated by dense thickets of one or more willow tree species and various other scattered shrubs and larger emergent trees. Within City boundaries, this community consists mainly of arroyo willow (Salix lasiolepis). Much of this habitat within the City is between 6 and 15 feet in height and varies in density, from relatively open to impenetrable. Southern willow scrub is found along Brea Canyon Creek downstream of residential development, along Tonner Canyon Creek within the SOI, and along a tributary of Tonner Canyon Creek above Arnold Reservoir. Southern willow scrub is another vegetation community considered by the CDFW to be a Sensitive Natural Community.



Coast Live Oak Woodland

Coast live oak woodland is dominated solely by coast live oak trees, which can reach approximately 30 to 75 feet in height, and occur generally in shaded ravines on north-facing slopes. This community often has limited shrub cover with an understory of ripgut grass (Bromus diandrus). Within the City, the dominant plant species is coast live oak, with limited shrubs such as toyon (Heteromeles arbutifolia) and laurel sumac (Malosma laurina) and an understory of mixed grasses, predominately brome and oat. Although the coast live oak is the dominant tree species, coast live oak woodland, as defined, is limited to the northeastern region of the City and the SOI, generally on north-facing slopes.

California Walnut Woodland

California walnut woodland is similar to coast live oak woodland but is dominated by Southern California black walnut (Juglans californica); however, coast live oak is a common species of this habitat. Within the City, the dominance of coast live oak varies throughout this habitat but is largely present throughout. Other species present within this habitat include toyon, laurel sumac, blue elderberry, and an understory of non-native grasses such as brome and oat. California walnut woodland is dispersed throughout much of the City, generally occurring on north-facing slopes. The CDFW considers California walnut woodland to be a Sensitive Natural Community.

Mixed Plant Communities

In cases where two or more vegetation types are highly intermixed, they have been mapped as one mixed plant community. Within the study area these occur as: 1) California walnut woodland/coast live oak woodland, where California walnut trees and coast live oak trees grow in proximity with one another and often have overlapping canopies; and 2) California walnut woodland/coast live oak woodland/Venturan coastal sage scrub, where California walnuts and coast live oaks grow together in small copses with Venturan coastal sage scrub being found in between.

Other Land Cover Types

Non-Native Riparian

Non-native riparian consists of densely vegetated riparian thickets heavily dominated by invasive plant species. Within the City, this community consists largely of Mexican fan palm (Washingtonia robusta), Brazilian pepper tree (Schinus terebinthifolius), and eucalyptus (Eucalyptus sp.). Tree of heaven (Ailanthus altissima) and ornamental pines (Pinus sp.) also occur within this community. There is some presence of arroyo willow and coast live oak, but natives such as these make up less than 25 percent of the vegetation within this community. Non-native riparian habitat is located in a single patch that runs along the south side of SR-60 in the northern portion of the City.

Developed

Developed/urban areas have been physically altered to the point where they can no longer support native vegetation. The land cover type includes areas with permanent or semi-permanent structures, pavement or other hardscape, and landscaped areas that require irrigation. Developed land constitutes nearly two-thirds of the land within the City. It includes businesses, residences, schools, parks, highways and other roads, sidewalks, and irrigated landscapes. Within the areas called out as developed habitat, there may be some oak, walnut trees, or other small pockets of native habit.

Disturbed

Disturbed areas have been physically altered by previous human activity and are no longer able to support a recognizable native or naturalized vegetation association. The soil is often highly compacted or frequently disturbed. Disturbed habitat within the City has shown evidence of discing or high compaction. Only two small portions within the northern region of City were mapped as disturbed; both areas are along roads and adjacent to businesses.

Non-Native Woodland

Non-native woodland typically consists of planted, non-native trees, often characterized by eucalyptus. Within the City, non-native woodland consists of Brazilian pepper trees, ornamental pines, eucalyptus, and acacia (Acacia sp.), among others. This habitat is located in the southern portion of the City and the SOI.

SPECIAL STATUS SPECIES AND HABITATS

Special-Status Plant Species

Special-status species are those plants and animals that, because of their acknowledged rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by federal, State, or other agencies as deserving special consideration.

According to the California Natural Diversity Database (CNDDB), as of 2019, no special-status plant species have been recorded within the City. Several sensitive plant species have been reported as recorded near the City, including within the SOI, as shown in Figure 5-3; however, the majority of these species are not expected to be present within City limits for one or both of the following reasons: suitable habitat to support the species is not present within the City; or the species occurrences are highly localized some distance from the City. These plant species are described in Table 5-1.

Table 5-1: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	CNPS Listing Status	Preferred Habitat	Records
Angiosperms (Dicotyledons)				
Asteraceae	**Sunflower Family**			
Microseris douglasii var. platycarpha	Small-flowered microseris	4.2	Cismontane woodland, coastal scrub, valley and foothill grassland/ clay.	Recorded in study area south of Diamond Ranch High School.
Senecio aphanactis	Rayless ragwort	2B.2	Cismontane woodland, coastal scrub, drying alkaline flats.	Puddingstone Dam (1932); moderate potential where habitat occurs.
Pseudognaphalium leucocepalum	White rabbiy-tobacco	2B.2	Sandy wash habitats	Not recorded from the Puente Hills; low potential in study area.
Symphyotrichum defoliatum	San Bernardino aster	1B.2	Low potential to occur in moist habitats.	Recorded from study area vicinity, but possibly extirpated.
Brassicaceae	**Mustard Family**			
Lepidium virginicum var. robinsonii	Robinson's pepper grass	4.3	Chaparral and coastal scrub.	Recorded in the Puente Hills and within the study area
Convolvulaceae	**Morning-Glory Family**			
Convolvulus simulans	small-flowered morning glory	4.2	Coastal scrub, valley and foothill grassland/ clay, serpentine seeps.	Moderate potential where habitat occurs.
Crassulaceae	**Stonecrop Family**			
Dudleya multicaulis	Many-stemmed dudleya	1B.2	California plant communities including sage scrub, valley and foothill grassland; heavy clay soils or rock outcrops.	Bonelli Regional Co. Park (1987 and 1982); recorded on Way Hill (1987); Many CNDDB records throughout the area; high potential to occur in study area.
Fabaceae	**Legume Family**			
Astragalus brauntonii1	Braunton's milk-vetch	1B.1	Sage scrub, chaparral, valley and foothill grassland, closed cone coniferous forest; limestone endemic, carbonate soils, recent burns and disturbed areas.	Recorded in San Gabriel Mountain foothills to the north and the Santa Ana Mountain foothills to the south; moderate potential to occur in study area.
Quercus engelmannii	Engelmann oak	4.2	Chaparral, cismontane woodland, riparian woodland, valley and foothill grassland.	Recorded in the Chino and Puente Hills; moderate potential to occur in study area.

Table 5-1: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	CNPS Listing Status	Preferred Habitat	Records
Angiosperms (Dicotyledons)				
Hydrophyllaceae	**Waterleaf Family**			
Phacelia hubbyi	Hubby's phacelia	4.2	Sage scrub and chaparral	Recorded in the Puente Hills and west Pomona hillsides; high potential to occur in the study area.
Juglandaceae	**Walnut Family**			
Juglans californica	Southern California black walnut	4.2	Sage scrub, chaparral, cismontane woodland; often in association with oaks/oak woodland; frequently found on steep hillsides with northern exposures; deep alluvial soils.	Occurs throughout much of the study area.
Liliaceae	**Lily Family**			
Brodiaea filifolia	Thread-leaved brodiaea	1B.1	Sage scrub, valley/ foothill grassland, cismontane woodland; vernal pools (clay soils).	Recorded from the San Gabriel Mountains to the north and Santiago Hills to the southeast; low potential to occur in the study area.
Calochortus catalinae	Catalina mariposa lily	4.2	Openings in chaparral, valley and foothill grassland, cismontane woodland; heavy soils.	Recorded within the study area within openings in shrublands and scrub.
Calochortus clavatus var. gracilis	Slender mariposa lily	1B.2	Chaparral, especially in foothill canyons.; generally found in shade.	Low potential where habitat occurs.
Calochortus plummerae	Plummer's mariposa lily	4.2	Sage scrub, valley and foothill grassland, yellow pine forest; dry, rocky or sandy sites, granitic or alluvial soil; to 4,800 feet.	Potentially present in the study area.
Calochortus weedii var. intermedius	Intermediate mariposa lily	1B.2	Chaparral, coastal scrub, valley and foothill grasslands.	Recorded in study area and at Elephant Hill (1991) in Pomona.
Orchidaceae	**Orchid Family**			
Piperia cooperi	Cooper's rein-orchid	4.2	Scrub, chaparral and oak/walnut woodlands	Not recorded in the Puente Hills, but is recorded in the Santa Ana River Canyon to the south; low potential to occur in the study area.

Table 5-1: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	CNPS Listing Status	Preferred Habitat	Records
Angiosperms (Dicotyledons)				
Polygalaceae	**Milkwort Family**			
Polygala cornuta var. fishiae	Fish's milkwort	4.3	Oak/walnut woodlands and chaparral	Recorded in Chino Hills State Park to the south; high potential to occur in the study area.
Roseaceae	**Rose Family**			
Horkelia cuneata ssp. puberula	Mesa horkelia	1B.1	Prefers chaparral, woodland, and coastal scrub habitats.	Moderate potential to occur in the study area.

Notes:

1. Federally listed as endangered

CNPS Listing Status:

List 1B - Plants Rare, Threatened, or Endangered in California and elsewhere

List 2 - Plants Rare, Threatened, or Endangered in California, but more common elsewhere

List 3 - Plants about which we need more information – a review list

List 4 - Plants of limited distribution – a watch list

The CNPS recently added "threat ranks," which parallel the ranks used by the California Natural Diversity Database (CNDDB). These ranks are added as a decimal code after the CRPR List (e.g., List 1B.1). The threat codes are as follows:

0.1 - Seriously endangered in California (over 80% of occurrences threatened/high degree and immediacy of threat)

0.2 - Fairly endangered in California (20–80% occurrences threatened)

0.3 - Not very endangered in California (<20% of occurrences threatened or no current threats known)

Source: California Native Plant Society, 2019.







Special-Status Wildlife Species

The CNDDB listed 27 sensitive wildlife species in the Planning Area. Table 5-2 provides a summary of the sensitive wildlife species with a low, moderate, or high potential of occurring within the City based upon their known geographic ranges, distributions, and preferred habitats. A selection of these species within close proximity to the Planning Area are mapped in Figure 5-3.



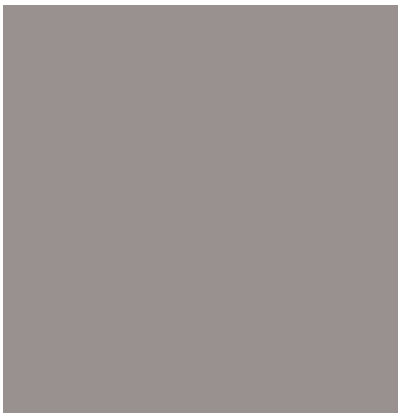


Table 5-2: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	Agency Listing Status	Preferred Habitat	Records
INVERTEBRATES				
Bombus crotchii	Crotch bumblebee	S1S2 G3G4	Recorded at scattered locations in southern California.	High potential to occur in study area.
Helminthoglypta tudiculata	Southern California shoulder-band snail	S1S2	Recorded at scattered locations in southern California.	High potential to occur in study area.
Helminthoglypta traskii	Trask's shoulder-band snail	G1G2 S1	Recorded at scattered locations in southern California.	High potential to occur in study area.
VERTEBRATES				
Amphibians				
Pelobatidae	**Spadefoot Toad Family**			
Spea hammondii	Western spadefoot	SSC	Open areas in lowland grasslands, chaparral, and oak woodlands, areas of sandy or gravelly soil in alluvial fans, washes, and floodplains.	High potential to occur in the study area.

Table 5-2: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	Agency Listing Status	Preferred Habitat	Records
Salamandridae	**Newt Family**			
Taricha torosa	Coast range newt	SSC	Moist woodlands.	Not recorded in the Puente/Chino Hills; low potential to occur in the study area.
Reptiles				
Colubridae	**Colubrid Snake Family**			
Lampropeltis zonata pulchra	San Diego mountain kingsnake	SSC	Moist woods, woodlands, chaparral and sage scrub.	Moderate potential to occur in study area.
Salvador hexalepis virgultea	Coast patch-nosed snake	SSC	Sage scrub, chaparral, and oak/walnut woodlands.	Moderate potential to occur in study area.
Thamnophis hammondii	Two-striped garter snake	SSC	Riparian and freshwater marshes with perennial water.	Moderate potential to occur in the study area.
Arizona elegans occidentalis	California glossy snake	SSC	Sage scrub, chaparral, and oak/walnut woodlands with loose soil for burrowing.	Moderate potential to occur in the study area.
Emydidae	**Turtle Family**			
Emmys marmorata	Western pond turtle	SSC	Ponds, slow moving streams.	Known to occur in Brea Creek; moderate potential to occur in suitable habitat elsewhere in the study area.
Iguanidae	**Iguanid Lizard Family**			
Phrynosoma blainvillii	Coast horned lizard	SSC	Most valley and foothill scrub, chaparral and woodland natural communities.	High potential in open space in the study area.
Teiidae	**Whiptail Lizard Family**			
Anniella stebbinsi	Southern California legless lizard	SSC	Several habitats but especially in valley-foothill woodlands, chaparral, and scrub habitats.	Moderate potential in habitats in the study area.
Aspidoscelis tigris stejnegeri	Coastal whiptail	SSC	Several habitats but especially in valley-foothill woodlands, chaparral, and scrub habitats.	High potential in habitats in the study area.

Table 5-2: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	Agency Listing Status	Preferred Habitat	Records
Viperiidae	**Viper Snake Family**			
Crotalus ruber	Red diamond rattlesnake	SSC	Cactus and sage scrub and chaparral.	High potential in suitable habitats in the study area.
Birds				
Accipitridae	**Hawks, Kites, Harriers and Eagle Family**			
Aquila chrysaetos	Golden eagle	SSC, SFP, FP	Mountains, deserts, and open country; prefer to forage over grasslands, deserts, savannahs and early successional stages of forest and shrub habitats.	Recorded over the study area; nesting in the Chino Hills; High potential to forage within the study area.
Circus hudsonius	Northern harrier	SSC	Freshwater marshes, grasslands, and agricultural fields.	Recorded in the Tres Hermanos and Firestone Scout Reservation areas.
Elanus leucurus	White-tailed kite	SFP	Grasslands with scattered trees, near marshes, along highways.	Recorded in the Tres Hermanos and Firestone Scout Reservation areas. High potential in study area.
Buteo regalis	Ferruginous hawk	SBSWG	Winters in expansive rangelands and agricultural areas in the region.	Recorded in the Chino Basin; moderate potential to occur in the study area.
Alaudidae	**Lark Family**			
Eremophila alpestris	Horned lark	SBSWG	Open ground.	Moderate potential to occur in the Tres Hermanos and SOI areas.
Falconidae	**Falcon Family**			
Falco mexicanus	Prairie falcon	SBSWG	Open country, especially arid.	Moderate potential to occur migrating through the study area.
Stringidae	**True Owl Family**			
Athene cunicularia	Burrowing owl	SSC	Dry grasslands and agricultural, and scrub areas.	Reported from the Tres Hermanos Ranch High potential to occur within the study area.
Asio otus	Long-eared owl	SSC	Riparian and live oak woodlands.	High particularly in oak and walnut woodlands.
Asio flammeus	Short-eared owl	SSC	Winters in open areas.	Low potential in herbaceous stands.

Table 5-2: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	Agency Listing Status	Preferred Habitat	Records
Troglodytidae	**Wren Family**			
Campylorhynchus brunneicapillus	Coastal cactus wren	SSC	Coastal sage scrub, vegetation with thickets of prickly pear or cholla cactus.	Recorded at Sycamore Canyon and Summit Ridge Parks; High potential wherever cactus scrub occurs.
Turdidae	**Bluebird Family**			
Sialia currucoides	Mountain bluebird	SBSWG	Winters in open country.	Moderate potential to occur in the Tres Hermanos and SOI areas.
Tyrannidae	**Tyrant Flycatcher Family**			
Empidonax traillii	Willow flycatcher	FE, SE	Low elevational sites: Riparian woodlands that contain water and low growing willow thickets.	Low potential for nesting.
Icteriidae	**Yellow-breasted chat Family**			
Icteria virens	Yellow-breasted chat	SSC	Riparian woodlands with a thick understory.	High potential along Brea and Tonner Creeks.
Sturnella neglecta	Western meadowlark	SBSWG	Grasslands, prairies, pastures, and abandoned fields.	Recorded in the study area.
Icteridae	**Blackbird Family**			
Agelaius tricolor	Tricolored blackbird	SE	Freshwater marshes and riparian scrub.	Moderate potential to forage in open areas of Tres Hermanos and Tonner Canyon.
Laniidae	**Shrike Family**			
Lanius ludovicianus	Loggerhead shrike	SSC	Open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches.	High potential to occur in Tres Hermanos and Tonner Canyon open areas.
Passerellidae	**Sparrow Family**			
Ammodramus savannarum	Grasshopper sparrow	SSC	Expansive grasslands	Recorded in the study area; moderate potential to occur in Tres Hermanos and Tonner Canyon.
Amphispiza belli belli	Bell's sage sparrow	SSC	Dense, dry chamise chaparral and coastal slopes of coastal sage scrub.	High potential in study area where habitat occurs.

Table 5-2: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	Agency Listing Status	Preferred Habitat	Records
Pooecetes gramineus	Vesper sparrow	SBSWG	Open grassy areas.	High potential to occur in Tres Hermanos and Tonner Canyon open areas.
Parulidae	**Wood Warbler Family**			
Setophaga petechia	Yellow warbler	SSC	Sparse to dense woodland and forest habitats with or without heavy brush understory.	High Potential in oak, rirarian and walnut woodlands.
Polioptilidae	**Gnatcatchers**			
Polioptila californica	California gnatcatcher	FT, SSC	Coastal sage scrub vegetation; generally avoids steep slopes and dense vegetation for nesting.	Several recent recorded occurrences in the study area at Summit Ridge, and Pantera parks, Steep Canyon and hills south of Diamond Ranch High School; high potential in sage scrub habitats.
Vireonidae	**Vireo Family**			
Vireo bellii pusillus	least Bell's vireo	FE, SE	Perennial and intermittent streams with low, dense riparian scrub and riparian woodland habitats; nests primarily in willows and forages in the riparian and occasionally in adjoining upland habitats. Associated with willow, cot	Reported from Tonner Canyon; Moderate potential to occur along Brea Creek
Cuculidae	**Cuckoo Family**			
Geococcys californianus	greater roadrunner	SBSWG	Open country with scattered brush.	Recorded in the study area.
Mammals				
Heteromyidae	**Kangaroo Rat, Pocket Mice, and Kangaroo Mice Family**			
Chaetodipus fallax	NW San Diego pocket mouse	SSC	Sandy herbaceous areas, usually in association with rocks or coarse gravel, sagebrush, scrub, annual grassland, chaparral and desert scrubs.	High potential in study area particularly in cactus and sage scrub occurs.

Table 5-2: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	Agency Listing Status	Preferred Habitat	Records
Molossidae	**Free-tailed Bats**			
Eumops perotis californicus	Western mastiff bat	SSC	In arid and semi-arid lowlands; roosts in cliffs and rock crevices.	Low potential for roosting sites but may forage in the study area.
Vespertilionidae	**Evening Bat Family**			
Lasiurus blossevillii	Western red bat		Roosts in cliffs and in buildings.	Moderate potential in study area; roosts in exfoliating bark on many tree species including ornamental trees.
Lasiurus xanthinus	Western yellow bat	SSC	Roosts primarily in palms under dead fronds.	Moderate potential to roost in the study area.
Antrozous pallidus	Pallid bat	SSC	Roosts in cliffs, crevices, mine tunnels, caves, house attics and other man-made structures.	High potential in study area; roosts in exfoliating bark on oak trees.
Leporidae	**Rabbit and Hare Family**			
Lepus californicus bennetti	San Diego black-tailed jackrabbit	SSC	Open brushlands and scrub habitats.	Moderate potential to occur throughout the study area.
Muridae	**Mice, Rats, and Vole Family**			
Neotoma lepida intermedia	San Diego desert woodrat	SSC	Chaparral, coastal sage scrub, and oak woodland.	High potential to occur where suitable habitat is found.
Procyonidae	**Raccoon Family**			
Bassariscus astutus	Ringtail cat	SFP	Commonly found in rocky habitats, where it nests in the hollows of trees or abandoned wooden structures.	Seldom observed; low potential to occur in the study area.
Mustelidae	**Weasel Family**			
Taxidea taxus	American badger	SSC	Open grasslands with available prey.	High potential to occur in the study area.

Table 5-2: Special Status Plant Species Occuring or Potentially Ocurring within the Planning Area

Scientific Name	Common Name	Agency Listing Status	Preferred Habitat	Records
Notes: Agency Listing Status: FE Federally listed as Endangered FT Federally listed as Threatened FP Federally protected SE State-listed as Endangered SFP State Fully Protected SSC California Species of Special Concern NatureServe Ranking: S1 = Critically Imperiled—Critically imperiled in the state because of extreme rarity (often 5 or fewer populations) or because of factor(s) such as very steep declines making it especially vulnerable to extirpation from the state. S2 = Imperiled—Imperiled in the state because of rarity due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors making it very vulnerable to extirpation from the state. S3 = Vulnerable—Vulnerable in the state due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation from the state. S4 = Apparently Secure—Uncommon but not rare in the state; some cause for long-term concern due to declines or other factors. S5 = Secure—Common, widespread, and abundant in the state. G1 = Critically Imperiled—At very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors. G2 = Imperiled—At high risk of extinction due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors. G3 = Vulnerable—At moderate risk of extinction due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors. G4 = Apparently Secure—Uncommon but not rare; some cause for long-term concern due to declines or other factors. G5 = Secure—Common; widespread and abundant.				

Source: California Department of Fish and Wildlife Natural Diversity Database, 2018

There may be occurrences of additional species within this area that have not yet been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area does not imply that the species does not occur or that there is a lack of diversity in that area. The species shown in Figures 5-3 and 5-4 have the potential to occur outside of the areas where they are depicted.

Given the occurrence of these special-status species within Diamond Bar and its SOI and the potential for others to exist within and surrounding the City, it will be important for the City to ensure the maintenance and protection of the habitats that support them. Strategies may include ensuring that new development avoids or mitigates any impacts that would degrade the healthy function of nearby habitat areas and exploring programs such as conservation or mitigation banking that can preserve, enhance, restore, or create habitat conservation areas that may be threatened by new development.

Sensitive plants include those listed, or candidates for listing, by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW), and species considered sensitive by the California Native Plant Society (CNPS), particularly Lists 1A, 1B, and 2.

Sensitive wildlife species include those species listed as endangered or threatened under the Federal Endangered Species Act (FESA) or California's Endangered Species Act (CESA), candidates for listing by USFW or CDFW, State Species of Special Concern (SSC) by the CDFW, fully protected by CDFW, or on the CDFW watch list.

A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to developers and permitees who must satisfy legal requirements to compensate for the environmental impacts of their developmental project.

Critical Habitat

Critical habitat is defined by the Endangered Species Act as a specific geographic area that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. USFWS-designated critical habitat does not occur within the City.

Sensitive Natural Communities

Three plant communities considered sensitive by the California Department of Fish and Wildlife (CDFW) due to their scarcity and/or because they support special status plant and wildlife species have been identified in the Planning Area. These communities are considered highly imperiled communities by the CDFW, indicating that they are declining in acreage throughout their range due to land use changes. These communities are described previously and include Venturan coastal sage scrub, southern willow scrub, and California walnut woodland.

WILDLIFE MOVEMENT

Wildlife movement corridors are generally defined as connections between blocks of habitat that allow for physical movement and genetic exchange between otherwise isolated animal populations. Movement corridors may be local, such as between foraging and nesting or denning areas, or they may be regional in nature, allowing animals to access alternative territories as fluctuating dispersal pressures dictate. In the absence of wildlife corridors, various studies have concluded that some wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas because such conditions preclude the infusion of new individuals and genetic information into isolated populations.

Tonner Canyon, to the southeast of the City, is an important part of a regional wildlife movement corridor, known as the Puente-Chino Hills Wildlife Corridor, that provides a linkage between the Cleveland National Forest in the Santa Ana Mountains through the Chino Hills and the Puente Hills. Its importance is due not only to its being largely undeveloped, but also because it funnels wildlife movement to the only natural undercrossing of SR-57. The Puente-Chino Hills Wildlife Corridor has been the focus of the Wildlife Corridor Conservation Authority, a public and private coalition, and the Puente Hills Landfill Native Habitat Preservation Authority, which obtain funds to purchase land for the corridor.

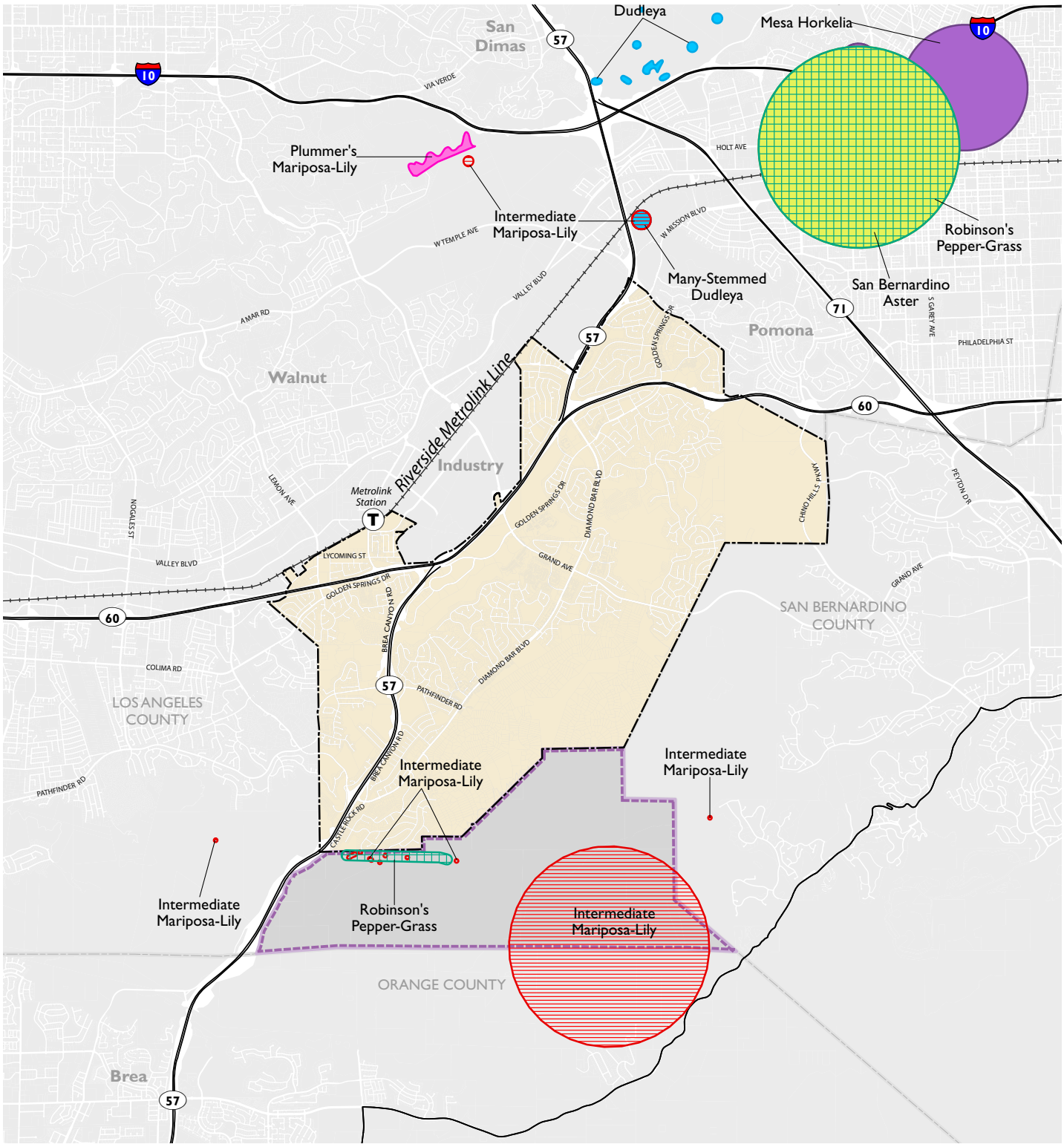


PUENTE HILLS SIGNIFICANT ECOLOGICAL AREA

Significant Ecological Areas (SEAs) are officially designated by Los Angeles County as areas with irreplaceable biological resources. The SEA program is intended to conserve genetic and physical diversity within the county by designating biological resource areas that are capable of sustaining themselves into the future. The intent of the SEA program is established in the County's General Plan, and the permitting, design standards, and review process for development within SEAs are detailed in the SEA Ordinance (Chapter 22.102 of the County Zoning Regulations). The SOI is designated as SEA 15, Puente Hills. The Puente Hills SEA has documented evidence of significant wildlife movement and is the County portion of a continuous series of open spaces within the Puente and Chino hills. It functions as both an important wildlife linkage and resident habitat area for regional wildlife populations. A detailed description of the extents of this SEA as well as its biological resources can be found in Appendix E of the 2035 Los Angeles County General Plan.

Certain uses of the SEAs are compatible by definition with the long-term sustainability of biological resources. Some examples of uses that do not conflict with the goals of the SEA Program include regulated scientific study; passive recreation, including wildlife observation and photography; and limited picnicking, riding, hiking and overnight camping. Many other uses may also be compatible with the SEA Program or may partially or fully mitigate against potential impacts through careful site design and stewardship, including low-density or low-intensity uses, essential public uses, agricultural uses, and extractive uses. More complex or intensive types of developments within SEAs are not precluded from development but may require additional technical review to ensure that projects properly identify existing resources and potential impacts.

Figure 5.3 Special Status Plants



Robinson's Pepper-Grass
Intermediate Mariposa-Lily
Plummer's Mariposa-Lily
Many-Stemmed Dudleya
San Bernardino Aster
Mesa Horkelia

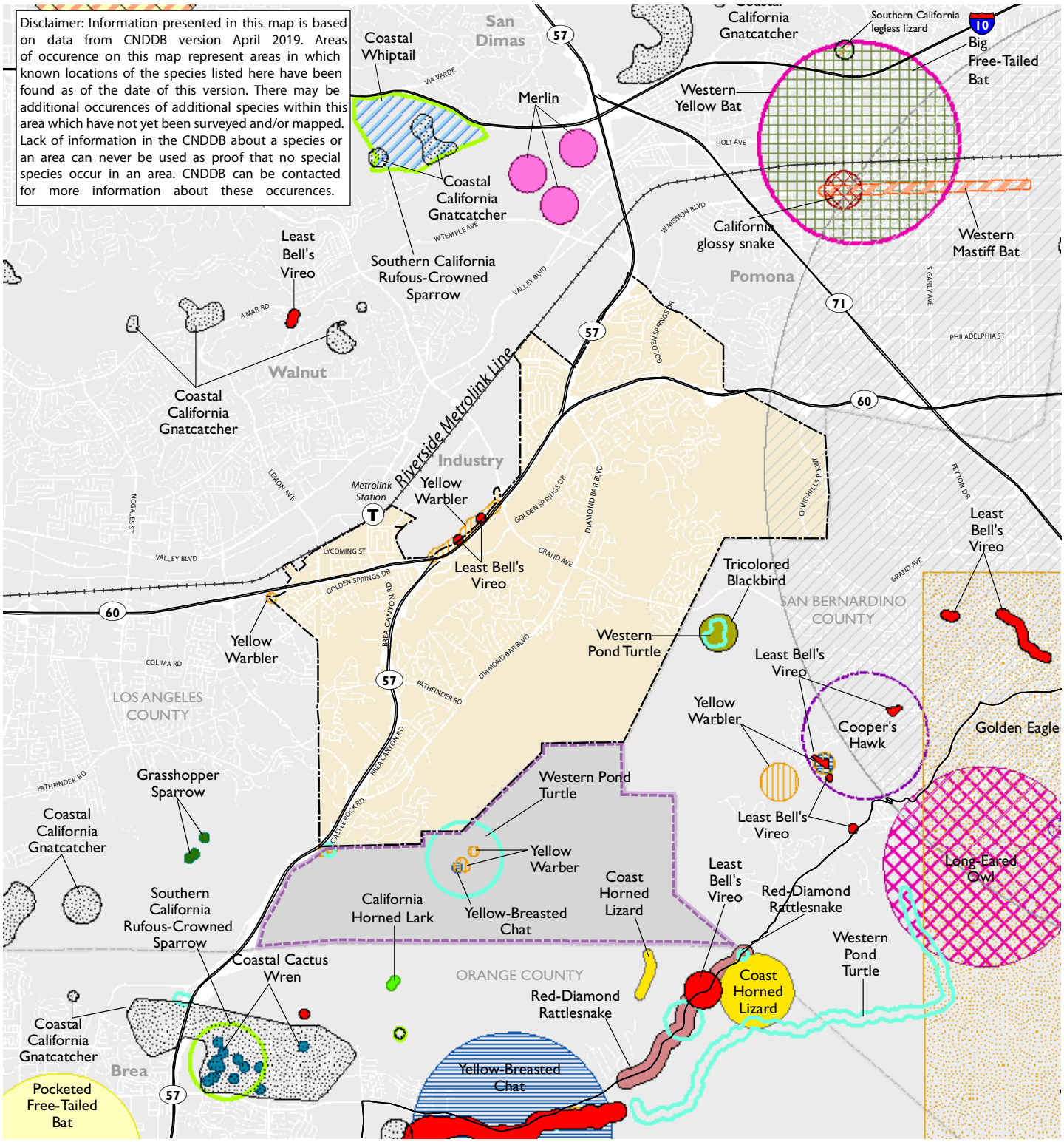
Major Highways
City of Diamond Bar
Sphere of Influence
County Boundary

Disclaimer: Information presented in this map is based on data from CNDDB version April 2019. Areas of occurence on this map represent areas in which known locations of the species listed here have been found as of the date of this version. There may be additional occurences of additional species within this area which have not yet been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special species occur in an area. CNDDB can be contacted for more information about these occurences.

0 0.5 1 2
MILES

Source: CNDDB, 2019; Dyett & Bhatia, 2019

Figure 5.4 Special Status Animals



Source: CNDDB, 2019; Dyett & Bhatia, 2019

BIOLOGICAL RESOURCES

GOALS

RC-G-4	Maintain, protect, and preserve biologically significant areas, including Significant Ecological Area (SEA) 15, riparian areas, oak and walnut woodlands, and other areas of natural significance, providing only such recreational and cultural opportunities as can be designed in a way that sustains, repairs or restores ecosystems rather than detracts from them.
RC-G-5	Protect rare, threatened, endangered, and other special-status plant and animal communities.
RC-G-6	Promote the use of native and drought-tolerant vegetation in landscaping where practical.

POLICIES

RC-P-9	Require, as part of the environmental review process prior to approval of discretionary development projects involving parcels within, adjacent to, or surrounding a significant biological resource area, a biotic resources evaluation of the site by a qualified biologist, requiring that time-specific issues such as the seasonal cycle of plants and migration of wildlife are evaluated. Such evaluation shall analyze the existing and potential natural resources of given site following at least one site visit as well as the potential for significant adverse impacts on biological resources, and shall identify measures to avoid, minimize, or mitigate any impacts that would degrade its healthy function. In approving any permit based on the evaluation, the City shall require implementation of mitigation measures supported by the evaluation, or work with the applicant to modify the project if mitigation is determined not to be adequate to reduce the impacts to a non-significant level.

RC-P-10 Require new development to preserve mature native trees including oak and walnut, and trees of significant cultural or historical value such as sycamore and arroyo willow, etc., as set forth under the Diamond Bar Tree Preservation and Protection Ordinance. Review the ordinance periodically and update it as necessary to reflect current best practices.

RC-P-11 Require that all development, including roads and trails, proposed adjacent to riparian and other biologically sensitive habitats avoid significant impacts that would undermine the healthy natural functioning of those areas. Require that new development proposed in such locations be designed to:

a. Minimize to the greatest extent possible or eliminate impacts on environmentally sensitive areas;

b. Protect the visual seclusion of forage areas from road intrusion by providing vegetative buffering;

c. Provide wildlife movement linkages to water, food, shelter, and nesting sites;

d. Allow wildlife and migration access by use of tunnels or other practical means.

e. Provide vegetation that can be used by wildlife for cover along roadsides;

f. Avoid intrusion of night lighting into identified areas through properly designed lighting systems;

g. Avoid impacts to wetlands, natural springs and seeps and maintain access for wildlife or when natural water areas are removed or blocked provide a locally suitable and equal replacement; and

h. To the greatest extent possible, prevent street water runoff from flowing into waterways

RC-P-12 Support and cooperate with the efforts of other local, State, and federal agencies, groups, and private entities—including Los Angeles County, neighboring jurisdictions, and conservation groups—to preserve environmentally sensitive hillsides, canyon areas, wildlife corridors and riparian areas within Diamond Bar's SOI, including the Puente - Chino Hills Wildlife Corridor, Tres Hermanos Ranch, Tonner Canyon, and SEA 15 to provide regional connectivity, and to sustain the ecological function of natural habitats and biological resources.

a. Discourage development in areas with identified significant biological resources, such as SEAs.

b. Discourage development in riparian habitats, streambeds, wetlands, coastal sage scrub, cactus scrub, and native woodlands in order to maintain and support their preservation in a natural state, unaltered by grading, fill, or diversion activities.

c. Preserve and restore oak woodlands and other native woodlands that are conserved in perpetuity with a goal of no net loss of existing woodlands.

RC-P-13 Utilize native and drought-tolerant plants in landscaping for public buildings and parks and encourage the use of native and drought-tolerant species on private property. Develop a list of recommended native, low-water-use, and drought-tolerant plant species, as well as a list of invasive species to avoid.

RC-P-14 Partner with local school districts, environmental groups and volunteers to offer environmental education programs.

RC-P-15 Support efforts to establish mitigation bank programs to restore habitat within Open Space-designated and deed-restricted lands.

5.5 WATER RESOURCES

HYDROLOGY

Diamond Bar is almost entirely encompassed by the San Gabriel River Basin, which spans 713 square miles across Los Angeles and Orange Counties. As shown in Figure 5-5, the Planning Area drains into four sub-basins of the San Gabriel River Basin. The northern half of the City primarily drains into San Jose Creek, partially via Diamond Bar Creek. Most of the southern half of the City, as well as the SOI, drains into Brea Canyon Creek. Small areas in the northeast of the City are within the Santa Ana River Basin, draining locally into Chino Creek.

The hydrological system is a critical component of drainage and flood management in the Planning Area, as well as groundwater recharge and potable water supply (see Chapter 7, Public Safety for more information on flood hazards and Chapter 6, Public Facilities and Services for more information on water supply and stormwater management). The Planning Area's hydrology can be affected by development in the watershed that increases the area of impervious surfaces and reduces vegetative coverage. This type of development can reduce the amount of area that can be used for groundwater recharge and increase the volume and speed of stormwater runoff, which can lead to increased flood risk and erosion of streambeds. Development can also alter the direction that water flows in a watershed, leading to changes in the size and location of surface water bodies. Other changes to surface water can come from sediment from construction activities and erosion. All of these considerations are therefore important issues to address as part of the planning process when siting and designing development.

GROUNDWATER MANAGEMENT

In 2014, California passed the Sustainable Groundwater Management Act (SGMA), to provide a framework for sustainable, local groundwater management. The SGMA requires Groundwater Sustainability Plans to be adopted for medium- or high-priority basins by a groundwater sustainability agency (GSA). A Groundwater Sustainability Plan must contain a description of the setting and characteristics of the basin, measurable objectives to meet the sustainability goal within 20 years of implementation, a planning and implementation horizon, monitoring information and protocols, and consideration of applicable general plans. Diamond Bar is within the boundaries of the Main San Gabriel, Puente and Spadra groundwater basins. Both the Main San Gabriel Basin and Puente Basins have been adjudicated, meaning they are exempt from the SGMA due to their

proof of sustainable management. In order to comply with the SGMA, the Spadra Basin has created a GSA and as of 2019 is developing a Groundwater Sustainability Plan.

While the WVWD currently imports all potable water from the Metropolitan Water District of Southern California (MWD), the Water District has projects underway that will produce groundwater from the San Gabriel Basin, Central Basin, and Six Basins to supplement potable water supplies. It will thus be important for Diamond Bar to continue to partner with other local agencies and jurisdictions, including the WVWD and groundwater basin management agencies, to manage surface and groundwater resources given the constrained water resources of the region.

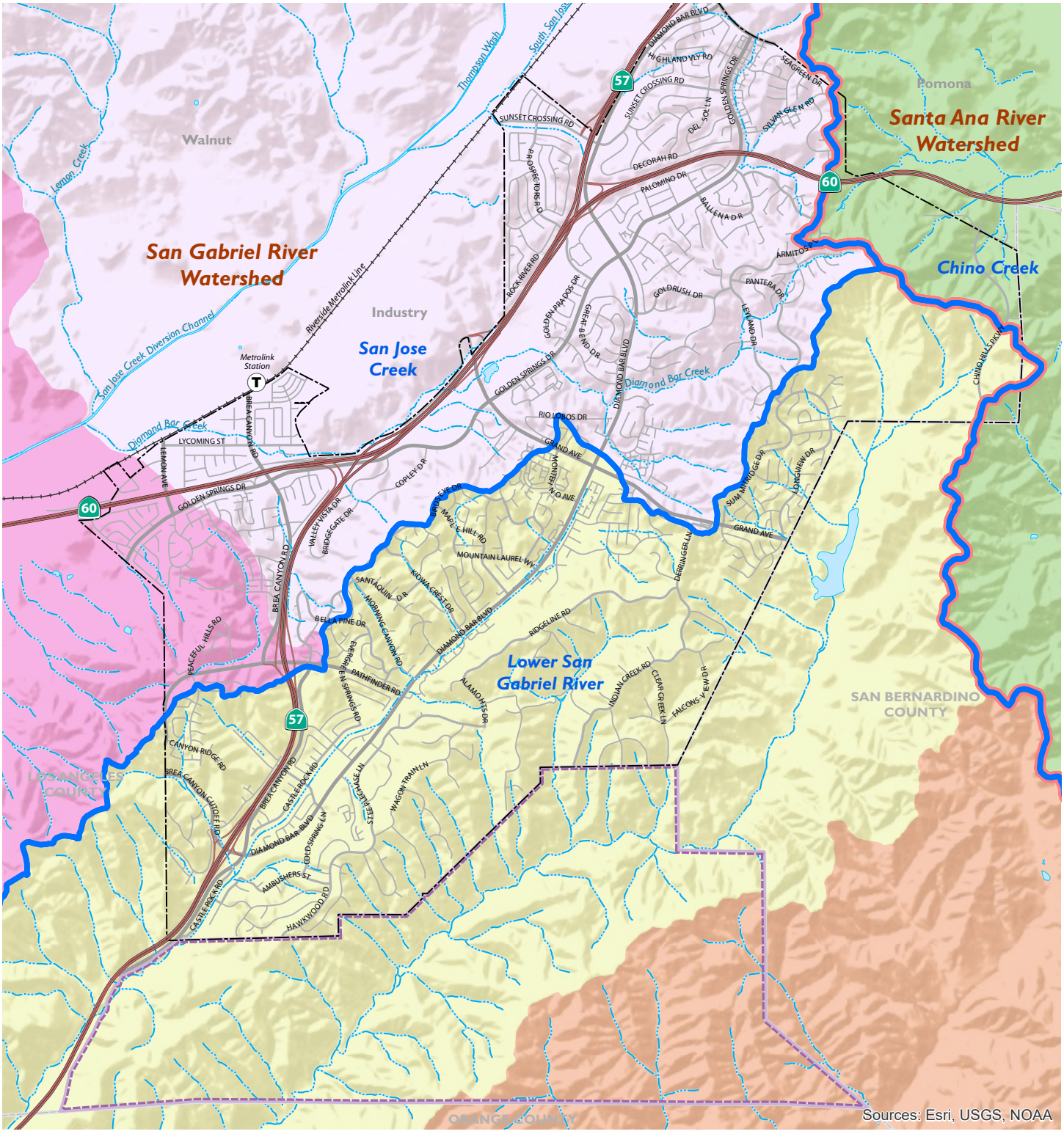
WATER QUALITY

Water quality in the surface and groundwater systems can be affected by point and non-point sources of pollution. Point sources are single identifiable sources of pollution, such as a pipe or a drain, and can be agencies, businesses, or other parties discharging directly to a water body. The National Pollutant Discharge Elimination System (NPDES) is a federal program that regulates point sources of pollution. The City of Diamond Bar stormwater system is regulated by the NPDES Municipal Separate Storm Sewer System (MS4) permit for Los Angeles County.

Non-point pollution comes from many diffuse sources, and generally results from runoff, drainage, seepage, or hydrologic modification. Activities common to life in Diamond Bar such as driving and lawn maintenance produce non-point source pollutants that can enter surface water or groundwater through runoff. Stormwater runoff during storm events, and runoff from irrigation and other urban uses of water carry contaminants such as gasoline, oil, pesticides, herbicides, and fertilizer into the river or groundwater supply. At high enough concentrations, runoff from these non-point sources could impair uses of surface waters, damage wildlife habitats, and contaminate groundwater sources.

By protecting and improving the quality of its surface and groundwater bodies, the City can help reduce the amount of energy spent treating water before it is used, and ensure the health of habitats and ecosystems. Steps that the City can take include addressing sources of non-point source pollution related to development and the transportation system, educating residents about water consumption and stormwater pollution prevention, and working with other agencies and organizations to protect natural groundwater recharge areas from contamination.

Figure 5.5 Watersheds and Surface Water



Highways
Ramps
Major Roads
Local Roads
Railroads

Surface Water
Watershed (HU8)
Watershed (HU10)

Subwatersheds (HU12)

Brea Creek-Coyote Creek
Carbon Creek
Lower San Jose Creek
Upper Chino Creek
Upper San Jose Creek

Lakes/Ponds
City of Diamond Bar
Sphere of Influence
County Boundary

Source: City of Diamond Bar 2019; Los Angeles County GIS Data, 2016; National Hydrography Dataset, 2016; Dyett & Bhatia, 2019

0 0.375 0.75 1.5
MILES

WATER RESOURCES

See Chapter 2: Land Use and Economic Development for policies regarding water use and distribution.

GOALS

RC-G-7	Protect waterways—including creeks, riverines, artesian springs, seeps, and wetlands—and watersheds in Diamond Bar from pollution and degradation as a result of urban activities.
RC-G-8	Protect natural groundwater recharge areas and regional spreading grounds.
RC-G-9	Conserve natural open spaces, biological resources, and vegetation to promote groundwater recharge.
RC-G-10	Minimize the consumption and waste of potable water through water conservation and use of reclaimed water.
RC-G-11	Work with regional organizations and other jurisdictions to manage groundwater resources of the San Gabriel Valley Basin.
RC-G-12	Pursue methods to control, capture, and reuse stormwater runoff for the purposes of groundwater recharge and local water recovery.

POLICIES

Water Conservation

RC-P-16	Coordinate with local water agencies to encourage and expand the use of reclaimed water, stored rainwater, or household gray water for irrigation and other appropriate uses and consider construction of dual water systems, where feasible, for development
RC-P-17	Continually evaluate and upgrade the efficiency of City irrigation systems, prioritizing the use of reclaimed water.
RC-P-18	Carry out a comprehensive public outreach program to educate residents and businesses about water conservation, stormwater pollution prevention, and water reuse opportunities and advantages.
RC-P-19	Require new development to reduce the waste of potable water through the use of drought-tolerant plants, efficient landscape design and application, and reclaimed water systems.
RC-P-20	Require the implementation of the latest water conservation technologies into new developments.
RC-P-21	Require builders to provide information to prospective buyers or tenants within the City of Diamond Bar regarding drought-tolerant planting concepts.
RC-P-22	Require the use of mulch in landscape areas to improve the water holding capacity of the soil by reducing evaporation and soil compaction in accordance with the standards set forth by state law and the City's Water-Efficient Landscape Ordinance.
RC-P-23	Continue to partner with other local agencies to manage surface and groundwater resources through the implementation of the Walnut Valley Urban Water Management Plan and regional watershed and groundwater planning efforts.

Water Quality

RC-P-24	Protect and, where feasible, enhance or restore the City's waterways and drainages, preventing erosion along the banks, removing litter and debris, and promoting riparian vegetation and buffers.
RC-P-25	Control and improve the quality of stormwater entering local water bodies by requiring new development to incorporate best management practices (BMPs), and Low Impact Development (LID) strategies that support on-site retention, detention, and/or treatment of stormwater through means such as infiltration, evapotranspiration, biofiltration, and rainfall harvest and use.
RC-P-26	Require the implementation of a stormwater pollution prevention plan (SWPPP), and inspection by a Construction General Permit Qualified SWPPP Practitioner (QSP), during construction and post construction to limit land disturbance activities such as clearing and grading and cut-and-fill; avoid steep slopes, unstable areas, and erosive soils; and minimize disturbance of natural vegetation and other physical or biological features important to preventing erosion or sedimentation.
RC-P-27	Require that post-development peak stormwater runoff discharge rates do not exceed the estimated pre-development rate and that dry weather runoff from new development not exceed the pre-development baseline flow rate to receiving water bodies.

5.6 AIR QUALITY

Air quality is often understood as a regional issue, as the land use, circulation, and growth decisions made by individual communities inevitably affect regional air quality. The City of Diamond Bar is located within the South Coast Air Basin (Air Basin), which consists of the entire Orange and Los Angeles counties, and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Air Basin, and it adopts air quality management plans (AQMP) to achieve air quality standards in the Air Basin. The district includes Orange County, most of Los Angeles County, and the western portions of San Bernardino and Riverside counties.

The Air Basin is one of only two areas in the country with extreme nonattainment levels for the federal ozone standard, as indicated in Table 5-3. As of 2012, mobile sources, including cars, trucks, boats, and planes contributed to approximately 88 percent of emissions in the Air Basin. Additionally, the Air Basin also experiences high levels of fine particulate matter. The extent and severity of pollutant concentrations in the Air Basin is a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants.

Based on the overall air quality trends of the Air Basin, the largest source of emissions impacting air quality in Diamond Bar comes from mobile sources, particularly given the presence of the SR-57 and SR-60 freeways in the community. Ensuring air quality for individual sites will mean assessing and mitigating the potential impacts of specific pollutant sources such as the freeways. At the citywide and regional levels, the most promising actions to improve air quality would be to not only mitigate emissions from stationary sources, but to also reduce vehicle miles traveled (VMT).

Table 5-3: South Coast Air Basin Attainment Status (Los Angeles County)

Pollutant	National Standards	California Standards
O3 (1-hour standard)	N/A1	Non-attainment – Extreme
O3 (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO2	Attainment	Non-attainment
SO2	Attainment	Attainment
PM10	Attainment	Non-attainment
PM2.5	Non-attainment	Non-attainment
Lead	Non-attainment	Non-attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride	N/A	N/A2

Notes:

1. The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

2. In 1990 the California Air Resources Board identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, the California Air Resources Board does not monitor or make status designations for this pollutant.

CRITERIA POLLUTANTS

Certain air pollutants have been designated as "criteria" air pollutants because they are common and widely distributed, and are known to have adverse human health effects and/or cause adverse impacts to the environment either directly or through reactions with other pollutants. Criteria air pollutants are indicators of ambient air quality and include: ozone (O3), carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), respirable or breathable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM10), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM2.5), and lead. The criteria pollutants are regulated by the United States Environmental Protection Agency (EPA) at the national level and by the California Air Resources Board (CARB) at the State level, and are subject to respective ambient air quality standards adopted by EPA and CARB.

AIR QUALITY

See Chapter 2: Land Use and Economic Development for policies regarding land use and development patterns. See Chapter 4: Circulation for policies regarding the reduction of VMT and multi-modal transportation. See Chapter 8: Community Health for policies regarding energy efficiency and conservation.

GOALS

RC-G-13 Protect the City's air quality and support efforts to protect and improve regional air quality.

RC-G-14 Aim for a diverse and efficiently-operated local and regional ground transportation system that reduces VMT and generates the minimum amount of pollutants feasible.

POLICIES

RC-P-28 Encourage new development to minimize impacts on air quality through the following measures:

a. Use of building materials and methods that minimize air pollution.

b. Use of fuel-efficient heating equipment, and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, boiler units, and low or zero-emitting architectural coatings.

c. Use of clean air technology beyond what is required by South Coast Air Quality Management District (SCAQMD), leveraging State and local funding sources.

RC-P-29 Conserve natural open spaces, biological resources, and vegetation, recognizing the role of these resources in the reduction and mitigation of air pollution impacts, and the promotion of CO2 sequestration.

RC-P-30 Ensure that new development projects are designed and implemented to be consistent with the South Coast Air

	Quality Management Plan.
RC-P-31	To the extent practicable, maintain a system of air quality alerts (such as through the City website, internet, e-mail to City employees, and other tools) based on SCAQMD forecasts.
RC-P-32	Cooperate with the ongoing efforts of the U.S. Environmental Protection Agency (EPA), SCAQMD, the Southern California Association of Governments (SCAG), and the State of California Air Resources Board in improving air quality in the regional air basin.
RC-P-33	Consult with SCAQMD when siting new facilities with dust, odors, or Toxic Air Contaminant (TAC) emissions to avoid siting those facilities near sensitive receptors and avoid siting sensitive receptors near sources of air pollution. Require proposed land uses that produce TACs to incorporate setbacks and design features that reduce TACs at the source to minimize potential impacts from TACs. For new or modified land uses that have the potential to emit dust, odors, or TACs that would impact sensitive receptors require the business owners to notify the SCAQMD, and residents and businesses adjacent to the proposed use prior to business license or building permit issuance. (New from SCAQMD Guidance) *Examples of facilities that may emit TACs as identified by the SCAQMD include dry cleaners, gas stations, auto body shops, furniture repair shops, warehouses, printing shops, landfills, recycling and transfer stations, and freeways and roadways. Refer to SCAQMD guidance for the most current list of facilities that may emit TACs.*
RC-P-34	For new or modified land uses that have the potential to emit dust, odors, or TACs that would impact sensitive receptors require the business owners to notify the SCAQMD, and residents and businesses adjacent to the proposed use prior to business license or building permit issuance. *Sensitive receptors include residences,*

schools, childcare centers, playgrounds, parks and other recreational facilities, nursing homes, hospitals, and other medical care facilities.

RC-P-35 Require new residential developments and other sensitive uses (e.g. schools, daycare centers, playgrounds, and medical facilities) within 500 feet of a freeway to prepare an air quality study of the site that evaluates potential impacts of air pollution on sensitive receptors and associated health risks and identifies measures to feasibly mitigate any impacts to protect the health of residents.

The 500-foot buffer is based on a California Air Resources Board recommendation to avoiding the siting of sensitive uses within 500 feet of a freeway. Because of freeways are so integrated into Diamond Bar's landscape, it may be difficult to prevent the siting of sensitive receptors near the freeways in the future; thus, mitigation measures would be needed for such development. Mitigation measures may include screens, ventilation/air filtration systems, landscape buffering and vegetation, building design measures that locate operable windows, balconies and building air intake away from the emission source, and site design measures including the incorporation of open spaces between buildings to reduce air pollution build up.

RC-P-36 Promote and support available SCAQMD incentives and funding mechanisms that encourage retrofits to reduce air quality impacts for existing sensitive uses within 500 feet of a freeway.

RC-P-37 Require construction and grading plans to include State and AQMD-mandated measures to the maximum extent possible fugitive dust and pollutants generated by construction activities and those related to vehicle and equipment cleaning, fueling and maintenance as well as mono-

	nitrogen oxides (NOx) emissions from vehicle and equipment operations.
RC-P-38	Facilitate communication among residents, businesses and SCAQMD to quickly resolve air pollution nuisance complaints.
RC-P-39	Address impacts of new development projects that may individually have insignificant impacts on air quality, but which together with other projects in the Planning Area may be cumulative significant by establishing mitigation programs at the area wide or citywide level.
RC-P-40	Promote transit-oriented, walkable, compact development patterns, the provision of non-polluting transportation alternatives, and transportation demand management measures to reduce total vehicle miles traveled.
RC-P-41	Promote expansion of all forms of mass transit to employment, entertainment, and other major destinations in Los Angeles, Riverside, Orange, and San Bernardino counties. Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travel.
RC-P-42	Seek grants and other external funding opportunities to convert the City fleet to zero emissions vehicles over time and in a manner that is fiscally neutral in comparison to conventional fuel vehicles.
RC-P-43	Design traffic plans, including suggested truck routes, to minimize diesel truck idling and the exposure of residential neighborhoods and sensitive receptors to diesel truck traffic.
RC-P-44	Reduce paved road dust emissions through targeted street sweeping of roads subject to high traffic levels and silt loadings.

5.6 CULTURAL RESOURCES

HISTORICAL SETTING

The Gabrielino

Diamond Bar and the surrounding area is located within Gabrielino (Gabrieleño, Tongva, or Kizh) territory. The Gabrielino were among the wealthiest, most populous, and most powerful of the aboriginal ethnic nationalities in Southern California. Named after the San Gabriel Mission, the Gabrielino occupied sections of Los Angeles, Orange, and San Bernardino counties, and the islands of San Nicolas, Santa Catalina, and San Clemente. The Gabrielino subsisted on a variety of resources in several ecological zones. Lithic tools such as arrow points and modified flakes were used to hunt and process animals. A variety of ground stone grinding implements, such as the mortar, pestle, mano, and metate, were used to prepare food.

The settlement patterns of the Gabrielino, and other nearby groups such as the Juaneño and Luiseño, were similar and they often interacted through marriage, trade, and warfare. The seasonal availability of water and plant and animal resources dictated seasonal migration rounds with more permanent villages and base camps being occupied primarily during winter and spring months. In the summer months, the village populations divided into smaller units that occupied seasonal food procurement areas. The more permanent settlements tended to be near major waterways and food sources and various secular and sacred activities, such as food production and storage and tool manufacturing, were conducted at these areas.

European contact with the Gabrielino that inhabited the City and surrounding region began in 1542 when Spanish explorer, Juan Rodriguez Cabrillo, arrived by sea during his navigation of the California coast. More explorers followed, including Sebastian Vizcaino in 1602, and Gaspar de

Portola in 1769. In 1771, Mission San Gabriel was established and it slowly integrated Gabrielinos from the surrounding region. By 1833, the California missions had been secularized and most Gabrielinos became laborers for the gentry class.

The City of Diamond Bar

In 1840, the governor Juan Alvarado deeded 4,340 acres, including parts of Diamond Bar, to Jose de la Luz Linares. Linares established Rancho Los Nogales, or "Ranch of the Walnut Tree," with this Mexican land grant. After he died, Linares' widow sold a choice portion of the ranch to Ricardo Vejar.

Starting in 1864, the land that encompassed the original Rancho Los Nogales changed ownership several times. One such owner was Louis Phillips, a young livestock owner who subdivided portions of the ranch for sale. Frederick E. Lewis II purchased 7,800 acres of the original ranch in 1918 and soon thereafter formed the Diamond Bar Ranch and registered the "diamond over a bar" branding iron with the California Department of Agriculture. This would later become the symbol for which the City of Diamond Bar was named.

In 1943, Lewis sold the Ranch to the Bartholomae family, who continued to maintain it as a successful cattle ranch for the next 13 years. William A. Bartholomae was president of the family oil company and in 1956 sought to make a more lucrative use of the land. At that time the Ranch looked much as it did in 1840, with grassy rolling hills supporting large herds of cattle, as well as abundant walnut tree orchards and scattered oak trees. The Christiana Oil Corporation and the Capital Oil Company, a subsidiary of the Transamerica Corporation, purchased 8,000 acres of Brea Canyon for $10,000,000, which encompassed the Ranch and the Ranch Headquarters Compound. Their plan was to develop a master-planned community that would eventually become home to more than 50,000 people.

A master plan was adopted in 1958 and work began immediately on utilities and infrastructure. The plan included a central business district, two shopping districts, and parks including an 18-hole golf course. Education was also considered a very important aspect of the plan. The first model homes were built in 1960 in the north end of the City and the development continues to exist to this day. The City of Diamond Bar incorporated in 1989, becoming Los Angeles County's 86th city.

CULTURAL RESOURCES

Cultural resources include sites, buildings, structures, or objects that may have archaeological, historical, cultural, or scientific significance. Cultural resources include historic resources, archaeological resources, tribal cultural resources, and paleontological resources. All of these cultural resources provide a link to the people and the cultures of the past and can enrich Diamond Bar's sense of heritage and identity.

Historic Resources

A historic resource is a building, structure, object, prehistoric or historic archaeological site, or district possessing physical evidence of human activities over 45 years old. Historic resources are often designated and listed on the national, State, or a local register, making them eligible for certain protections or other benefits. The National Register of Historic Places (NRHP) is the nation's official list of historic places. The register is overseen by the National Park Service and requires that a resource eligible for listing on the register meet one of several criteria at the national, State, or local level, and also retain sufficient physical integrity of those features necessary to convey historic significance.

The California Office of Historic Preservation (OHP) offers four different registration programs, including the California Historical Landmarks, California Points of Historical Interest, California Register of Historical Resources (CRHR), and the NRHP. Each registration program is unique in the benefits offered and procedures required. If a resource meets the criteria for registration, it may be nominated by any individual, group, or local government to any program at any time. Resources do not need to be locally designated before being nominated to a State program nor do they need to be registered at the State level before being nominated to the National Register. The California Register includes buildings, sites, structures, objects, and districts significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Resources listed in the National Register are automatically listed in the CRHR.

As of 2019, there are no registered historic resources in the City of Diamond Bar. Two built environment resources have previously been identified in the City, including a small segment of the Union/

Southern Pacific Railroad and a ground water tank/reservoir. The railroad segment was originally recommended eligible for the NRHP in 1999, but in 2009 was recommended ineligible at the local, State, and national levels due to loss of integrity. The water tank/reservoir has been found to be ineligible for the NRHP but has not been evaluated at the State or local levels. These resources are described in Table 5-4.

Archaeological Resources

The National Parks Service defines archaeological resources as any material remains of human life or activities that are at least 100 years of age and are capable of providing scientific or humanistic understandings of past human behavior, cultural adaptation, and related topics. As of 2019, seven archaeological resources have been recorded within City limits, including five prehistoric archaeological sites, one prehistoric isolate, and one historic archaeological site. An additional four resources were found within a half-mile radius of the City, including a prehistoric archaeological site, two historic isolates, and one prehistoric isolate. Archaeological resources are described in Table 5-4.

Tribal Cultural Resources

A tribal cultural resource is a site, feature, place, cultural landscape, sacred place, or object with cultural value to a tribe that is included or determined to be eligible for inclusion in the California Register of Historic Resources, included in a local register of historical resources, or otherwise determined to be significant by the lead agency of an environmental review process. A search of the Native American Heritage Commission (NAHC) Sacred Lands File was positive for the Planning Area. Additionally, the long heritage of Native American tribes in the region suggests that the presence of tribal cultural resources is a possibility that future development will need to consider. The identification of tribal cultural resources can be supported by the NAHC's records but can only be fully determined through consultation with local Native American tribes. Thus, maintaining good communication with local tribes will be critical to ensuring that resources are respectfully preserved.





Table 5-4: Previously Recorded Cultural Resources

Permanent No. (P19-) or Trinomial (CA-LAN-)	Description	Date Recorded	Eligibility for NRHP
City of Diamond Bar			
19-189748	Built-environment resource consisting of a ground water tank/reservoir	2010	Not eligible
19-186112	Built-environment resource consists of a segment of the Union/Southern Pacific Railroad.	1999	N/A
19-002805	Prehistoric archaeological site consists of milling tools, discoidals, stone balls, choppers, hammerstones, and cores.	2000	N/A
CA-LAN-1704	Prehistoric archaeological site consists of surface scatter containing a chopper, mano fragment, metate fragment and a possible hammerstone.	1980	N/A
CA-LAN-852	Prehistoric archaeological site consisting of two cores and one flake	1976	N/A
CA-LAN-853	Prehistoric archaeological site consisting of chert cores and chert flakes	1976	N/A
19-101010	Prehistoric isolate consisting of a mano	2013	Not eligible
CA-LAN-3771	Historic archaeological site/ landscape component consisting of more than 15 eucalyptus trees and a concrete debris concentration associated with the historic Diamond Bar Ranch Headquarters	2008	Not eligible
CA-LAN-854	Prehistoric archaeological site consisting of a small lithic scatter	1976	N/A
Within a Half-Mile of the City			
CA-LAN-1414	Prehistoric archaeological site consisting of several artifacts (flake, granitic facial mano and granitic pestle fragment) found in the escarpment of an embankment	1988	N/A
19-100794	Historic isolate consisting of five pieces of white earthenware flatware.	2010	Not eligible
19-100795	Historic isolate consisting of seven pieces of white earthenware flatware.	2010	Not eligible
19-101223	Prehistoric isolate which consists of a schist, basin metate fragment	2000	Not eligible

Source: SCCIC, 2016

Paleontological Resources

Paleontological resources are the fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. The City of Diamond Bar is underlain by marine-derived sediments that are thousands of feet thick as part of the fossiliferous Puente Formation. Low lying terrain areas (such as Brea Canyon and San Jose Creek) consist of younger Quaternary Alluvium derived from the drainages, which are not known to contain significant vertebrate fossils in the uppermost layers. However, at shallow depths there are older sedimentary deposits that have the possibility of yielding significant vertebrate fossils. Elevated portions of the Puente Hills within the City also have exposures of the marine late Miocene-aged Puente/Monterey Formation with potential for fossil deposits.

Paleontological records searches have indicated that one vertebrate fossil locality exists within the boundaries of the City and that several other localities from the same sedimentary deposits occur nearby. While shallow excavations into younger Quaternary Alluvium deposits within the City are not likely to yield paleontological resources, deeper excavations within the City (that extend down into older Quaternary deposits or into the Puente Formation) have the potential to encounter paleontological resources.



CULTURAL AND HISTORIC RESOURCES

GOALS

RC-G-15 Protect and enhance Diamond Bar's historic, cultural and archaeological resources for the educational, aesthetic, and environmental contribution that they make to Diamond Bar's identity and quality of life.

POLICIES

Historical Resources

RC-P-45 Support property owners in seeking registration of eligible historic structures and sites in registration programs such as California's Historical landmarks, California Points of Historical Interest, California Register of Historical Resources, and the National Register of Historic Places.

Archaeological Resources

RC-P-46 Establish a procedure for the management of archaeological materials found on-site during a development, including the following provisions:

a. If significant resources are known or suspected to be present on a site, require that a qualified archaeologist conduct monitoring of building demolition and/or construction grading activities.

b. If materials are found on-site during construction activities, require that work be halted until a qualified archaeologist evaluates the find and makes a recommendation for the preservation in place or recovery of the resource.

RC-P-47 Seek to preserve discovered archaeological resources in place to maintain the relationship between the artifacts and their archaeological context, where feasible.

RC-P-48 Preservation can be achieved through measures such as planning construction to avoid archaeological sites, incorporating sites

within open space areas, capping the site prior to construction, and permanently protecting the site using a conservation easement.

Tribal Cultural Resources

RC-P-49 Establish development processes to avoid the disturbance of tribal cultural resources. Where possible, seek to preserve resources in place, exploring opportunities of permanent protection of the resources where feasible.

RC-P-50 Conduct project-specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant Native American sites. Ensure that City staff and local developers are aware of their responsibilities to facilitate Native American consultation under Senate Bill 18 and Assembly Bill 52.

Paleontological Resources

RC-P-51 Establish a procedure for the management of paleontological materials found on-site during a development, including the following provisions:

a. If materials are found on-site during grading, require that work be halted until a qualified professional evaluates the find to determine if it represents a significant paleontological resource, and makes a recommendation for the preservation in place or recovery of the resource.

b. If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material.

c. Appropriate materials shall be prepared, catalogued, and archived at the applicant's expense and shall be retained within Los Angeles County if feasible.

PUBLIC FACILITIES & SERVICES

6.0



The City relies on a comprehensive network of public facilities and services to ensure a high quality of life for the members of its community. These include parks and recreation facilities; community facilities such as schools and libraries; utilities including water, wastewater, and stormwater; and services such as solid waste management. Each type of service or facility has its own unique set of opportunities and constraints and will require different strategies to adapt to future growth and change.

6.1 INTRODUCTION

The purpose of the Public Facilities and Services Chapter is to provide a policy framework for the City to manage infrastructure and services, identify areas for improvement, and ensure that public utilities, services, and programs can meet the needs of the community into the future.

RELATIONSHIP TO STATE LAW

While Public Facilities and Services is not a mandated element, it does include a number of topics that are required to be addressed in the General Plan according to State law. State law (Government Code Section 65302[a]) requires a general plan to address land uses for education, public buildings and grounds, and solid and liquid waste disposal facilities. Water supply and demand is also required to be included in the General Plan (Government Code Section 65302[d]) and is addressed in this chapter. Water quality is discussed in Chapter 5, Resource Conservation. This chapter also establishes a parkland standard to be maintained in accordance with the Quimby Act (Government Code section 66477, part of the California Subdivision Map Act), which enables a city to require dedication of land or fees in lieu of land dedication for neighborhood and community parks as a condition of development approval.



RELATIONSHIP TO OTHER ELEMENTS

This chapter is closely related to Chapter 2, Land Use and Economic Development, Chapter 3, Community Character and Placemaking, Chapter 7, Public Safety, and Chapter 8, Community Health and Sustainability. The Land Use diagram in Chapter 2 establishes existing and potential locations of different facilities, including public parks and community facilities. The buildout capacity in Chapter 2 can be used to anticipate the level of public services that will be needed by 2040. The Community Character and Placemaking Chapter addresses the park provision as part of the public realm. The hazards to public safety and threats to public health identified in Chapter 7 also inform the provision of public services in this element. Lastly, the availability of parks and public services are also a key consideration for public health in the Community Health and Sustainability Chapter.



6.2 PARKS AND RECREATION

PARKS

Parks are a vital part of well-being in Diamond Bar, providing places for residents to relax, exercise, and socialize outdoors while also providing important gathering places in the community. This Chapter provides policies for the maintenance and provision of existing and new parkland, and paints a broad picture of the the city's park system. The Parks and Recreation Master Plan, adopted by the Diamond Bar City Council in 2011, will help guide implementation of General Plan policies related to parks and recreation.

Park Classifications

For planning purposes, parks are classified by type based on the size, use, and physical characteristics of the land.

- **Community Parks.** Community Parks are larger parks intended to accommodate a wide variety of active and passive recreation activities for the community. Amenities provided in a community park are focused on meeting the needs of several neighborhoods or large sections of the community, and they allow for group activities and recreational opportunities that may not be feasible in smaller neighborhood parks. Optimally, Community Parks range from 20 to 50 acres in size and serve neighborhoods within three to five miles of the park. Where a Community Park is located in a residential neighborhood, it also serves the immediate neighborhood within three-quarters of a mile



to a mile. Amenities typically include community buildings, playground equipment, picnic areas and picnic shelters, barbeques, lit sports fields and courts, public restrooms, concessions, and on-site parking. Major events may be hosted in Community Parks that attract residents from throughout the city.

- **Neighborhood Parks.** Neighborhood Parks are the basic unit of the park system and are typically found in residential neighborhoods. They typically range from 5 to 20 acres in size and are intended to serve surrounding neighborhoods within a 0.75-mile to one-mile radius. Ease of access and walkability to neighborhoods served are critical factors in siting and designing Neighborhood Parks. Amenities typically include playgrounds, picnic tables and shelters, barbeques, sports fields and courts, public restrooms, and on-site parking.
- **Mini Neighborhood Parks.** Mini Neighborhood Parks are Neighborhood Parks that range from a quarter acre to five acres in size. Mini Neighborhood Parks may serve neighborhoods within the same range as Neighborhood Parks but are best used to meet limited or specialized recreation needs. Mini Neighborhood Parks can provide landscaped public use areas, scenic overlooks, trail linkages, and facilities to serve a concentrated or limited population group such as youth or seniors.
- **Specialty Parks.** Specialty Parks provide for a single use or activity and can include dog parks, trailheads, skate parks, and sports complexes. They may be standalone facilities, or be located within or adjacent to other parks.

Park Inventory

Figure 6-1 provides an inventory of park acreage by classification of the existing parks and recreation facilities within the city, including both public and private facilities.

Table 6-1 Parkland Inventory (2019)

Park Name	Acreage
Community Parks	**109.0**
Carlton Peterson Park	16.5
Pantera Park[1]	23.8
Summitridge Park	18.7
Sycamore Canyon Park[2]	50.1
Neighborhood Parks	**30.9**
Diamond Canyon Park	4.3
Heritage Park	3.3
Larkstone Park	6.8
Maple Hill Park	5.5
Paul C. Grow Park	4.5
Ronald Reagan Park	6.5
Sunset Crossing Park (future)[3]	2.8
Mini Neighborhood Parks	**12.0**
Longview Park North	1.0
Longview Park South	0.8
Silver Tip Park	2.9
Stardust Park	1.0
Starshine Park	1.7
Summitridge Mini Park	1.3
Washington Park	0.5
Total City Parks	**151.9**
Other Parks	**134.9**
Country Park[4]	134.9
Total Park Land	**286.9**

Note:

1. Includes Pantera Wildlife Meadow/Dog Park, originally developed as a Specialty Park.

2. Includes Sycamore Canyon Trail Head Park, originally developed as a Specialty Park.

3. This will include sports fields and is contiguous with the PONY League Fields. While the park is smaller than five acres, it is developed as a Neighborhood Park for this area.

4. This is a private park located in the Country Estates neighborhood. While the neighborhood is a gated community, the park essentially serves as a Community Park for this development.

Source: City of Diamond Bar, 2019.

Parkland Standard

This Chapter establishes a parkland/recreational space standard of 5.0 acres per 1,000 residents, consistent with the Quimby Act. The Quimby Act allows the City to establish this standard as a means of requiring subdivision developers to provide a dedication of land or in lieu fees to ensure that the existing ratio of parkland acres per resident is maintained even as the number of residents increases with new development. As shown in Table 6-1, there are 151.9 acres of public Community and Neighborhood parkland in Diamond Bar in 2019, resulting in a ratio of 2.6 acres of public parkland per 1,000 residents. While the Country Park functions similarly to a Community Park within the Country Estates neighborhood, the 134.9 acres of parkland from Country Park cannot count towards the parkland ratio as it is a private amenity. The parkland standard is established to maintain the ratio of parkland to residents as the city continues to grow.

Parkland Distribution

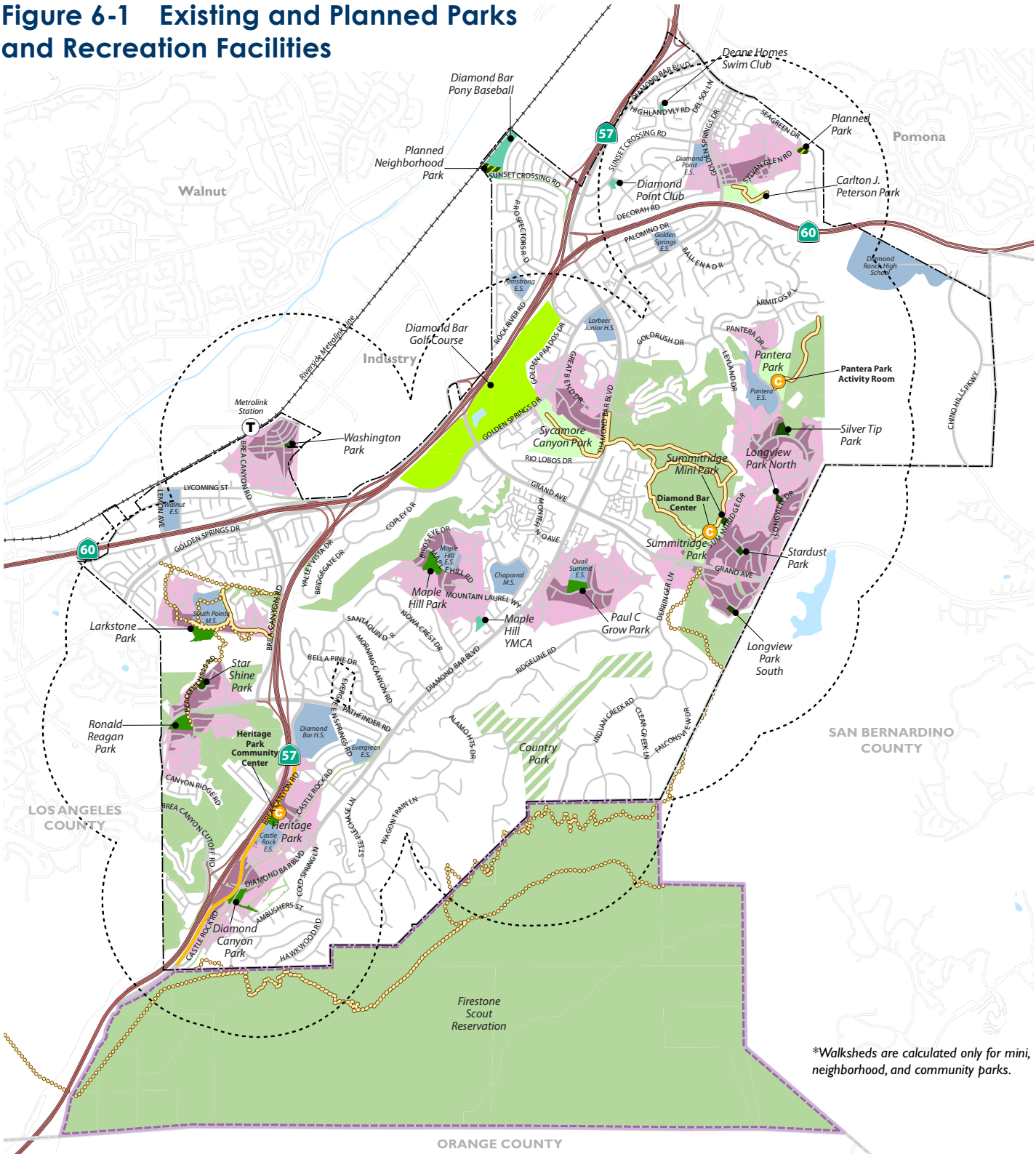
As of 2019, parkland is distributed fairly evenly among residential neighborhoods in the city. However, not every residence is within walking distance of a park, and many residents face barriers, such as highways, steep terrain, or fences between their homes and the nearest park. Figure 6-1 shows five- and 10-minute walksheds, as well as 0.75-mile neighborhood service radii, for the city's Community, Neighborhood, and Mini Neighborhood parks. As shown, there are still residential areas outside of the service radii of existing parks, and even more residential areas outside of a 10-minute walking distance. As the city continues to develop, there will be opportunities to expand the park system and improve park access for all members of the community.

Other Public Recreation Facilities

In addition to parks, Diamond Bar residents have access to recreational open space areas and the County of Los Angeles-operated Diamond Bar Golf Course. Open space areas including Sandstone Canyon and the areas surrounding Summitridge and Pantera parks are accessible via the city's continually expanding trail network. These areas constitute hundreds of acres of City-owned open space that will be preserved in perpetuity.

The Diamond Bar Golf Course which is owned and operated by the County of Los Angeles occupies 172 acres near the western border of the city. The public golf course draws users from around the community and beyond, and offers 18 holes and clubhouse facilities. As discussed in Chapter 2, Land Use and Economic Development, the golf course is covered by the Community Core Overlay designation. Should the Golf Course cease to operate, that designation would require a master plan for the entire golf course property to ensure the orderly and cohesive implementation of its reuse.

Figure 6-1 Existing and Planned Parks and Recreation Facilities



Source: City of Diamond Bar 2019; Dyett & Bhatia, 2019

TRAILS

Diamond Bar has a trail system spanning 5.44 miles, summarized in Table 6-2 and shown in Figure 6-2. Trails offer hikers and cyclists views of natural landscapes and the surrounding city. As of 2019, the Summitridge Trail System is the most comprehensive trail network in Diamond Bar and features an extensive system of interconnected trails. The Pantera, Peterson, and Sycamore Canyon Trails span undeveloped, natural areas of city parks. Despite the wealth of existing trails in the city, opportunities still exist for Diamond Bar to expand and improve its trail system and continue to link existing and future parks and pedestrian and bicycle facilities through trails. The City's 2011 Parks and Recreation Master Plan identified a number of measures to improve trail facilities, including the installation of mile markers and benches and programming educational activities. Additional trail segments planned within the City as identified in the Parks and Recreation Master Plan include the Crooked Creek Trail and Sandstone Canyon Trails, while trails planned within the SOI include the Tonner Canyon Trail and the Schabarum Trail. These proposed trails are shown in Figure 6-2.

Complementing this network of trails with connecting walking and biking paths along city streets will provide Diamond Bar residents with a more complete, accessible trail network.

RECREATIONAL FACILITIES AND PROGRAMS

Recreational facilities in Diamond Bar include a variety of privately-owned facilities such as the Pony Baseball Fields, swim clubs and YMCA facilities. In addition, Diamond Bar utilizes joint-use agreements with the local school districts, making school facilities available for community use under certain circumstances. The City



Table 6-2 Existing and Proposed Trail Network (2019)

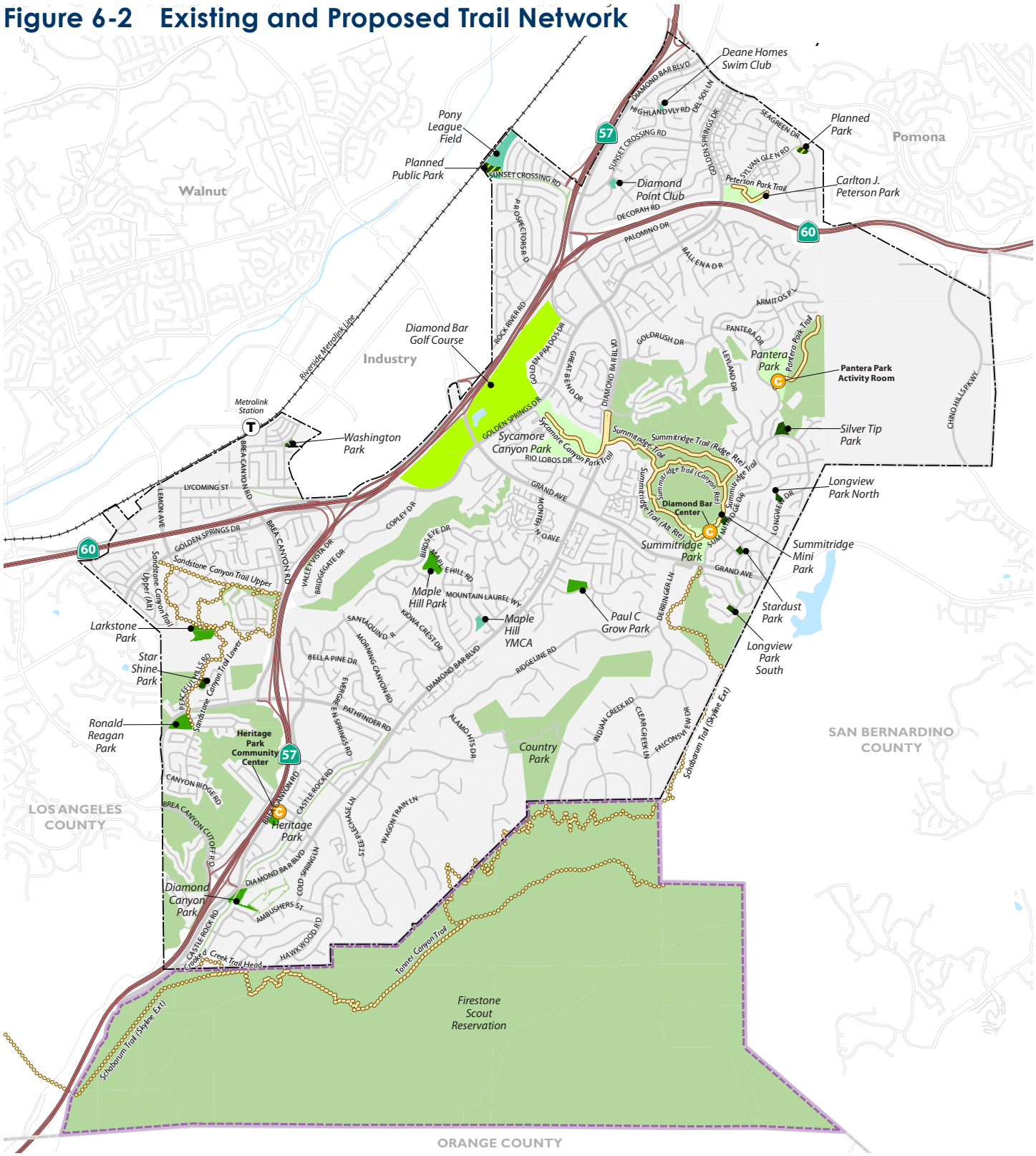
Existing Trails	Miles
Pantera Park Trail	0.60
Peterson Park Trail	0.29
Summitridge Trail	0.98
Summitridge Trail (Alternate Route)	0.61
Summitridge Trail (Canyon Route)	0.52
Summitridge Trail (Ridge Route)	0.62
Sycamore Canyon Park Trail	0.92
Subtotal: Existing Trails	**4.53**
Proposed Trails	**Miles**
Crooked Creek Trail Head	0.31
Larkstone Park Trail	0.44
Sandstone Canyon Trail Lower	0.79
Sandstone Canyon Trail Upper	1.80
Sandstone Canyon Trail Upper (Alt)	0.46
Schabarum Trail (Skyline Extension)	9.42
Tonner Canyon Trail	3.84
Subtotal: Proposed Trails	**17.06**
Total Existing Plus Proposed Trails	**20.11**

Source: City of Diamond Bar Parks and Recreation Master Plan, 2011, Dyett and Bhatia, 2019.

currently has joint use agreements with the Pomona Unified School District (PUSD) and the Walnut Valley Unified School District (WVUSD) to use gyms for adult basketball and volleyball programs, and with Pomona Unified School District to use the football field at Lorbeer Middle School. Diamond Bar residents have expressed a desire for additional recreational facilities, and Joint Use Agreements represent an effective and cost-efficient way for the City expand its options going forward. Additional joint-use opportunities may arise from Cal Poly Pomona's eventual redevelopment plan of the former Lanterman site.

City of Diamond Bar recreational programs include festivals; summer youth day camps; youth sports leagues and enrichment classes; adult sports, fitness, and enrichment classes; senior activities and excursions; and toddler programming. The Diamond Bar community has expressed a desire for additional recreational and given the Diamond Bar community's diversity and changing demographics, it will be important for the City to actively engage its residents on recreational facilities and programming to provide facilities and programs that suit the needs and priorities of all residents.

Figure 6-2 Existing and Proposed Trail Network



Source: City of Diamond Bar 2019; Dyett & Bhatia, 2019

PARKS AND RECREATION





GOALS

PF-G-1	Maintain and expand the system of parks, recreation facilities, open spaces, and trails that meet the active and passive recreational needs of residents of all ages and abilities.
PF-G-2	Provide new parks in concert with new residential development while ensuring that parkland is distributed equitably across the city.
PF-G-3	Require that new development bears the costs of new parks and recreation facilities that are needed to meet any increase in demand resulting from the new development, or from which the new development would benefit.

POLICIES

General

PF-P-1	Periodically update the Parks and Recreation Master Plan to assess existing park and recreational facilities, assets, and deficiencies, and to plan for new facility locations, programs, and funding.
PF-P-2	Continue to seek public input on parks and recreation needs and preferences through surveys, presentation to the Parks and Recreation Commission, neighborhood meetings and workshops, and other community outreach methods as necessary, such as when siting/ designing new parks, when updating the Parks and Recreation Master Plan, when renovating existing parks, etc.
PF-P-3	Identify and pursue funding and financial resources to acquire land for parks and to continue providing high quality maintenance of parks, trails, and recreational facilities.

PF-P-4	Encourage the co-location of new parks and recreational facilities with schools, community centers, libraries, and other public facilities to create neighborhood focal points that contribute to neighborhood identity.
PF-P-5	Continue cooperative efforts with the Walnut Valley and Pomona Unified School Districts through joint use agreements for park and recreational facilities.
PF-P-6	Actively engage in Cal Poly Pomona's plans for the redevelopment of the former Lanterman site, and seek joint use opportunities for parks and recreation facilities developed on the site.

Parks & Recreation Facilities

PF-P-7	Distribute new parks equitably through Diamond Bar, striving to ensure that residents are within a ¾-mile radius of a neighborhood park or community park.
PF-P-8	Develop and maintain a parkland dedication requirement/in-lieu fee consistent with the General Plan standard of five acres per 1,000 residents in Diamond Bar.
PF-P-9	Prioritize public parkland dedication as a condition of new residential development, allowing the use of in lieu fees only where parkland dedication is not feasible, to ensure a public park system available to the entire community.
PF-P-10	Should Los Angeles County choose to cease operations of the Diamond Bar Golf Course or reduce the area of the Golf Course, prepare a master plan for development that includes opportunities for public parks comprising a range of passive and active recreational uses to suit the needs of Diamond Bar residents.





PF-P-11 Promote the joint development, use, and maintenance of parks and open space facilities with adjacent jurisdictions, the County of Los Angeles, and the State of California.

PF-P-12 Routinely review existing funding mechanisms and seek new funding opportunities to support additional parks and recreation facilities and programs, such as State and federal grants, Park Bonds and property tax assessments, Community Facility Districts, and Lighting and Landscape Assessment Districts.

PF-P-13 Develop facility, park design and site planning standards that take into consideration accessibility, flexible use, adaptability, energy and water efficiency, ease of maintenance, and sustainable design elements that take advantage of the natural processes of healthy ecosystems, while preserving historic and cultural resources and sensitive habitats.

PF-P-14 Preserve existing and future City-owned recreational open space as recreational open space in perpetuity. City-owned recreational open space includes undeveloped areas of City parks that are available for passive recreational use, and portions of designated open space land that have been dedicated to the City for use as trails.

See Chapter 2, Land Use and Economic Development and Chapter 5, Resource Conservation for additional policies regarding the preservation of open space.

PF-P-15 Prioritize the develop of additional recreational facilities such as athletic fields, hard courts, and other recreational facilities that respond to citizen needs and preferences.

PF-P-16 Continue to provide programming and services for seniors, including active programs, classes, and activities and outings, adjusting programming based on needs and preferences, particularly as Diamond Bar's residents age.

PF-P-17 Require that the recreational needs of all children and adults, including persons with disabilities, seniors, and dependent adults, be addressed in recreational facility planning efforts.

Trails

PF-P-18 Link parks, open spaces, and regional hiking trails with a trail network. Incorporate existing trails and bicycle and pedestrian infrastructure, working with willing landowners to prioritize land acquisition where necessary. Where possible, incorporate landscaping and enhance natural features.

PF-P-19 Update the Parks and Recreation Master Plan to include standards for planning, design, management, and maintenance of trails and pathways within parks, preserves, open spaces, and rightsof- way. Encourage the installation of amenities such as rest areas, benches, water facilities, hitching posts and wayfinding signs serving trails and scenic routes that adhere to a standard signage palette.

PF-P-20 Maintain the Parks and Recreation Master Plan goal of at least one mile of recreational trails for each 10,000 persons.

PF-P-21 Seek grants and alternative funding mechanisms for trail development and maintenance.

PF-P-22 Partner with non-profit organizations to assist in developing and managing the trails system and providing community outreach and education.

PF-P-23 Update the Parks and Recreation Master Plan to include design and installation criteria for wayfinding signs serving trails and scenic routes that adhere to a standard signage palette.



6.3 SCHOOLS AND COMMUNITY FACILITIES

SCHOOLS

Diamond Bar has been fortunate to be associated with high-performing schools that have bolstered its reputation as a family-friendly community. Schools are thus an important part of the city's cultural landscape and a key factor in attracting new families and residents to the city. Diamond Bar is served by two school districts, Walnut Valley Unified School District (WVUSD) and Pomona Unified School District (PUSD). Grand Avenue is a rough delineation between the two districts, with areas north served by PUSD and areas south served by WVUSD. The boundaries of the school districts are shown in Figure 6-3.

Maintaining strong partnerships with the two school districts, particularly in terms of planning for any new facilities, and supporting the schools in their continued provision of excellent education will be an important consideration as the city grows.

Walnut Valley Unified School District

WVUSD serves approximately 13,900 enrolled K-12 students within portions of the cities of Diamond Bar, Industry, West Covina, and Walnut, as well as portions of unincorporated Los Angeles County. It is one of the top performing school districts in the state, with Diamond Bar High ranking particularly high. WVUSD schools within the Diamond Bar city limits serve 8,008 students in five elementary schools, two middle schools, and one high school.

Pomona Unified School District

PUSD serves approximately 23,200 enrolled K-12 students within portions of the cities of Diamond Bar, Industry, Pomona, and Chino Hills, as well as portions of unincorporated Los Angeles County. PUSD schools within the Diamond Bar city limits serve approximately 3,500 students in four elementary schools, one middle schools, and one high school.

Interdistrict Transfers

Both WVUSD and PUSD have experienced trends of declining enrollment over the last decade due in part to families in the districts relocating. WVUSD in particular has tended to enroll a large number of students that reside outside of the school district boundaries thanks to the District of Choice (DOC) program, which allows any student to attend their schools regardless of the student's home address and without seeking permission of their home districts. Incoming students that attend WVUSD but reside in another school district are referred to as interdistrict transfers (IDTs). Typically, IDTs are approved based on an agreement with the

school district of origin, parental employment within the school district, or the DOC program. The share of IDTs has been increasing in recent years. Given the high percentage of IDT enrollment, the continuation of the DOC program is a key factor in the long-term planning of WVUSD schools.

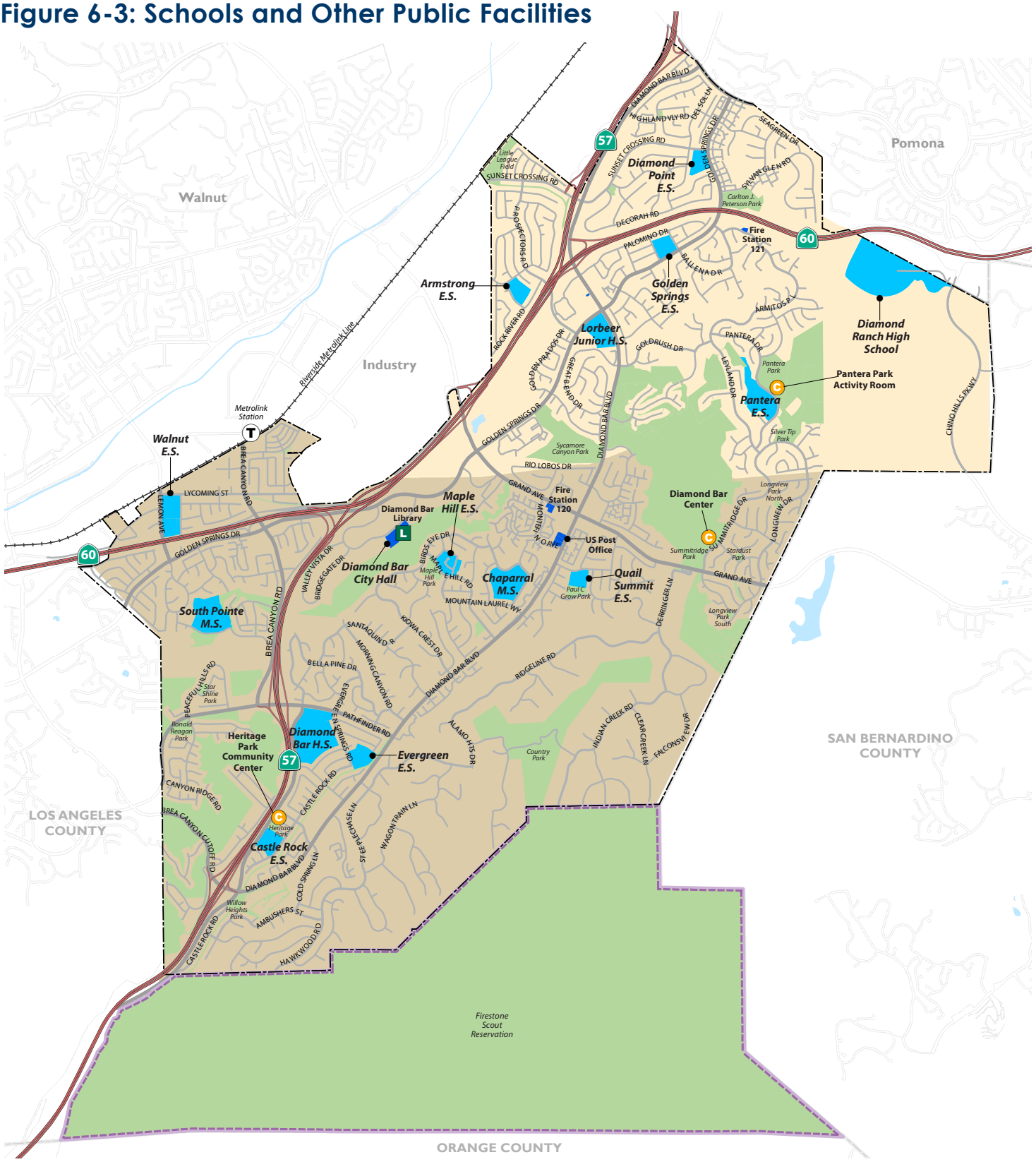
COMMUNITY FACILITIES

Community facilities are public and private institutions that support the civic and social needs of the population. They offer a variety of recreational, artistic, and educational programs for all ages, and often serve as venues for special public and private events. As of 2019, community facilities in Diamond Bar include The Diamond Bar Center, City Hall, two community centers, and a County library, as shown in Figure 6-3.

- Diamond Bar City Hall is located at 21810 Copley Drive, in a building the City purchased in 2011 after leasing space across the street in the South Coast Air Quality Management District (SCAQMD) complex for 11 years.
- Diamond Bar Library, a branch of the Los Angeles County Library, is housed on the first floor of the Diamond Bar City Hall building. This co-location has allowed the facility to function as a true community center, with many programs and activities.
- The Diamond Bar Center, located in Summitridge Park, is a 22,500-square-foot facility containing banquet and meeting rooms, accommodating parties of up to 438 people and up to 1,000 people for meetings. A pad for a freestanding building is located on the grounds of the Diamond Bar Center, which was once contemplated as a potential library site.
- The Heritage Park Community Center is located at 2900 S Brea Canyon Road. It accommodates up to 110 for dining and up to 200 for theatre events, and hosts classes and workshops.
- The Pantera Park Activity Room accommodates groups up to 50 and hosts classes and workshops.

As the population of Diamond Bar grows, the need for new and updated community facilities will increase. Community members have already highlighted the desire for additional facilities to serve the specific needs of certain populations, particularly youths and seniors. While the city's schools are strong, the community lacks a dedicated youth/teen center to host activities after school hours. Additionally, there are no exclusive senior centers in Diamond Bar, in spite of the city's growing senior population, and representatives from senior groups have expressed an interest in having a space that can be accessed at all times, with activities and meal service.

Figure 6-3: Schools and Other Public Facilities



Source: City of Diamond Bar 2019; Dyett & Bhatia, 2019

SCHOOLS AND COMMUNITY FACILITIES

GOALS

PF-G-4	Continue to provide residents of all ages and abilities with access to high quality local educational facilities and learning opportunities in cooperation with the Walnut Valley and Pomona Unified School Districts (WVUSD and PUSD, respectively), the Los Angeles County library system, and community organizations.
PF-G-5	Continue to provide and expand opportunities for all residents to gather, interact, exchange ideas, and establish and realize common goals.

POLICIES

Schools

PF-P-24	Coordinate land use planning with the planning of school facilities. Work with the WVUSD and PUSD to monitor demographics and housing and enrollment trends, and work with the school districts from the early stages of area-wide planning and school site selection processes, reserving school sites to accommodate school district needs as necessary.
PF-P-25	Continue to support the Walnut Valley and Pomona Unified school districts' adult education programs.
PF-P-26	Work with Los Angeles County to ensure the adequate provision of library services.
PF-P-27	Periodically seek citizen input on learning needs and arts and cultural interests through surveys, workshops, and other community outreach methods, and strive to respond to these needs and interests with corresponding programming and services.

PF-P-28	Explore and pursue the feasibility of developing dedicated community centers and programming in Diamond Bar for teens, youth, and seniors.
PF-P-29	Continue sponsoring and promoting events and cultural activities that bring the community together in different locations throughout the city.
PF-P-30	Encourage the development of privately-owned public spaces and plazas in private commercial and office complexes.



6.4 UTILITIES

WATER

A fundamental yet long-term constraint on development is availability and quality of water. The City of Diamond Bar relies on Walnut Valley Water District (WVWD) to provide reliable water supplies throughout the city. Nearly all water supplies are imported due to a limited availability of local groundwater. Imported water supplies are expected to remain attainable for at least three years, and projected supplies are expected to meet projected demands under single dry-year and multiple dry-year conditions as described in the Metropolitan Water District of Southern California 2015 Urban Water Management Plan, which projects demand over a 20-year period through 2035. Drought conditions will continue to strain water supply available to WVWD and the city as they do throughout southern California. Thus a "drought-proof" recycled water system is maintained for use by parks and school properties to relieve demand on WVWD's potable water system. WVWD is proactive in addressing water supply constraints and continues to invest in groundwater facilities. Looking ahead, the City of Diamond Bar can supplement WVWD's efforts by acting as a collaborative partner in the WVWD's assessment of water supply and projected demand, and by encouraging smart water use amongst Diamond Bar residents.



Water Supply

WVWD imports all potable water from the Metropolitan Water District of Southern California (MWD). WVWD currently has projects underway that will produce groundwater from the San Gabriel Basin, Central Basin, and Six Basins to supplement potable water supplies. A description of available water supplies is provided below.

Imported Water

MWD obtains surface water from the Colorado River and from Northern California via the Colorado River Aqueduct and the California Aqueduct respectively. WVWD purchases water through MWD's designated wholesale agency, the Three Valleys Municipal Water District (TVMWD). WVWD assumes that imported water supply volumes will increase through 2035 at the same rate as SCAG's reported population growth of 0.7 percent, with incremental reductions based on projected groundwater production and supply.

Groundwater

WVWD currently operates six groundwater production facilities that supply the recycled water system. This groundwater is not potable as it contains high levels of total dissolved solids and nitrates. The following three recent projects allow the WVWD to produce potable groundwater, thereby reducing the need for imported water in the future:

- The La Habra Heights County Water District Pipeline Project, completed in 2014, delivers up to 1,000 acre-feet of potable water per year from the Central Basin to WVWD. This project includes an inter-connection to the La Habra Heights County Water District system.
- The California Domestic Water Company Project, completed in 2016, consists of a new pipeline and pump station project that will connect to the California Domestic Water Company system. Annual deliveries to WVWD consist of 2,500 acre-feet of potable water. Water stored in the Main San Gabriel Basin will supplies potable water for this project.



- Production from Six Basins will supply WVWD with approximately 928 acre-feet of potable water per year upon completion of the Pomona Basin Regional Groundwater Project. This project includes reactivating an existing well and constructing one new well, and is which is anticipated to be complete by the end of 2019.

Recycled Water

WVWD owns, operates, and maintains a recycled water system that provides irrigation water to customers throughout its service area, including the City of Diamond Bar. The County Sanitation District's Pomona Water Reclamation Plant supplies recycled water to WVWD for irrigating large landscape areas such as parks, golf courses, greenbelts, and school grounds. Future uses will generally fit these categories, with potential demands for toilet flushing in high-rise buildings and industrial use. Local groundwater supplies may also help WVWD expand the current recycled water system. This system is completely separate from the potable system and helps reduce potable water demand.

As of 2019, however, recycled water supplies are maxed out during peak summer months. Therefore, large-scale expansion of the system is not feasible until additional recycled water supplies become available. Moving forward, the City of Diamond Bar can act as an important partner in the encouragement of sourcing additional recycled water supplies and usage.

Future Water Projects

The Cadiz Valley Water Conservation, Recovery and Storage Project will allow TVMWD to supply WVWD with water from a renewable aquifer in the eastern Mojave Desert. Approximately five percent of the aquifer's water will be pumped over the 50-year life of the project. This will prevent loss of water to evaporation, provide a new water supply, and create a groundwater bank for Southern California water providers.

Water System Infrastructure

WVWD's service area encompasses approximately 29 square miles of the San Gabriel Valley. The service area includes the City of Diamond Bar, portions of the cities of Walnut, West Covina, Pomona, and a section of unincorporated Rowland Heights. WVWD's service area is primarily residential, with most commercial and industrial uses located in the City of Industry.

Potable Water

In 2019, the WVWD potable water distribution and storage system consists of the following facilities:

- 23 water reservoirs;
- 9 pump stations;
- 29 pressure regulating stations;
- 238.6 miles of distribution and transmission pipeline; and
- 4 connections for importing water.

Eight pressure zones are required to provide adequate water pressure to all consumers. Improvements and upgrades are in progress, including the development of a disinfectant residual control system to enhance and maintain water quality. An emergency power program is in process that will ensure availability of potable water after emergencies or power outages.

Recycled Water

In 2019, WVWD's recycled water distribution and storage system consists of the following facilities:

- 2 water reservoirs;
- 2 pump stations;
- 6 wells; and
- 8.37 miles of distribution pipeline.

Communities within WVWD's service area are supportive of efforts to expand the recycled water system. WVWD has funded installation of recycled water distribution mains and meters. Installation of new meters is required for all development projects that have a potential for recycled water use. Due to topographical constraints, as of 2019 recycled water is only available on the western side of Diamond Bar. The potential delivery of recycled water to the eastern side of the city, pending the availability of supply, represents an opportunity to expand recycled water usage in the future.

Water Use

Diamond Bar's potable water use since 1993 has ranged from 7,077 to 13,188 acre-feet per year. Water use has generally declined during this time despite a continual increase in the total number of accounts, as shown in Table 6-3. However, usage is expected to increase through the 2035 WVWD system buildout, as shown in Table 6-3.

A breakdown of all water uses from the 2015 UWMP show single and multi-family residences use a majority of potable water (80 percent in 2015), followed by commercial properties (5.7 percent in 2015).

Table 6-3 Parkland Inventory (2019)

Year	Total Accounts	Total Water Usage (Acre-Feet per Year)
1993	11,772	12,681
1995	11,833	10,975
2000	11,971	13,188
2005	12,422	12,521
2010	12,426	9,260
2015	12,432	7,077
2020 (Projected)	Not Available	8,281
2035 (Projected)	Not Available	9,179

Source: Walnut Valley Water District

Table 6-4 2015 Projected Water Supply vs. Water Usage, Walnut Valley Water District

Year	Projected Water Usage (Acre-Feet per Year)	Projected Water Suply (Acre-Feet per Year)
2020	19,357	20,074
2025	20,035	20,777
2030	20,736	21,505
2035	21,462	22,258

Source: Walnut Valley Water District 2015, Urban Water Management Plan, June 2016.

Water Supply Vs. Demand

A comparison of projected water supplies and usage at regular intervals is only available for WVWD's total service area and is shown on Table 6-4. According to WVWD staff, existing and planned facilities are capable of maintaining a sufficient level of service for projected population growth in the city.

Water Conservation

Water conservation measures are implemented and enforced through several WVWD-run measures. WVWD's Ordinance No. 06-09-07 establishes progressive water reductions during drought conditions.

The Water District also implements Demand Management Measures to enforce responsible water use. Wasteful consumption, including excessive runoff and washing hard or paved surfaces, is prohibited. Notified water users have five days to remedy any wasteful practices. Failure to comply may result in a disconnection of service. Other incentives to conserve water include rebate programs for rain barrels and high-efficiency washing machines.

WASTEWATER

Los Angeles County provides wastewater collection and treatment services under contract to the City of Diamond Bar. The Los Angeles County Public Works Department (LACPWD) provides operation and maintenance services on the local collection system, while Los Angeles County Sanitation District (LACSD) provides operation and maintenance services on the trunk sewers and wastewater treatment services. The city and surrounding areas fall under the LA County Sanitation District No. 21. While the system is generally in good order, as described below, there has not been an area-wide sewer study completed in the last 10 years that identifies all deficiencies within the City's sewage infrastructure system.

Sanitary Sewer System Infrastructure

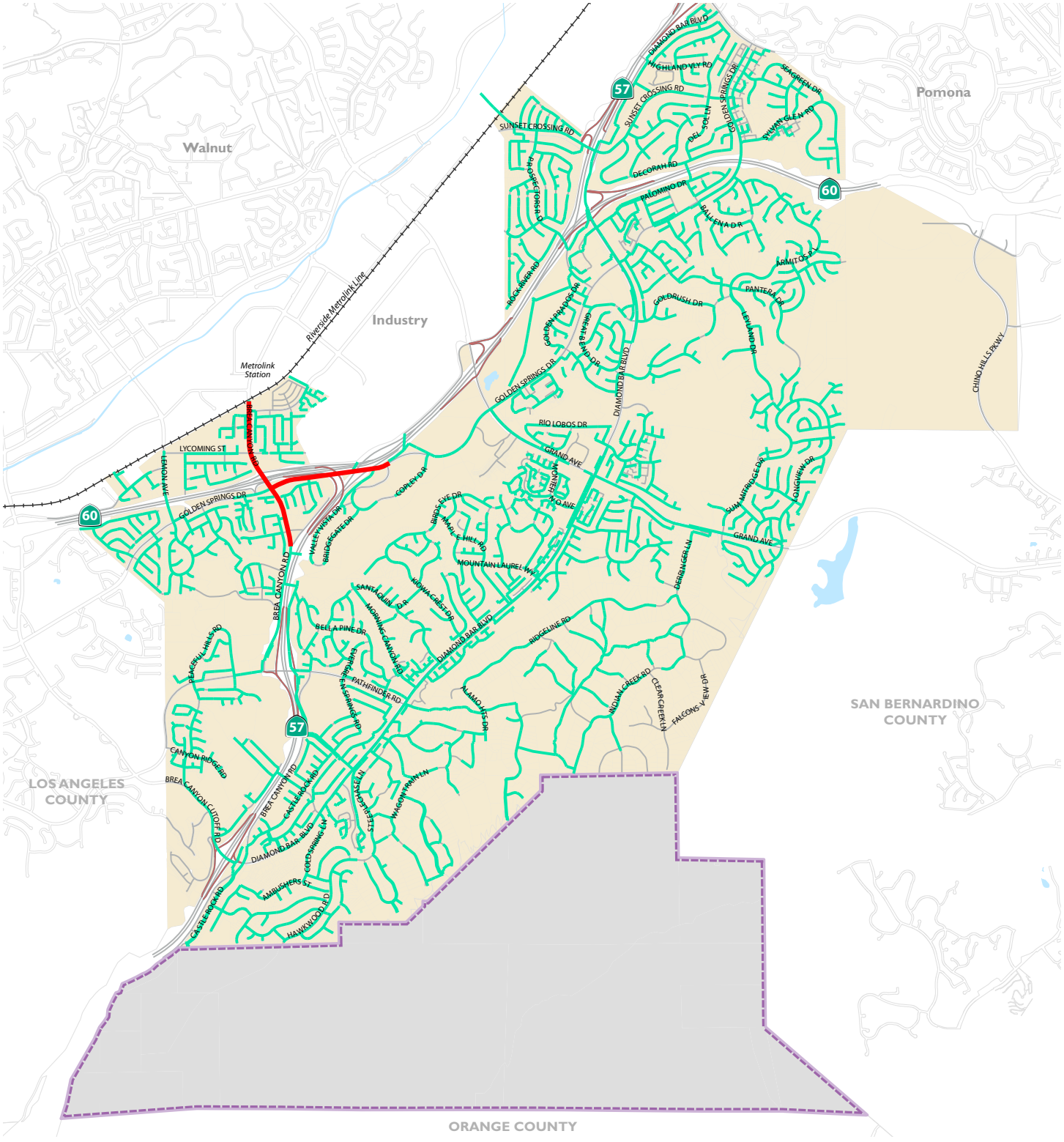
The local collection system contains 11 pump stations and 162 miles of sewer mains within the city. According to City Staff, the local collection system is in good standing with no known major system deficiencies.

Los Angeles County Public Works

The local collection system is shown on Figure 6-4. The local system of sewer lines and pump stations feed two trunk sewer lines that convey wastewater to a LACSD treatment facility. LACPWD has been completing systematic annual audits of the collection system, including closed-circuit television (CCTV) inspections of sewer lines, and manhole and pump station inspections. Any structural or maintenance deficiencies in the sewer system identified during the audit are reported with a recommended repair. In 2015, no sewer capacity issues were identified. However, the City regularly pumps wastewater at the intersection of Clear Creek Canyon Road and Diamond Bar Boulevard to overcome system deficiencies, which may warrant further investigation in the future.

The City and LACPWD have been effective at keeping the number and total volume of sanitary system overflows (SSOs) within the city below the Statewide median, with only three SSOs reported in each of the last three years. In addition, the City rarely receives complaints from citizens regarding wastewater and SSO. The SSOs are typically related to debris, root intrusion, and/or fats/oil/grease causing the overflow issues. In addition, there are occasional SSOs related to pump station failures.

Figure 6-4: Existing Sanitary Sewer System

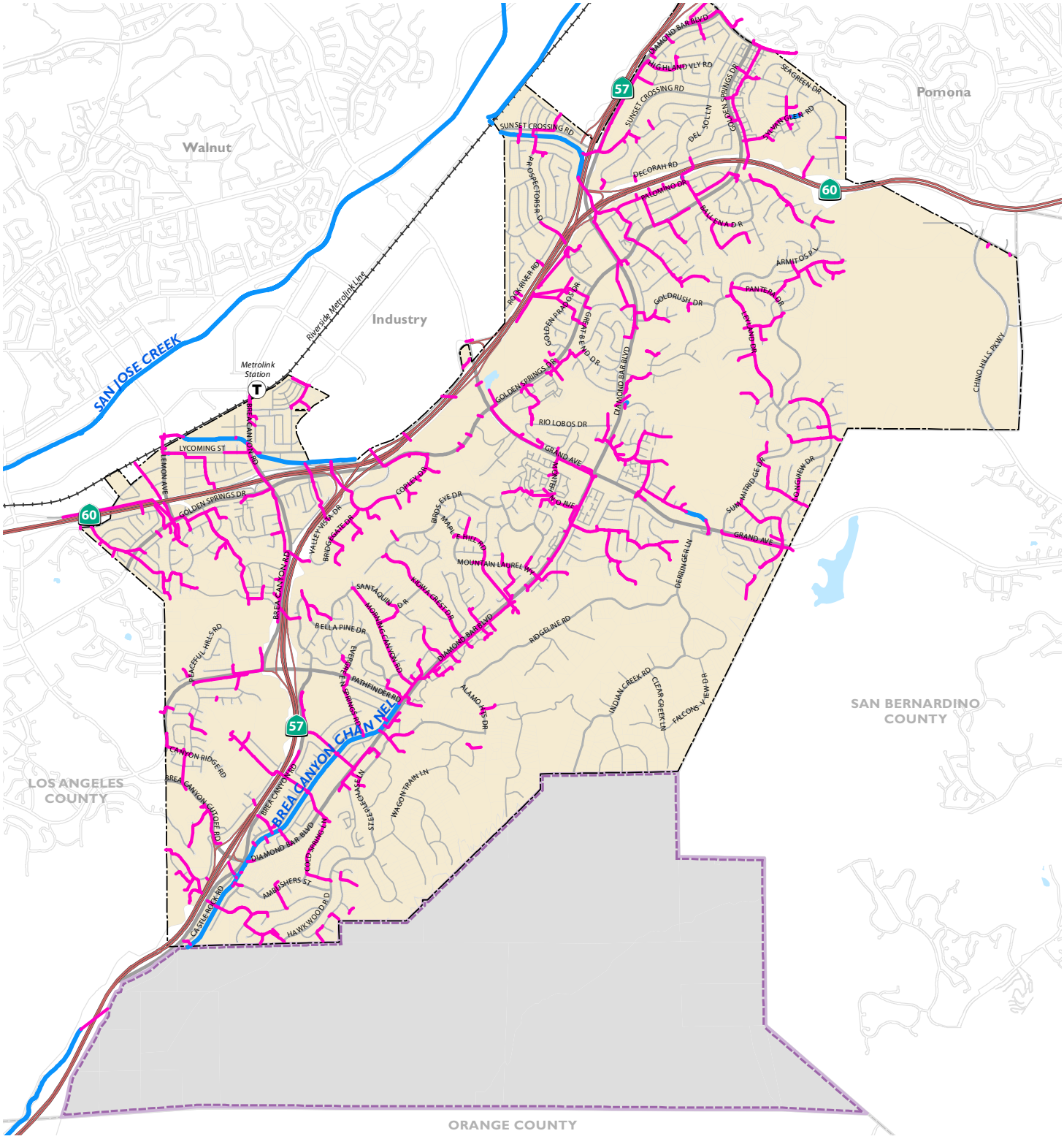


- Diamond Bar Sewer Main Lines
- Los Angeles County Sanitation District Trunk Lines
- Highways
- Ramps
- Major Roads
- Local Roads
- Railroads
- Water Features
- City of Diamond Bar
- Sphere of Influence
- County Boundary

Source: TKE Engineering, 2016; City of Diamond Bar 2019; Dyett & Bhatia, 2019

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MILES

Figure 6-5: Existing Storm Drain System



Source: City of Diamond Bar 2019; Dyett & Bhatia, 2019

Los Angeles County Sanitation District

LACSD maintains two trunk sewer lines that originate south of SR-60 and west of SR-57. These lines convey wastewater to a County treatment facility outside city limits, also maintained by the LACSD. As new development occurs, the LACSD requires the new developments to annex into its service area for operation, maintenance, and treatment services. Service fees fund required upgrades to trunk sewer lines or treatment plant capacity.

STORMWATER

The Los Angeles County Flood Control District (LACFCD) owns and maintains all major flood control channels in Diamond Bar. In addition, a majority of the storm drain system within the city was formally transferred through resolution to LACFCD, which maintains complete ownership and maintenance of the system. However, some portions of the existing system were never transferred to LACFCD. This has resulted in ownership disputes with LACPWD, who provides maintenance only for said portions and makes no claims toward ownership. Stormwater quality is the responsibility of the City. While the system is generally in good order, a master drainage plan, identifying all deficiencies within the City's drainage infrastructure system, has not been completed.

Storm Drainage System Infrastructure

The city's storm drain system can be seen on Figure 6-5. The local storm drain system generally consists of a series of catch basins and reinforced concrete pipes/boxes that convey stormwater runoff to other major flood control channels. The local storm drain system conveys water to one of three major flood control channels, the San Jose Creek, Diamond Bar Creek, and the Brea Canyon Channel. These major flood control channels are owned and maintained by the LACFCD. According to City staff, the local storm drain system is in good standing with no known major system deficiencies.

SOLID WASTE

Diamond Bar is contracted with Waste Management, Inc. and Valley Vista Services for solid waste, compost and recycling collection, bulky item pick-up, and leaf and limb pick-up as of 2019. Hazardous waste is typically managed through Los Angeles County facilities, where Diamond Bar residents can dispose of hazardous waste items such as batteries, herbicides, pesticides, pool cleaners, batteries, and electronics.

Trash can be diverted away from landfills through strategies such as recycling, composting, reuse, and waste reduction. Waste reduction and diversion can in turn reduce greenhouse gas emissions, methane production, and the burden on landfills to accommodate waste. In recognition of this, recent State law has become more important. Assembly Bill 1826, singed in 2014, requires businesses and multifamily complexes of five or more units are to recycle their organic waste, depending on the amount of waste they generate per week. Organic waste includes food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and non-food-soiled paper. In order to meet or exceed these state mandates, Diamond Bar partners with Los Angeles County and participates in the countywide Integrated Waste Management Plan.

OTHER UTILITIES

Utilities such as electricity, natural gas, and telecommunications, including broadband internet service, are considered common elements of contemporary life. It is necessary to ensure these services are available and adequate to meet the demands of all Diamond Bar residents and businesses. Rising demand associated with population and employment growth will necessitate additional facilities. It is important that these new facilities and services be provided in a manner that minimizes impacts on the built and natural environments and on the health and safety of Diamond Bar residents and businesses.

UTILITIES

See Chapter 5: Resource Conservation for policies regarding water conservation.

GOALS

PF-G-6	Ensure that public facilities and services, including water, wastewater, sewage, electricity, natural gas, and solid waste, are provided in a safe, efficient, and timely manner to meet the current and future needs of the city.
PF-G-7	Maintain adequate systems for potable water supply and distribution to meet the current and future needs of the city.
PF-G-8	Work with providers to deliver the best telecommunications service possible, including broadband internet, to Diamond Bar residents, businesses, and visitors.

POLICIES

Facilities

PF-P-31	Require the construction of water, sewer, drainage, and other necessary public facilities, and encourage storm water capture prior to or concurrent with new development.
PF-P-32	Require project sponsors to provide all necessary infrastructure improvements, including the pro rata share of system-wide improvements.
PF-P-33	Maintain a development fee structure that ensures that costs for new capital facilities and expansion of existing facilities necessitated by the approval of new development or intensification of existing development are funded by the proponents or beneficiaries of projects, in proportion to the demand created by the development.

PF-P-34 Ensure adequate funding and planning for needed public services and facilities in coordination with the Capital Improvement Program.

PF-P-35 Continue to communicate major development plans with utility companies and coordinate planning of extension of necessary facilities.

Water and Wastewater

PF-P-36 Work with the Walnut Valley Water District (WVWD) to assess the condition of water distribution and storage systems within Diamond Bar and plan for refurbishments as needed.

PF-P-37 Collaborate with the WVWD to develop future plans to expand the use of recycled water within Diamond Bar as additional recycled water supplies become available.

PF-P-38 Work with the Los Angeles County Public Works Department (LACPWD) and Los Angeles County Sanitation District (LACSD) to ensure that wastewater treatment conveyance systems and treatment facility capacity is available to serve planned development within Diamond Bar.

PF-P-39 Continue to monitor and assess wastewater and sewer system operations to identify and subsequently address system deficiencies.

PF-P-40 Pursue the transfer of ownership of all portions of the storm drain system within Diamond Bar to the Los Angeles County Flood Control District (LACFCD).

PF-P-41 Work with the LACFCD to complete a drainage master plan for Diamond Bar with a view to identifying any deficiencies within the city's drainage infrastructure system, and update it periodically, as needed.

PF-P-42	Develop a plan for the improvement and expansion of the communications infrastructure network to address existing infrastructure needs and development opportunities, and provide cost effective and efficient solutions, including exploring the possibility of using City property and rights-of-way for communication infrastructure sites.
PF-P-43	Deploy broadband to as many areas in the community and key transportation corridors as possible and pursue additional providers to increase competition and improve quality of service.

7.0

PUBLIC SAFETY

Protection from hazards is an essential service of public agencies and a critical priority for the City of Diamond Bar, particularly given the unique environmental, seismic, and topographic conditions of the city.



7.1 INTRODUCTION

The purpose of the Public Safety Chapter is to identify the natural and man-made public health and safety hazards that exist within the city, and to establish preventative and responsive policies and programs to mitigate their potential impacts. The Public Safety Chapter also addresses noise and serves to limit the exposure of the community to excessive noise levels. The Public Safety Chapter addresses and satisfies the requirements of both the required Safety and Noise Elements of a General Plan.

RELATIONSHIP TO STATE LAW

Government Code Section 65302(g) requires each California city to include within its General Plan a Safety Element that addresses the protection of the community from any unreasonable risks associated with the effects of seismic and other geologically-induced hazards, flooding, and fires. The Safety Element is required to include mapping of known seismic and geological hazards, and it must identify flood hazards and urban and wildland fire hazards. Where applicable, it must also address evacuation routes, peak load water supply requirements, minimum road widths, and clearances around structures. The Safety Element is also required to address the protection of the community from unreasonable risks through fire protection, law enforcement, emergency preparedness, and the City's Local Hazard Mitigation Plan.

Government Code Section 65302(f) requires each California city and county to include within its general plan a Noise Element that analyzes and quantifies noise levels and the extent of noise exposure in their jurisdictions from the following sources:



- Highways and freeways;
- Primary arterial and major local streets;
- Passenger and freight online railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including, but not limited to, railroad classification yards; and
- Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

The Noise Element is required to map noise level contours such that it may be used as a basis for land use decisions. It must include implementation measures and possible solutions to existing and foreseeable noise problems. Furthermore, the policies and standards of the Noise Element must be sufficient to serve as a guideline for compliance with sound transmission control requirements.

RELATIONSHIP TO OTHER ELEMENTS

The Public Safety Chapter is correlated with Chapter 2, Land Use and Economic Development, Chapter 4, Circulation, and Chapter 6, Public Facilities and Services. Chapter 2, Land Use and Economic Development includes consideration of hazards in land use designations and their density standards, and outlines the desired land use pattern in Diamond Bar to promote public safety through ensuring compatible uses. Policies in Chapter 2 also address issues of land use compatibility, which is closely related to noise compatibility as discussed in this chapter. This element is related to Chapter 4 as the design of the transportation system is connected to the adequate and efficient delivery of emergency services. This element also addresses the relationship between transportation facilities and noise. Lastly, policies related to the provision of public utilities in Chapter 6, Public Facilities and Services relate to safety issues and services in this element.

7.2 SEISMIC AND GEOLOGIC HAZARDS

GEOLOGIC HAZARDS

Geologic hazards include soil erosion and landslides, subsidence, and expansive soils. Soil properties have significant bearing on geologic hazards. Local soils in the Planning Area are largely the result of bedrock materials that have weathered, consisting of a variety of sandstones, shales, and siltstones. The natural canyons in the area contain alluvial, or stream-carried materials, while artificial fill is present in areas that have been developed.

Erosion and Landslides

Soil erosion is the process by which soil materials are worn away and transported to another area, either by wind or water. Erosion is a natural process that occurs over time, but over the long-term it can impact the stability of landforms and structures in sloped or steep areas. Landslides, also referred to as slope failures, include many phenomena that involve the downslope displacement and movement of material, either triggered by static (i.e., gravity) or dynamic (i.e., earthquake) forces. Exposed rock slopes may undergo rockfalls, rockslides, or rock avalanches, while soil slopes may experience shallow soil slides, rapid debris flows, and deep-seated rotational slides.

Landslide-susceptible areas are characterized by steep slopes, downslope creep of surface materials, and unstable soil conditions. On slopes greater than 30 percent, these soils are subject to rapid runoff and present moderate to high erosion hazards. Slides are more likely to occur during the wet season and in areas of high groundwater and saturated soils, or in post-wildfire areas. As shown in Figure 7-1, steep slopes are common throughout the Planning Area, in areas designated for development and frequently abutting residential land uses. Managing erosion and landslide hazards will involve approaches that help residents and decision-makers understand the particular potential risks facing individual projects and pursuing mitigation to reduce risks to an acceptable level.

Expansive soils

Expansive soils have shrink-swell capacity, meaning that they may swell when wetted and shrink when dried. Expansive soils can be a hazard for built structures, and may cause cracks in building foundations, distortion of structural elements, and warping of doors and windows. The higher the clay content of a soil, the higher its shrink-swell potential. Expansive soil conditions are pervasive in the city, and well-documented in geotechnical reports. Copper repiping is a common home repair in Diamond Bar. Although some soil movement is unavoidable over time, solutions can be engineered to established factors of safety. Subdivisions, primarily in The Country, do have Restricted Use Areas (RUAs) recorded on the maps, usually back slopes, that were not evaluated for constructability.

SEISMIC HAZARDS

Although the Planning Area contains no active faults, it is in a seismically active region with several major active faults located nearby (Figure 7-2). The San Andreas Fault Zone, which has the greatest potential to cause damage in the region, is 26 miles northeast of the city. The Planning Area, however, is at greater risk from the active local faults of Whittier, San Jose, Sierra Madre, and San Gabriel. Given the proximity to active fault lines, potential for seismic hazard in the Planning Area is high. Seismic hazards include groundshaking, surface rupture, and ground failure. Due to the nature of seismic hazards, exposure to seismic risks cannot be completely eliminated; however, they can be reduced through adherence to State building codes and other local regulations.

Groundshaking and Surface Rupture

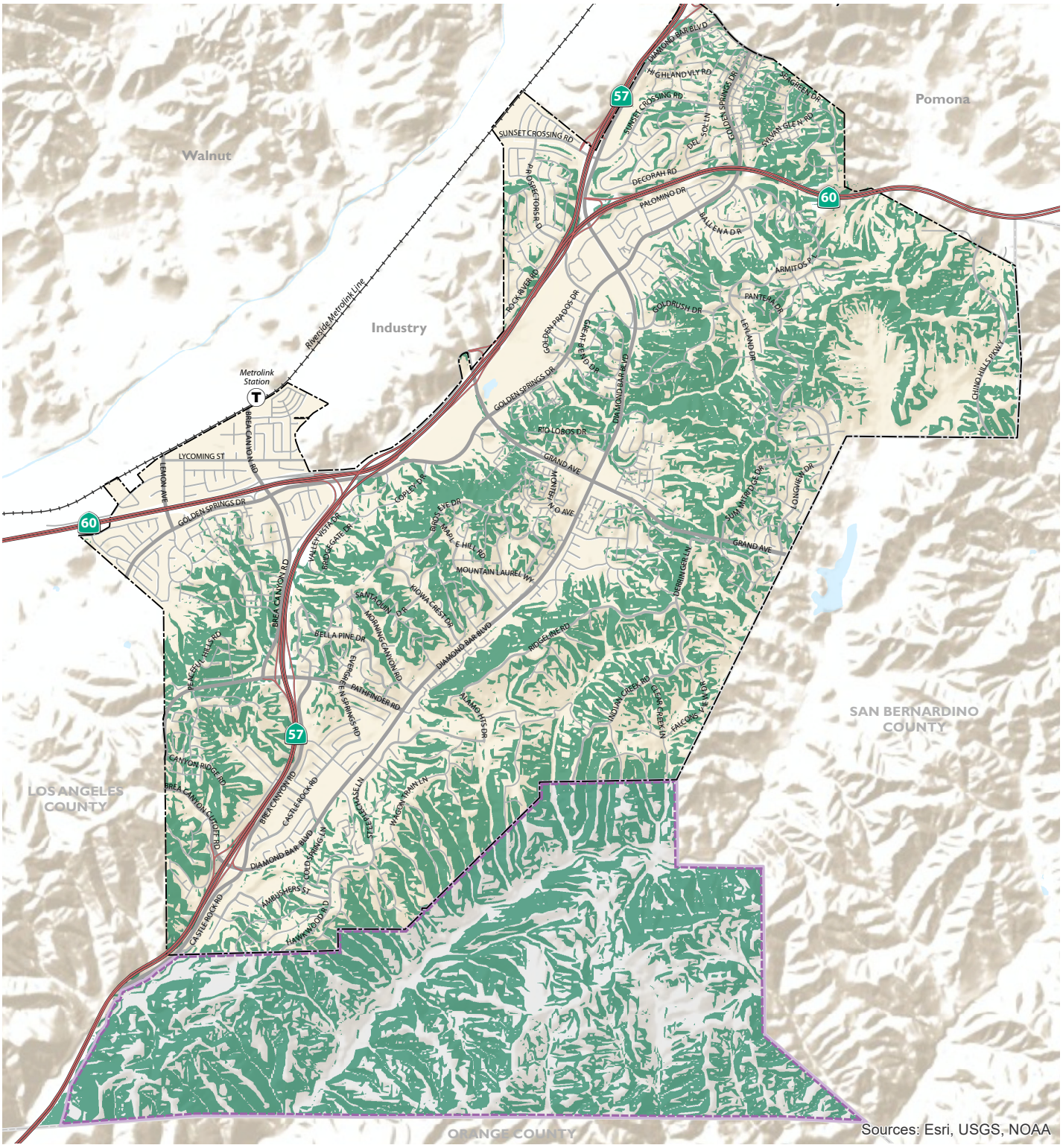
Groundshaking can be caused by activity along faults in the broader region. Effects of groundshaking can vary depending on the magnitude of the earthquake, distance from the fault, depth, and type of geologic material. Severe groundshaking can result in damage to or collapse of buildings and other structures. Surface rupture is the breaking of the ground along a fault during an earthquake and is primarily a risk for areas overlying active faults. As there are no active faults in the Planning Area, risk of surface rupture is low.

Ground Failure

Ground failure can occur as a result of seismic activity, taking the form of liquefaction, lateral spreading, subsidence, or landslide. Liquefaction is the rapid transformation of saturated, loose, fine-grained sediment (such as silt and sand) into a fluid state as a result of severe vibratory motion. Lateral spreading refers to a type of landslide that form on gentle slopes an has rapid fluid-like movement caused by liquefaction. Factors determining the potential for liquefaction and lateral spreading are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and depth to groundwater. Figure 7-3 shows areas identified by the State as having potential for liquefaction due to past occurrences or the presence of certain conditions. Note that there may be additional areas not shown on the map that may be susceptible to liquefaction, where risks may only be determined as part of a site-specific investigation.

Earthquakes can also trigger subsidence or landslides; if the earthquake is strong, this can occur even in areas of moderate or even low susceptibility. Figure 7-3 shows areas identified by the State of California as potentially susceptible to earthquake-induced landslides due to previous occurrence or the presence of certain conditions. Note that there may be additional areas not shown on the map that may be susceptible to landslide, where risks may only be determined as part of a site-specific investigation.

Figure 7-1 Steep Slopes



Slopes over 30 Percent

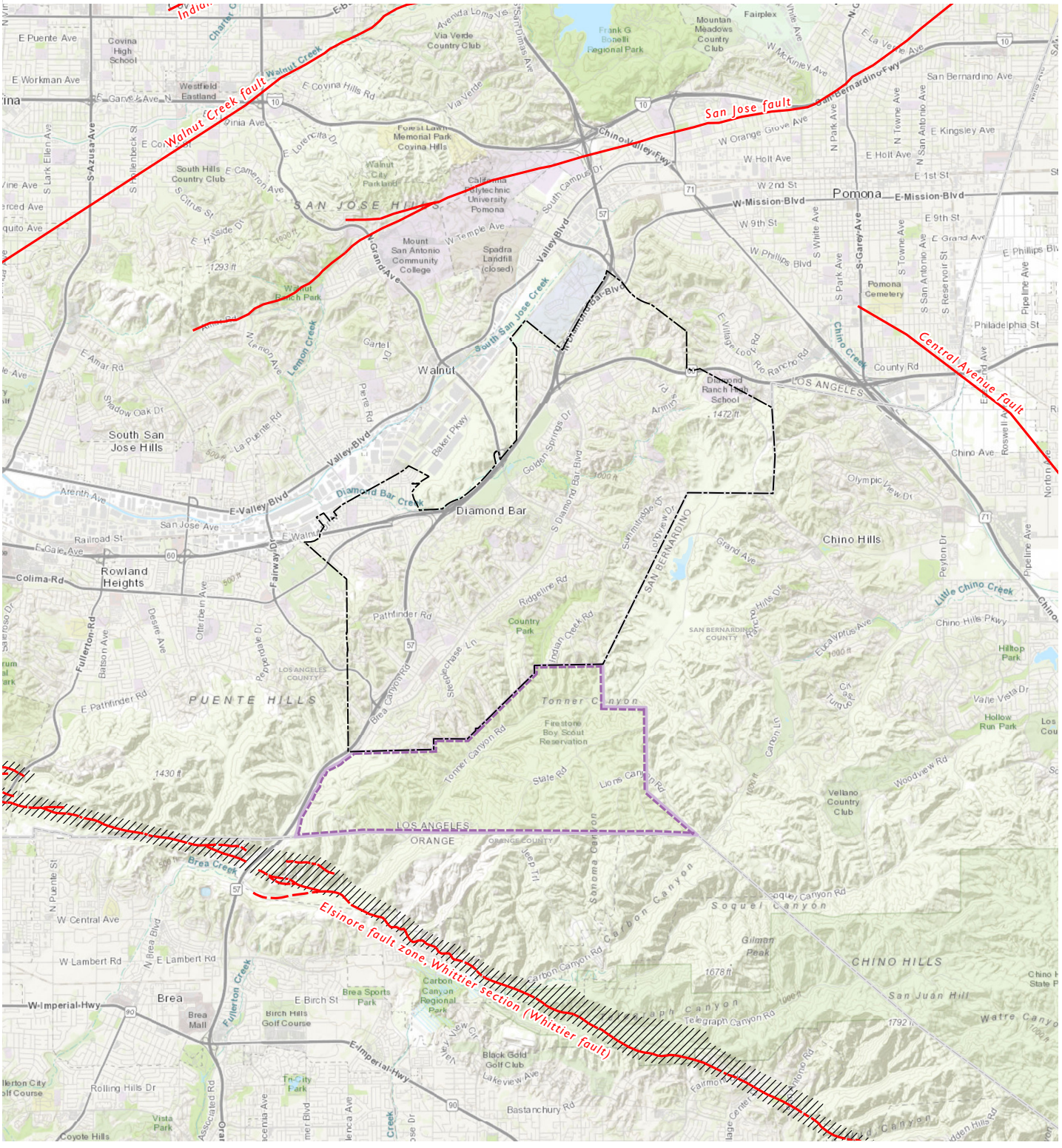
Highways
Ramps
Major Roads
Local Roads
Railroads

Water Features
City of Diamond Bar
Sphere of Influence
County Boundary

Source: Los Angeles County GIS Data Portal, 2016; Natural Resources Conservation Service, USDA, 2016; City of Diamond Bar, 2019; Dyett & Bhatia, 2019

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MILES

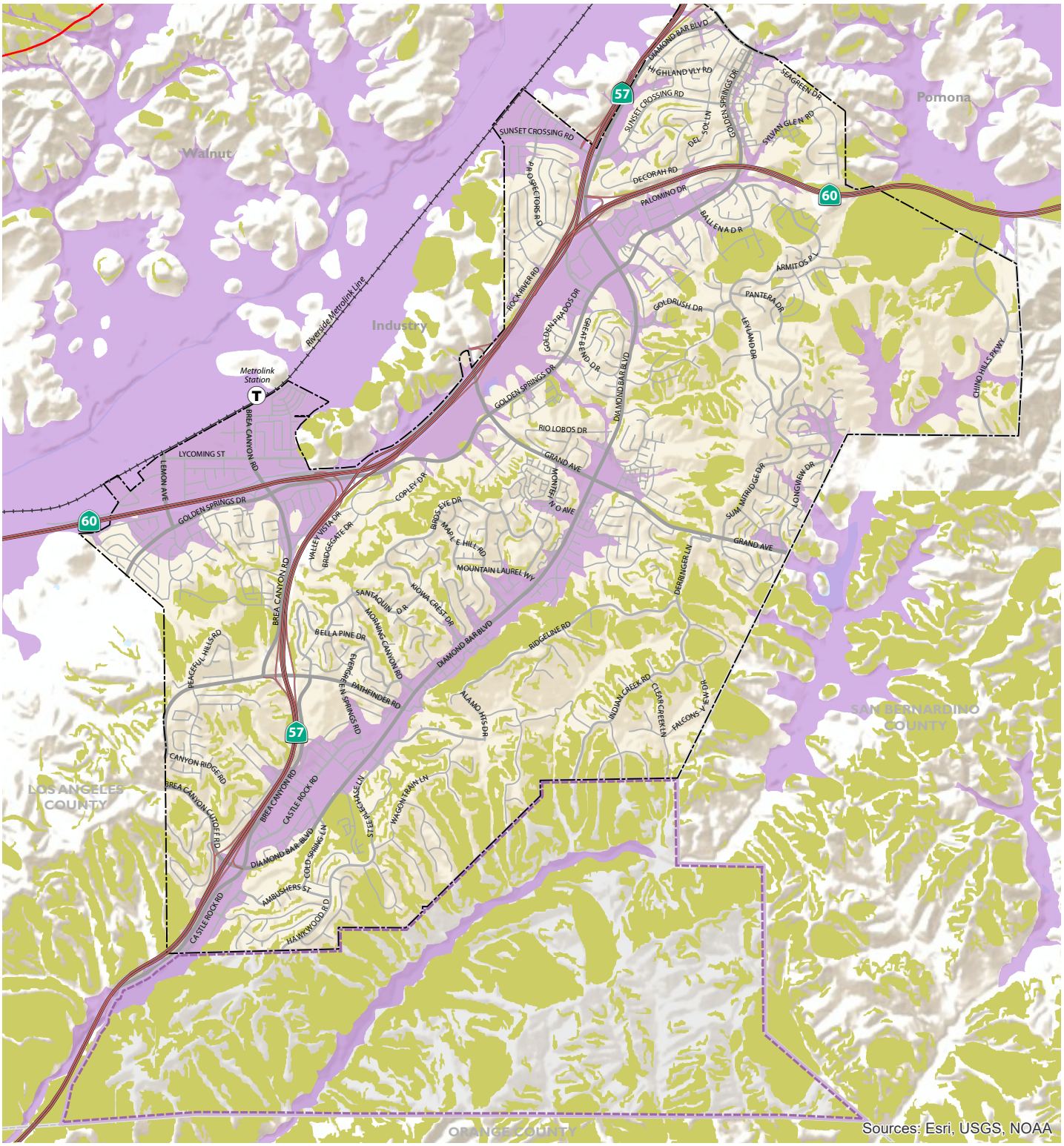
Figure 7-2 Regional Faults



Source: Esri, 2019; California Geological Survey (CGS), 2018; City of Diamond Bar, 2019; Dyett & Bhatia, 2019

0 0.5 1 2
MILES

Figure 7-3 Liquefaction and Landslide Hazards



Seismic Hazard Zones

- Fault Line
- Liquefaction Zones
- Earthquake Induced Landslide Zones

- Highways
- Ramps
- Major Roads
- Local Roads
- Railroads

- Water Features
- City of Diamond Bar
- Sphere of Influence
- County Boundary

Liquefaction Zones: Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Landslide Zones: Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Source: Seismic Hazard Zones, Earthquake Zones of Required Investigation, 199, California Geological Survey (CGS), California Department of Conservation (DOC); Los Angeles County GIS Data Portal, 2016; City of Diamond Bar, 2019; Dyett & Bhatia, 2019

0 0.35 0.7 1.4
MILES

SEISMIC AND GEOLOGIC HAZARDS

See Chapter 2: Land Use and Economic Development Element and Chapter 4: Resource Conservation Element for additional policies regarding hillside protection and management.

GOALS

PS-G-1 Partner with the Los Angeles County Fire and Sheriff's Departments in community education efforts aimed at preventing potential loss of life, physical injury, property damage, public health hazards, and nuisances from seismic ground shaking and other geologic hazards such as landslides and mudslides.

POLICIES

PS-P-1 Require new emergency facilities, including, but not limited to, fire stations, paramedic services, police stations, hospitals, ambulance services, and emergency operations centers be designed to withstand and remain in operation following the maximum credible earthquake event.

PS-P-2 Require areas identified as having significant liquefaction potential (including secondary seismic hazards such as differential compaction, lateral spreading, settlement, rock fall, and landslide) to undergo site-specific geotechnical investigation prior to development and to mitigate the potential hazard to a level of insignificance or, if mitigation is not possible, to preserve these areas as open space or agriculture.

Figure 7-3 shows areas where historical occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements.

PS-P-3	Periodically update the grading standards to supplement the State and local building and construction safety codes with detailed information regarding rules, interpretations, standard specifications, procedures requirements, forms, and other information applicable to control excavation, grading, and earthwork construction, and provide guidelines for preparation of geotechnical reports in the city.
PS-P-4	Carry out a review of critical facilities that may be vulnerable to major earthquakes and landslides and develop programs to upgrade them.
PS-P-5	Develop a City-based public awareness/ earthquake preparedness program to educate the public about seismic hazards and what to do in the event of an earthquake.
PS-P-6	Prevent and control soil erosion and corresponding landslide risks through hillside protection and management.

7.3 FLOOD HAZARDS AND PROTECTION

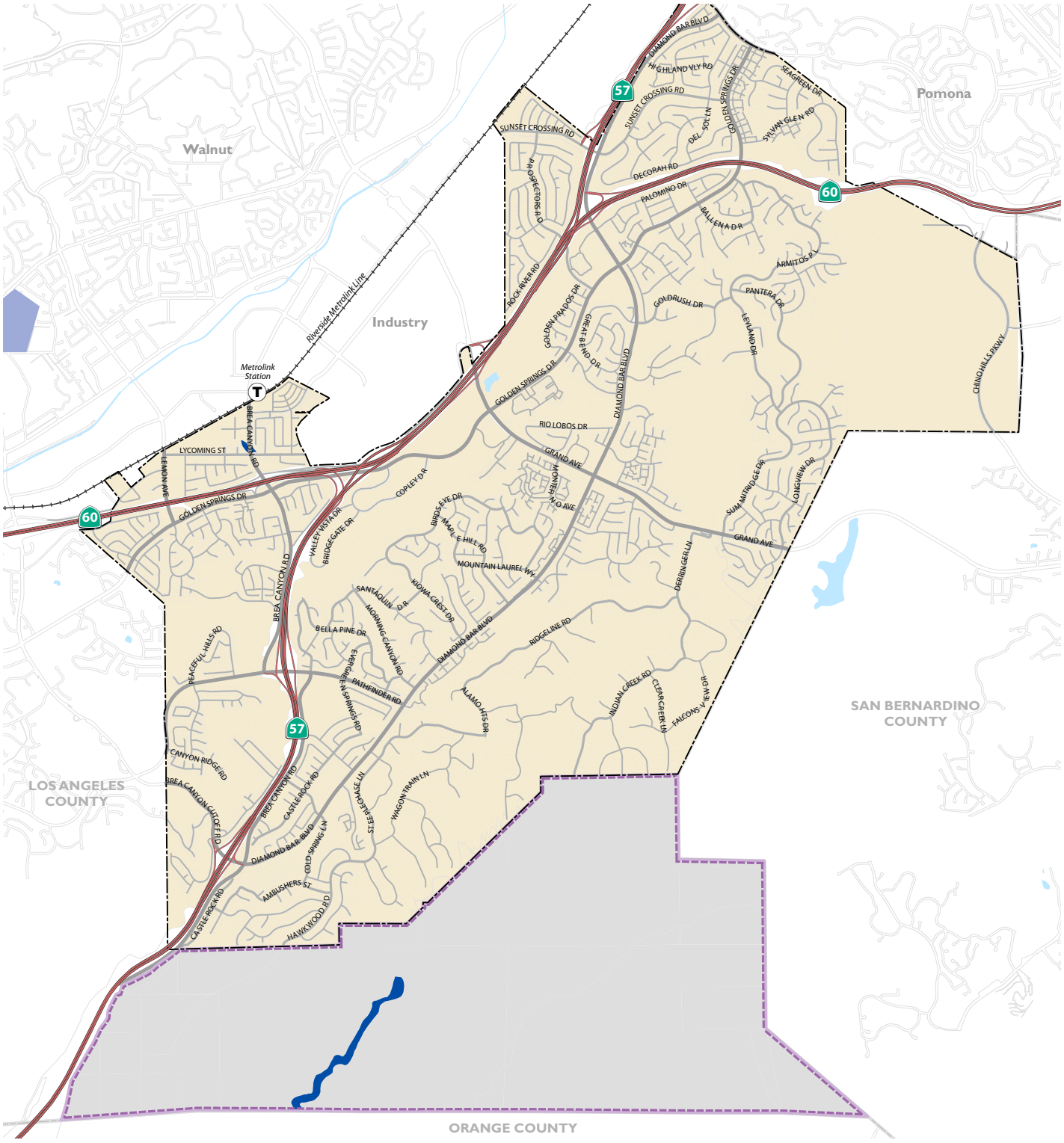
DRAINAGE

The Planning Area is almost entirely encompassed by the San Gabriel River Basin, which spans 713 square miles across Los Angeles and Orange counties. As shown in Figure 7-4, the Planning Area drains into four subbasins of the San Gabriel River Basin. The northern half of the city drains primarily into San Jose Creek, partially via Diamond Bar Creek. Most of the southern half of the city, as well as the SOI, drains into Brea Canyon Creek. Small areas in the northeast of the city are within the Santa Ana River Basin, draining locally into Chino Creek.

FLOODING

The Federal Emergency Management Agency (FEMA) flood map identifies flooding hazards of various intensities. As shown in Figure 7-4, there are two portions of the Planning Area that are within the 100-year flood zones, which are areas having a 1.0 percent chance of flooding in a given year. The only 100-year flood zone within the city limits lies near the intersection of Brea Canyon Road and Lycoming Street, along the Reed Canyon Channel. Another 100-year flood zone runs through Tonner Canyon Creek in the SOI. Measures that can minimize flooding hazards include the preservation of open space; protecting natural floodplain functions; regulating development in the floodplains; addressing flood-prone properties through acquisition, relocation, or protection; and improving maintenance of the drainage system on a citywide basis as well as related to specific development projects.

Figure 7-4 Flood Zones



Highways
Ramps
Major Roads
Local Roads
Railroads

100 Year Floodplain
(1% Annual Chance Flood Hazard)
500 Year Floodplain
(0.2% Annual Chance Flood Hazard)

Water Features
City of Diamond Bar
Sphere of Influence
County Boundary

Source: Los Angeles County GIS Data Portal, 2016; FEMA's National Flood Hazard Layer, FEMA, 2016; City of Diamond Bar 2016; Dyett & Bhatia, 2019

0 0.35 0.7 1.4
MILES

FLOOD HAZARDS AND PROTECTION

See Chapter 6: Public Facilities and Services for additional policies regarding water and wastewater facilities and relevant plans.

GOALS

PS-G-1	Implement measures aimed at preventing the potential for loss of life, physical injury, property damage, public health hazards, and nuisances from the effects of a 100-year storm and associated flooding.

POLICIES

PS-P-7	Work with the Federal Emergency Management Agency (FEMA) to ensure that the City's floodplain information is up to date with the latest available hydrologic and hydraulic engineering data.
PS-P-8	Continue to implement flood control programs, such as the City's Grading and Floodplain Ordinances, that reduce flood hazards to comply with State flood risk management requirements.
PS-P-9	Consider the impacts to health and safety from potential flooding on future development in flood-prone areas, including those identified as being within the 100- or 500-year floodplains. Require installation of protective structures or other design measures to protect proposed building and development sites from the effects of flooding in these areas. *Figure 7-4 shows flood zones in and around the Planning Area based on FEMA's 2016 flood hazard data.*
PS-P-10	Ensure that a drainage study has been completed by a qualified engineer as a prerequisite to new development or the intensification of existing development, certifying that the proposed development will be adequately protected, and that implementation of the development

	proposal will not create new downstream flood hazards.
PS-P-11	Use the drainage master plan developed in coordination with the Los Angeles County Public Works Department to assess existing and future flood control needs and related improvements within Diamond Bar.
PS-P-12	As part of the Capital Improvement Program, consider and incorporate flood control improvements identified in the drainage master plan that specifies funding and timing of prioritized improvements. Coordinate the City's Capital Improvement Program with planned County improvements.
PS-P-13	Reduce the flooding impact of a storm event by enhancing the city's green infrastructure system to complement the gray infrastructure system.

7.4 FIRE HAZARDS

URBAN FIRES

Urban fires are fires that begin in urban centers. They are typically localized, but have the potential to spread to adjoining buildings, especially in areas where homes and/or business facilities are clustered close together. Other factors affecting urban fire risk and relative likelihood of loss of life or property include building age, height and use, storage of flammable material, building construction materials, availability of sprinkler systems, and proximity to a fire station and hydrants. Urban fire risk in the city is mitigated in a number of ways, including through the enforcement of updated building and fire codes and the involvement of the Los Angeles County Fire Department in the development review process. Fire services are discussed further in Section 7.6: Public Safety Services.

WILDLAND FIRES

Wildland fires occur in rural or heavily vegetated areas where abundant surface fuels are available to sustain a fire. Wildland fires that occur in the wildland-urban interface (WUI)—areas where undeveloped wildlands intermix with or transition into developed land—have the potential to greatly impact nearby structures and cities. Due to its setting amidst vegetated open space areas to the south and east, and the presence of open space areas interspersed among urban development, Diamond Bar is at risk from wildland fires.

Fire Threat and Fire Hazard Severity Zones

In 2005, the California Department of Forestry and Fire Protection (CAL FIRE) mapped fire threat potential throughout California based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). Fire threat mapped in and around Diamond Bar is shown in Figure 7-5. Fire threat in the city was generally categorized as Moderate, with areas of higher threat correlated with open space areas and slopes. Areas with the greatest fire threat include the southern portion of the city surrounding the Country Estates subdivision and the open space areas near Sycamore Canyon and the Summitridge Trails. The SOI is categorized as Very High and Extreme threat.

CAL FIRE also maintains mapping of Fire Hazard Severity Zones (FHSZs) to aid in State and local planning for wildland fire protection. In State Responsibility Areas (SRAs), where the State of California is financially responsible for the prevention and suppression of wildfires, CAL FIRE identifies Moderate, High, and Very High FHSZs. In Local Responsibility Areas (LRAs), where fire protection is provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract

to local government, CAL FIRE identifies only Very High FHSZs. Under State law (Government Code Sections 65302 and 65302.5), the City of Diamond Bar General Plan must address the risk of fire in Very High FHSZs in the LRA within the City's jurisdiction, and the Los Angeles County General Plan must address the risk of fire in the surrounding SRA, including Diamond Bar's SOI.

As shown in Figure 7-6, Very High FHSZs are mapped in a number of locations throughout the city, including most of the designated open space areas and much of the Country Estates subdivision. In accordance with State law, policies in this General Plan address wildland fire hazards in order to reduce risks both in these zones and in the city as a whole.

Wildfire History

Figure 7-7 shows perimeters for historic wildfires in and around Diamond Bar dating to the 1920s as mapped by CAL FIRE. As shown, areas with higher frequency have included the SOI and surrounding open spaces outside of the city. While several overlapping perimeters are shown in the northern portion of Diamond Bar, all of these date to the 1970s or earlier. Since the 1980s, wildfires have occurred in locations near Peaceful Hills Road, Eldertree Drive, Diamond Knoll Lane, and Wagon Train Lane in the southern portion of the city; in and around the SOI; and near to but outside of the northern city limits. This data is maintained and made publicly available through CAL FIRE's Fire and Resource Assessment Program for future reference.

Wildfire Management Strategies

In recent years, the State of California has experienced increasingly severe wildfire seasons due to factors such as extreme weather events such as prolonged drought conditions and high winds, and the accumulation of fuel. In 2017 and 2018, devastating fires such as the Camp and Tubbs fires in northern California and the Thomas and Woolsey fires in southern California demonstrated the profound impact wildland fires can have on populated areas. As the State prepares for more such incidents as the WUI continues to expand and changes in climate patterns become more apparent, wildfire risk management at the local level will become increasingly important. Strategies tend to cluster around two main approaches: maintaining defensible space around structures, and ensuring that structures are resistant to fire.

Defensible space refers to a space created around development that is designed and maintained to reduce the ability of a fire to spread. Fuel modification is a key element of creating defensible space and is intended to disrupt what would otherwise be a continuous path that could lead wildfires to buildings, thus increasing the chance that the buildings will survive. Fuel modification strategies include plant selection based on moisture content, resin, and the production of detritus, and the

proper arrangement of plants in relation to structures. The County of Los Angeles Fire Department Fuel Modification Unit is responsible for the approval of fuel modification plans for new structures located in the County's FHSZs, including in the Planning Area. State law requires there to be at least 100 feet of defensible space around buildings.

Designing wildfire-resistant structures means constructing buildings so that they have less chance of catching fire from burning embers. Strategies include limiting the use of flammable materials on building exteriors, protecting vents and chimneys from embers, protecting windows from breakage under extreme heat, and screening gutters to reduce accumulation of flammable debris. The California Building Code includes standards that address fire risks to structures in the WUI.

PEAKLOAD WATER SUPPLY REQUIREMENT

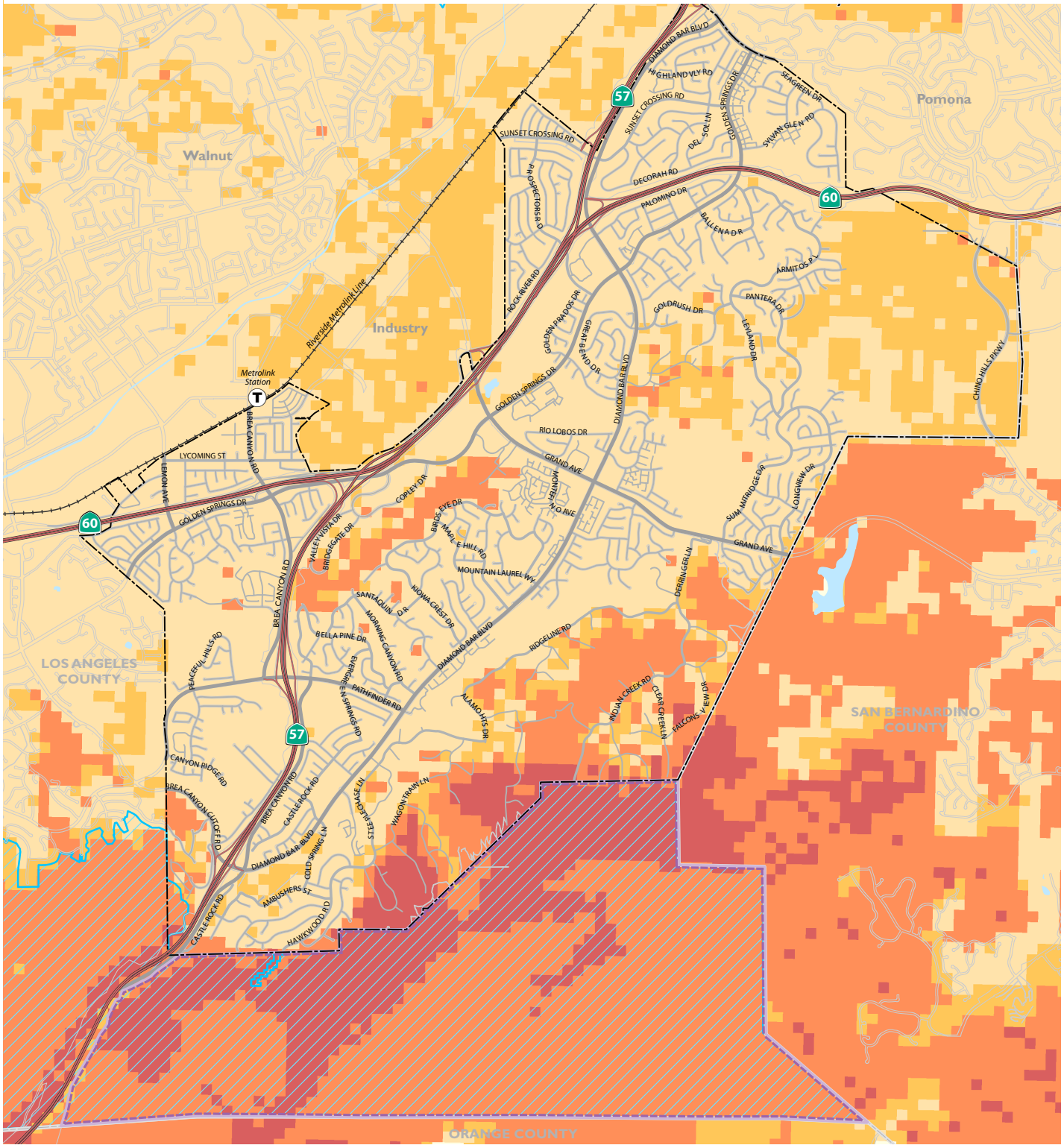
Diamond Bar engineering standards require a minimum flow of water for fire protection in accordance with County of Los Angeles fire Department, California Fire Code, and Insurance Services Office (ISO) standards.

FIRE ACCESS STANDARDS

Fire access is regulated by the adopted and amended California Fire Code and County of Los Angeles Fire Department standards. The current Fire Code establishes a minimum distance for all portions of a building from serviceable fire access roads. The County Fire Department establishes a minimum centerline turning radius to accommodate fire trucks and building standards.



Figure 7-5 Fire Threat



Fire Threat Level (Cal Fire)

- Extreme Threat
- Very High Threat
- High Threat
- Moderate Threat
- Little or No Threat

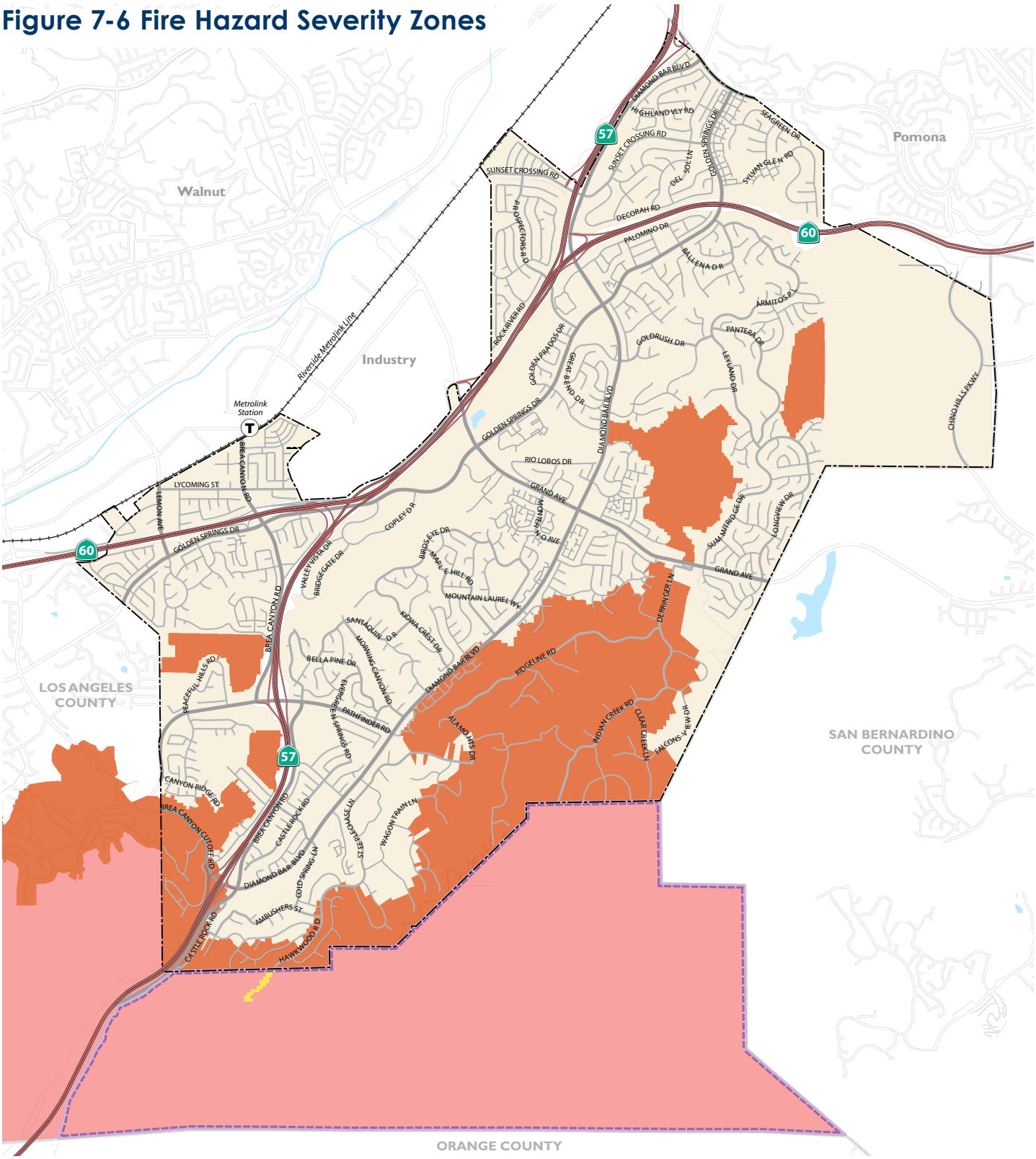
- Highways
- Ramps
- Major Roads
- Local Roads
- Railroads

- State Responsibility Area (SRA)
- Water Features
- City of Diamond Bar
- Sphere of Influence
- County Boundary

Source: Fire Threat, Fire and Resources Assessment Program (FRAP), Cal Fire 2005; Los Angeles County GIS Data Portal, 2016; Dyett & Bhatia, 2019

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Figure 7-6 Fire Hazard Severity Zones



Fire Hazard Severity Zones

Local Responsibility Area (LRA)

- Very High

State Responsibility Area (SRA)

- Very High
- High

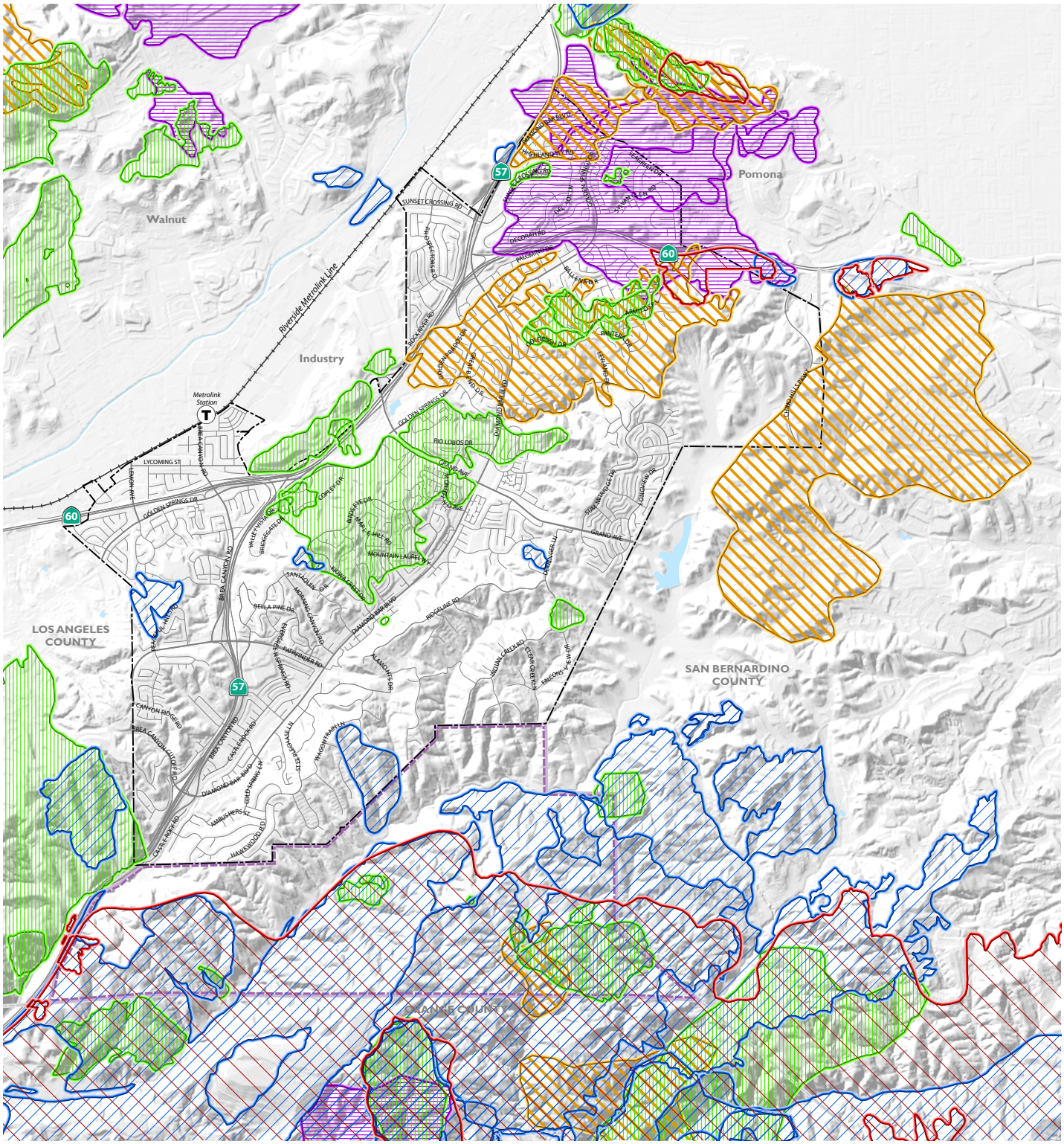
- Highways
- Ramps
- Major Roads
- Local Roads
- Railroads

- Water Features
- City of Diamond Bar
- Sphere of Influence
- County Boundary

Source: California Department of Forestry and Fire Protection (CAL FIRE), 2007 & 2009; Los Angeles County GIS Data Portal, 2016; Dyett & Bhatia, 2019

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Figure 7-7 Wildfire Perimeters 1928 – 2019



Wildfires

Year of Occurance

- 2000 - 2017
- 1980 - 1999
- 1960 - 1979
- 1940 - 1959
- 1920 - 1939

- Highways
- Ramps
- Major Roads
- Local Roads
- Railroads
- Water Features
- City of Diamond Bar
- Sphere of Influence
- County Boundary

Source: California Department of Forestry and Fire Protection (CAL FIRE), 2019; City of Diamond Bar, 2019; Dyett & Bhatia, 2019

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FIRE HAZARDS

GOALS

PS-G-3 Partner with the Los Angeles County Fire Department and affiliated agencies to implement hazard mitigation plans and community education efforts aimed at preventing the potential for loss of life, physical injury, property damage, public health hazards, and nuisances from wildland and urban fires.

POLICIES

General

PS-P-14 Educate the public about fire hazards and fire prevention. Work with the County of Los Angeles Fire Department and CAL FIRE to disseminate information on fire weather watches and fire risks and encourage all Diamond Bar residents to engage in risk reduction and fire preparedness activities.

The Los Angeles County Fire Department maintains information on family fire preparedness plans and risk reduction measures such as vegetation management.

PS-P-15 Require adherence to Diamond Bar Fire and Building Codes, including minimum road widths and adequate access and clearance for emergency vehicles and the identification of all roads, streets, and major public buildings a in a manner that is clearly visible to fire protection and other emergency vehicles.

PS-P-16 For privately-owned property within areas designated for development that are subject to high wildfire risk, condition approval of development upon the implementation of measures to reduce risks associated with that development, including, but not limited to, fuel modification plans and Fire Code requirements in effect at the time of project approval.

PS-P-17 Protect and promote native oak woodlands that border residential areas as fire buffers.

PS-P-18 Work cooperatively with the County of Los Angeles Fire Department, CAL FIRE, and fire protection agencies of neighboring jurisdictions to address regional wildfire threats.

Fire Hazard Severity Zones and State Responsibility Areas

PS-P-19 Maintain and update the City's High Fire Hazard Severity Zones map consistent with changes in designation by CAL FIRE to ensure that the County of Los Angeles Fire Department is protecting the community from wildland-urban fires as future development takes place.

PS-P-20 Prior to permit approval, ensure that all new development located in a Very High Fire Hazard Severity Zone or a State Responsibility Area (SRA) is served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.

PS-P-21 Collaborate with the County of Los Angeles Fire Department to ensure that properties in and adjacent to High or Very High Fire Hazard Severity Zones as indicated in Figure 7-6 are adequately protected from wildland fire hazards in a manner that minimizes the destruction of natural vegetation and ecosystems through inspection and enforcement. Update Figure 7-6 as new information becomes available from CAL FIRE.

PS-P-22 Support the County of Los Angeles Fire Department's Provision of weed abatement and brush thinning and removal services in High and Very High Fire Hazard Severity Areas in order to curb potential fire hazards.

PS-P-23 Where development is proposed within High or Very High Fire Hazard Severity Zones, ensure that the County of Los Angeles Fire Department has the opportunity to review the proposal in terms of its vulnerability to fire hazards and its potential as a source of fire, including fuel modification plan review for new development or additions that are equal or greater than 50 percent of the existing square footage.

7.5 HAZARDOUS MATERIALS AND OPERATIONS

Hazardous materials, as defined by the California Code of Regulations (CCR), are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. This refers to a variety of injurious substances, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and radioactive materials. Hazardous materials are commonly found throughout the Planning Area in households and businesses. Typical residential and commercial substances include motor oil, paint, cleaners and solvents, gasoline, refrigerants, and lawn and gardening chemicals.

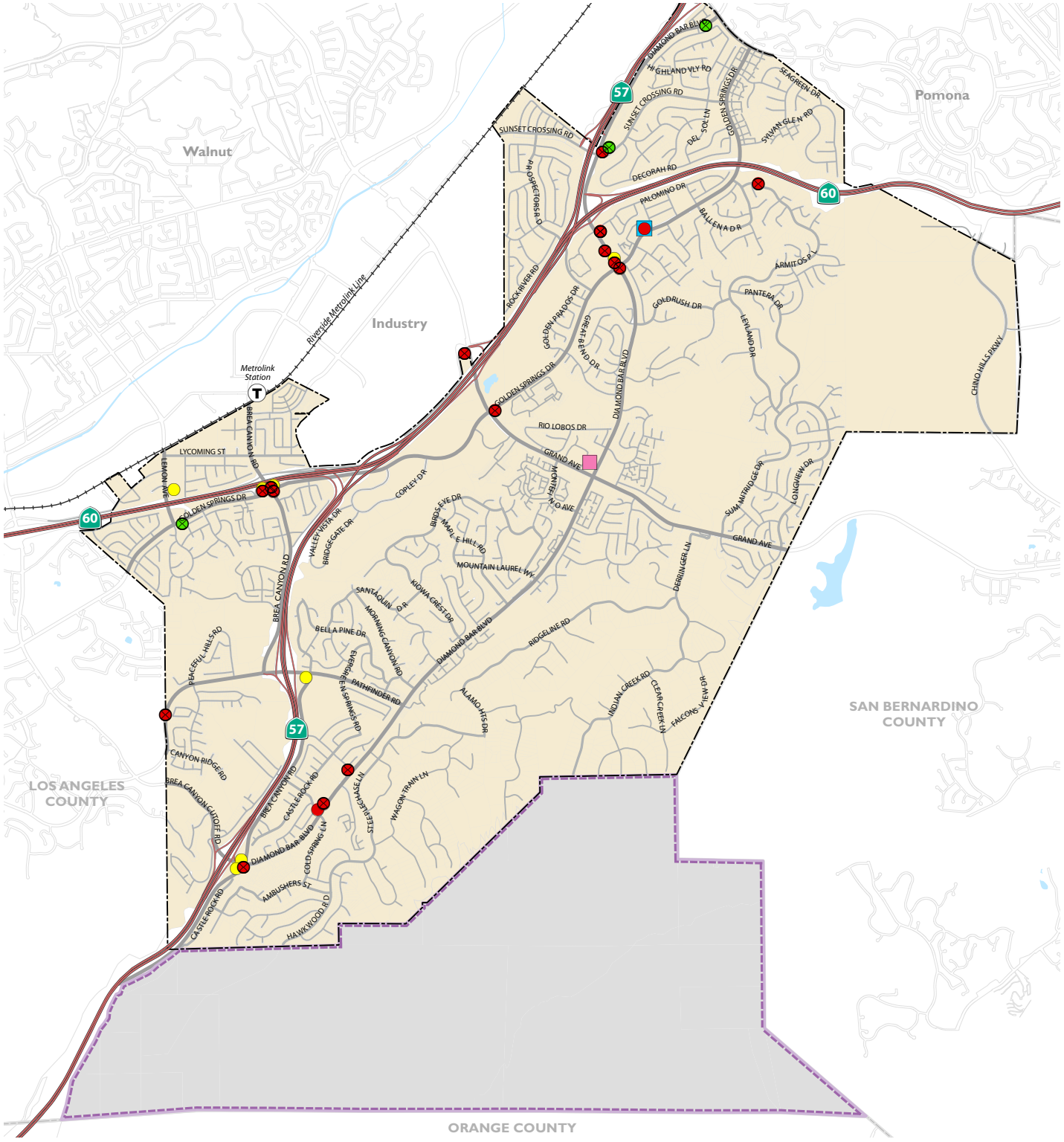
Sites where hazardous chemical compounds have been released into the environment can pose threats to health and ecological systems. Historic or current activities, most often associated with industrial or commercial uses (including gas stations, car washes, etc.), may result in the release, leak, or disposal of toxic substances on or below the ground surface, where they can then contaminate soil and ground water. Disturbance of the ground through grading or excavation can result in exposure of these chemicals to the public. Improper handling of contaminated sites may result in further exposure via airborne dust, surface water runoff, or vapors.

The California Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) track and identify sites with known or potential contamination and sites that may impact groundwater in accordance with Section 65962.5 of the California Public Resources Code (PRC). The list produced in accordance with this code is also known as the Cortese List.

- **EnviroStor.** The DTSC EnviroStor hazardous waste facility and cleanup sites database identifies sites that have known contamination or potentially contaminated sites requiring further investigation, and facilities permitted to treat, store, or dispose of hazardous waste. The EnviroStor database includes lists of the following site types: federal Superfund sites; State Response, including military facilities and State Superfund; voluntary cleanup; and school sites.
- **GeoTracker.** The SWRCB GeoTracker database tracks sites that impact groundwater or have the potential to impact groundwater. It includes sites that require groundwater cleanup such as Leaking Underground Storage Tanks (LUSTs), Department of Defense, and Site Cleanup Program sites; as well as permitted facilities that could impact groundwater such as operating Underground Storage Tanks (USTs), irrigated lands, oil and gas production sites, and land disposal sites.

Sites in the Planning Area listed by either SWRCB or DTSC as of May 2019 are shown on Figure 7-8. In general, contaminated sites are largely found along the city's major local roadways (e.g., Diamond Bar Boulevard, Grand Avenue, Golden Springs Drive). The majority of listed sites listed by the SWRCB are LUST cleanup sites, most of which are automobile-related uses such as gas stations. As of 2019, most of those cases had been closed. Also present in the Planning Area are a number of sites enrolled in the Regional Water Quality Control Board (RWQCB) Waste Discharge Requirements (WDR) program to regulate discharges into receiving waters. The program typically regulates discharges of domestic or municipal wastewater, food processing related wastewater, and industrial wastewater. As of 2019, there were 17 permitted underground storage tanks, one open LUST Cleanup Program case, one open SWRCB Cleanup Program case, nine WDR program sites, one open DTSC Voluntary Cleanup program case, and one open DTSC evaluation within the Planning Area.

Figure 7-8 Hazardous Materials and Sites



Highways
Ramps
Major Roads
Local Roads
Railroads

Hazardous Sites (SWRCB)

- LUST Cleanup Site
- Cleanup Program Site
- Permitted Underground Storage Tank (UST)
- Closed Sites

Hazardous Sites (DTSC)

- Evaluation
- Voluntary Cleanup

- Water Features
- City of Diamond Bar
- Sphere of Influence
- County Boundary

Source: GeoTracker, State Water Resources Control Board (SWRCB), 2019; Envirostor, Department of Toxic Substances Control (DTSC), 2019; City of Diamond Bar, 2019

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HAZARDOUS MATERIALS AND OPERATIONS

GOALS

CR-G-4 Enforce applicable local, County, State, and federal regulations pertaining to the manufacture, use, transportation, storage and disposal of hazardous materials and wastes in the City with the primary focus on preventing injury, loss of life, and damage to property resulting from the potential detrimental effects (short- and long-term) associated with the release of such substances.

POLICIES

PS-P-24 Work with the County of Los Angeles Fire Department to maintain and enforce State regulations that require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.

PS-P-25 On sites with known contamination of soil and groundwater, work with State and local agencies to continue to identify and compel cleanup of such sites to ensure that construction workers, future occupants, the public, and the environment are adequately protected from hazards associated with contamination.

The City may reference the State Water Resources Control Board's Geotracker database and the California Department of Toxic Substances Control's Envirostor database to identify potentially hazardous sites. Figure 7-7 shows sites identified through these databases in 2019.

PS-P-26 Prohibit the development of projects that would reasonably be anticipated to emit hazardous air emissions or handle extremely hazardous substances within a quarter-mile of a school.

PS-P-27 Work with the County of Los Angeles Fire Department and other State and federal agencies to ensure adequate emergency response for hazardous materials incidents.

PS-P-28 Promote public awareness and participation in household hazardous waste management, solid waste, and recycling programs.

For additional policies related to household hazardous waste management, solid waste, and recycling programs, see Chapter 8: Community Health and Sustainability Element.

7.6 PUBLIC SAFETY SERVICES

POLICE SERVICE

Police services in the Planning Area are provided by the Los Angeles County Sheriff's Department (LASD). The Walnut/Diamond Bar Station, located at 21695 East Valley Boulevard in Walnut (Figure 7-9), services Diamond Bar, Walnut and the unincorporated area of Rowland Heights. In the case of emergency, the San Dimas and Industry Stations can provide additional assistance. The LASD also provides general-service law enforcement to unincorporated areas of Los Angeles County, including areas south of Diamond Bar's city limits that are within its SOI.

As of 2019, the LASD's contract with Diamond Bar includes the purchase of a full-time equivalent of 22.5 deputies, or nearly four deputies per 10,000 residents. Moreoever, Additional resources that can deployed to Diamond Bar from LASD's 22 other stations and four Bureaus (Transit Service Bureau, Parks Bureau, County Services Bureau and Community Colleges Bureau). , According to the Sheriff's Department, the major obstacles to meeting response time standards are traffic during peak rush hour, and traffic in and around the schools during the beginning and ending of business hours.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN



In addition to police services, additional preventative measures can reduce crime rates and the sense of danger in an area. Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED principles include natural surveillance or "eyes on the street," clear delineation and access to public and private spaces, and continued upkeep and maintenance of spaces. Cities often consider crime prevention through environmental design principles in the location and design of new development in order to complement police services and contribute to public safety.

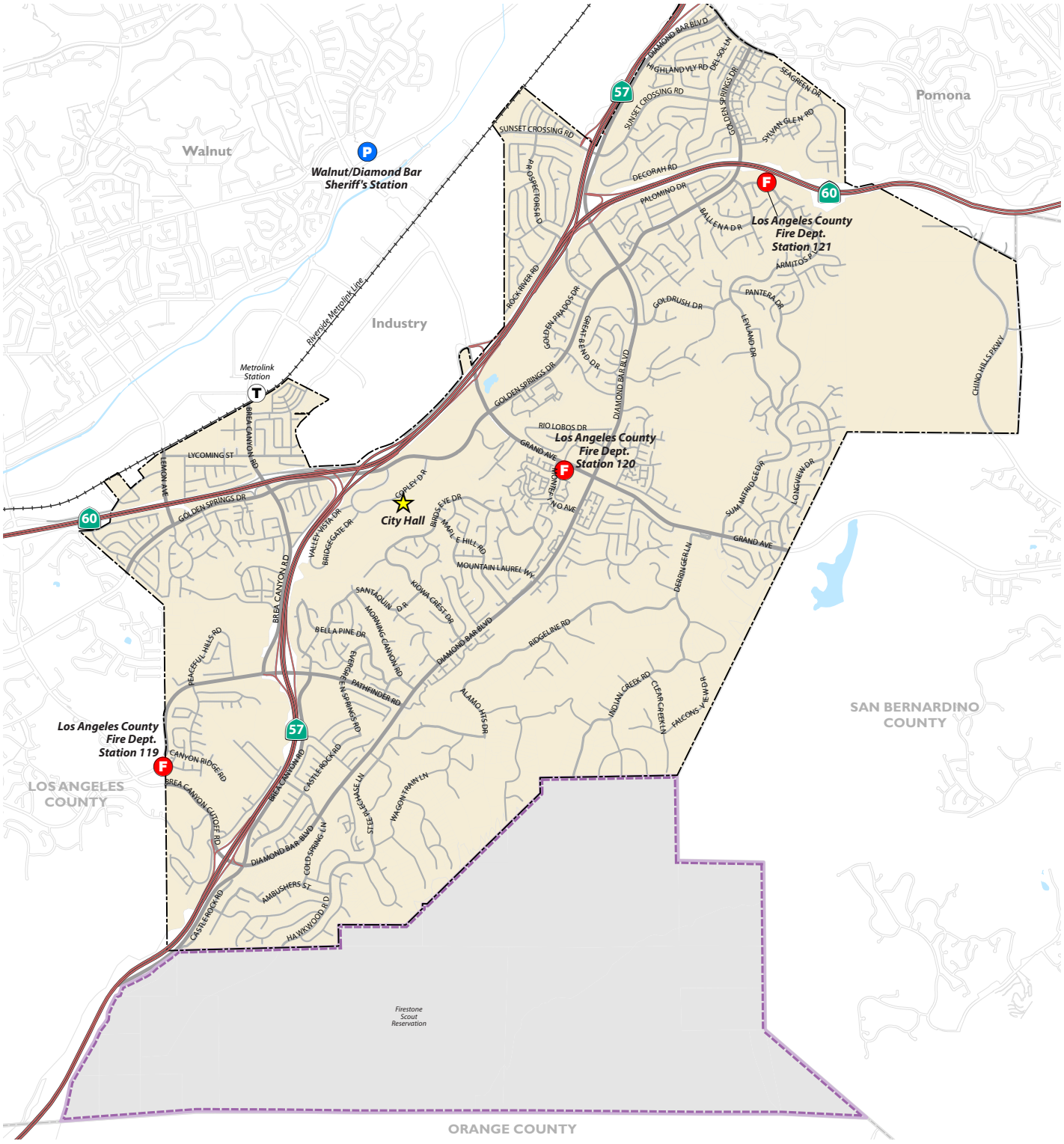
FIRE SERVICE

Fire protection and emergency medical services are provided by the County of Los Angeles Fire Department, which operates three stations within Diamond Bar city limits, as shown in Figure 7-9. In addition to fire protection service and emergency medical services, the Fire Department provides personnel to serve on specialized rescue teams, offer special training programs, and inspect businesses for fire safety.

The County Fire Department follows national guidelines that require a five-minute response time for first-arriving fire and EMS units and eight minutes for paramedic units in urban areas, as well as an eight-minute response time for first-arriving fire and EMS units and 12 minutes for paramedic units in suburban areas. In 2015, the average response time for fire and emergency calls in the City of Diamond Bar was 5:38 minutes, slightly above the target response time.



Figure 7-9 Public Safety Facilities



Source: City of Diamond Bar 2019; Dyett & Bhatia, 2019

POLICE, FIRE, AND EMERGENCY SERVICES

See Chapter 4: Circulation Element for additional policies regarding traffic management.

GOALS

CR-G-5	Maintain safety services that are responsive to citizens' needs to ensure a safe and secure environment for people and property in the community.
PS-G-6	Support community-based policing partnerships to enhance public awareness of crime prevention and strengthen the relationship between the Los Angeles County Sheriff's Department and neighborhoods throughout the city.
PS-G-7	Provide effective emergency preparedness and response programs.

POLICIES

PS-P-29	Coordinate with the Los Angeles County Sheriff's Department for review of applications for new development and for the intensification of existing development, ensuring that review is consistent with Crime Prevention Through Environmental Design (CPTED) principles.
PS-P-30	Continue to promote the establishment of neighborhood watch and business watch programs to encourage community participation in the patrol of neighborhoods.
PS-P-31	Continue to utilize the contract model of government with Los Angeles County Fire and Sheriff's Departments and provide facilities, staffing, and equipment to attain the shortest possible response times as set forth by the adopted standards of those public safety organizations.

PS-P-32	Support the achievement of police and fire response times through the implementation of traffic management measures that mitigate congestion during peak rush hour and during school drop-off and pick-up times.
PS-P-33	Monitor fire-flow capability throughout the Planning Area and improve water availability and redundancy for any locations that have flows considered inadequate for fire protection. Continue to work with various water purveyors to maintain adequate water supply and require on-site water storage for areas where municipal water service is not available.
PS-P-34	Coordinate with the County of Los Angeles Fire Department to review new development applications for consistency with applicable Fire Codes.
PS-P-35	Work cooperatively with the Los Angeles County Fire Department, CAL FIRE, and fire protection agencies of neighboring jurisdictions to ensure that all portions of the Planning Area are served and accessible within an effective response time.
PS-P-36	Work with the Los Angeles County Sheriff's Department and County of Los Angeles Fire Department to ensure that the cost of providing new staffing, facilities, and equipment, including paramedic services, to support new development is assessed against the developments creating that need.
PS-P-37	Maintain area-wide mutual aid agreements and communication links with adjacent governmental authorities and other participating jurisdictions.

7.7 EMERGENCY AND DISASTER MANAGEMENT

Due to the prevalence of unpredictable and unavoidable hazards in and near the Planning Area, the City must plan to address the safety of residents in times of disaster. The City of Diamond Bar strives to keep its citizens informed and prepared for any emergency. Being prepared can save lives, protect property and minimize losses to businesses.

LOCAL HAZARD MITIGATION AND EMERGENCY OPERATIONS PLANNING

The purpose of emergency preparedness is to protect the health, safety and welfare of the general public during and after natural, man-made (technological), or attack-related emergencies. To handle such events effectively requires the coordination of a number of public and private agencies as well as the public safety agencies such as the Diamond Bar Public Works Department, the Los Angeles County Fire and Sheriff's departments, and State agencies including the California Emergency Management Agency (CEMA) and the California Highway Patrol (CHP). The City of Diamond Bar recognizes the importance of emergency preparedness through the implementation of the Diamond Bar Emergency Operations plan and through collaboration on the implementation of the County of Los Angeles All-Hazard Mitigation Plan. These plans are based on the functions and principles of the Standard Emergency Management System (SEMS), which follows the FIRESCOPE Incident Command System (ICS) identifying how the City fits into the overall SEMS structure.

The City of Diamond Bar also works with the National Incident Management System (NIMS), which provides a consistent nationwide framework to enable government, nongovernmental organizations, and the private sector to prevent, mitigate, and recover from incidents.

The California Emergency Services Act requires the City to manage and coordinate the overall emergency and recovery activities within its jurisdictional boundaries. Under SEMS, the City is responsible at two levels, the field response and local government levels. At the field response level, the City and all other agencies use ICS to aid in a standardized emergency response. At the local government level, a designated Emergency Operations Center (EOC) is used as the central location for gathering and disseminating information and coordinating all jurisdictional emergency operations within the area. During disasters, the City of Diamond Bar is required to coordinate emergency operations with the County of Los Angeles Operational Area and, in some instances, other local governments.

Local agencies are a part of a broader Emergency Management Systems, overseen by the State of California's Southern Region Emergency Operations Center.

The State of California Multi-Hazard Mitigation Plan, also known as the State Hazard Mitigation Plan (SHMP), was approved by FEMA in 2013. The SHMP outlines present and planned activities to address natural hazards. The adoption of the SHMP qualifies the State of California for federal funds in the event of a disaster. Locally, the County of Los Angeles adopted an All-Hazard Mitigation Plan in 2014. The plan has been approved by California Governor's Office of Emergency Services (Cal OES) and by FEMA. The purpose of the HMP is to demonstrate the plan for reducing and/or eliminating risk in the County. The HMP assesses risks associated with flooding, earthquake, wildfire, hazardous material, and drought hazards, and identifies mitigation strategies to reduce the risk.

DISASTER RESPONSE TRAINING

The City of Diamond Bar conducts frequent staff training so that City employees are equipped to conduct the necessary decision-making and coordination efforts in the event of an emergency or disaster. The City also relies on local disaster volunteer programs, including the following:

- **Community Emergency Response Team (CERT).** The County of Los Angeles provides emergency preparedness information and disaster training for use by individuals in their own neighborhoods in times of an emergency, as well as continuing training for Affiliated CERT volunteers to assist the City before, during, and after a disaster or emergency.
- **Los Angeles County Sheriff's Department Volunteer on Patrol Program.** The County of Los Angeles Volunteer program offers volunteers an opportunity to be involved with nearly every aspect of a station, including search and rescue, clerical duties, and youth volunteer opportunities.
- **FEMA Independent Study Program.** The Emergency Management Institute (EMI) of the Federal Emergency Management Agency (FEMA) offers self-paced courses designed for people who have emergency management responsibilities and the general public.

EMERGENCY AND DISASTER MANAGEMENT

GOALS

PS-G-8 Use the Local Hazard Mitigation Plan and Emergency Operations Plan to address mitigation and response for local hazards, including seismic hazards, flood hazards, fire hazards, hazardous materials incidents, and hazardous sites, and to plan for the protection of critical facilities (i.e., schools, hospitals), disaster and emergency response preparedness and recovery, evacuation routes, peak load water supply requirements, and minimum road width and clearance around structures.

PS-G-9 Conduct emergency and disaster management planning in a collaborative manner with State and local agencies and neighboring jurisdictions, while striving for self-sufficiency in City-level emergency response.

POLICIES

PS-P-38 Maintain, review, and update Diamond Bar's Local Hazard Mitigation Plan every five years, taking into account new hazard conditions in the Planning Area and new emergency management techniques.

PS-P-39 Adopt, implement and update as necessary the Local Hazard Mitigation Plan to develop strategies to address changing risks from flood, drought, fire, landslides, seismic activity, hazardous materials, and other potential hazards, including strategies related to monitoring, emergency preparedness, development policies, conservation, vulnerable populations, and community resilience.

PS-P-40	Continue to coordinate the City's emergency preparedness and response plans and operations with the State Office of Emergency Management, Los Angeles County, schools, and other neighboring jurisdictions.
PS-P-41	Maintain and expand as necessary community emergency preparedness resources including personnel, equipment, material, specialized medical and other training, and auxiliary communications.
PS-P-42	Continue to disseminate public information and alerts regarding the nature and extent of possible natural and man-made hazards, resources identifying measures residents and businesses can take to prepare for and minimize damage resulting from these hazards, citywide response plans, and evacuation routes.
PS-P-43	Require all City staff to be adequately trained to respond to emergency situations, and conduct regular emergency preparedness drills with local organizations including the Los Angeles County fire and Sheriff's departments.
PS-P-44	Leverage pre- and post-disaster assistance programs to support resilient planning, mitigation, and reconstruction strategies that consider future climate conditions, such as the California Governor's Office of Emergency Services' Hazard Mitigation Grant Program and California Disaster Assistance Act.

7.8 NOISE

Noise is generally defined as unwanted sound and can consist of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. The classification of sound as noise is subjective and relies heavily on the quality and context of the sound.

NOISE MEASUREMENT

The following noise measurement scales are used to describe noise in a particular location:

- **Frequency.** Frequency is the composition or spectrum of the sound. Frequency is a measure of the pressure fluctuations per second of a sound wave.
- **Level.** The decibel (dB) system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Decibel measurement may also be "A-weighted" to de-emphasize the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear in a manner that correlates well with subjective reactions to noise. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).
- **Variation.** Variation is the sound level over time. Predominant rating scales for human communities in the State of California are Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL) or the day-night average level (Ldn) based on A-weighted decibels. CNEL is the time-varying noise over a 24-hour period, with a 5-dBA weighting factor applied to the hourly Leq for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). Ldn is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and Ldn are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

NOISE IMPACTS

Noise impacts can be described in three categories. The first includes audible impacts, which refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a

change of 3 dB or greater, since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise level of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas. Figure 7-10 shows common sound levels and their noise sources.

Noise-Sensitive Receptors

Noise-sensitive receptors are land uses associated with indoor and/or outdoor activities where the presence of unwanted sound could adversely affect the use of the land. Examples may include residential areas, senior and child care facilities, schools, hospitals, and religious facilities. Special Status species and their habitats are also considered noise-sensitive. Noise-sensitive receptors within the city include single- and multi-family residential housing, schools, parks, libraries, hospitals, churches and other religious facilities, wildlife habitat, and open space.

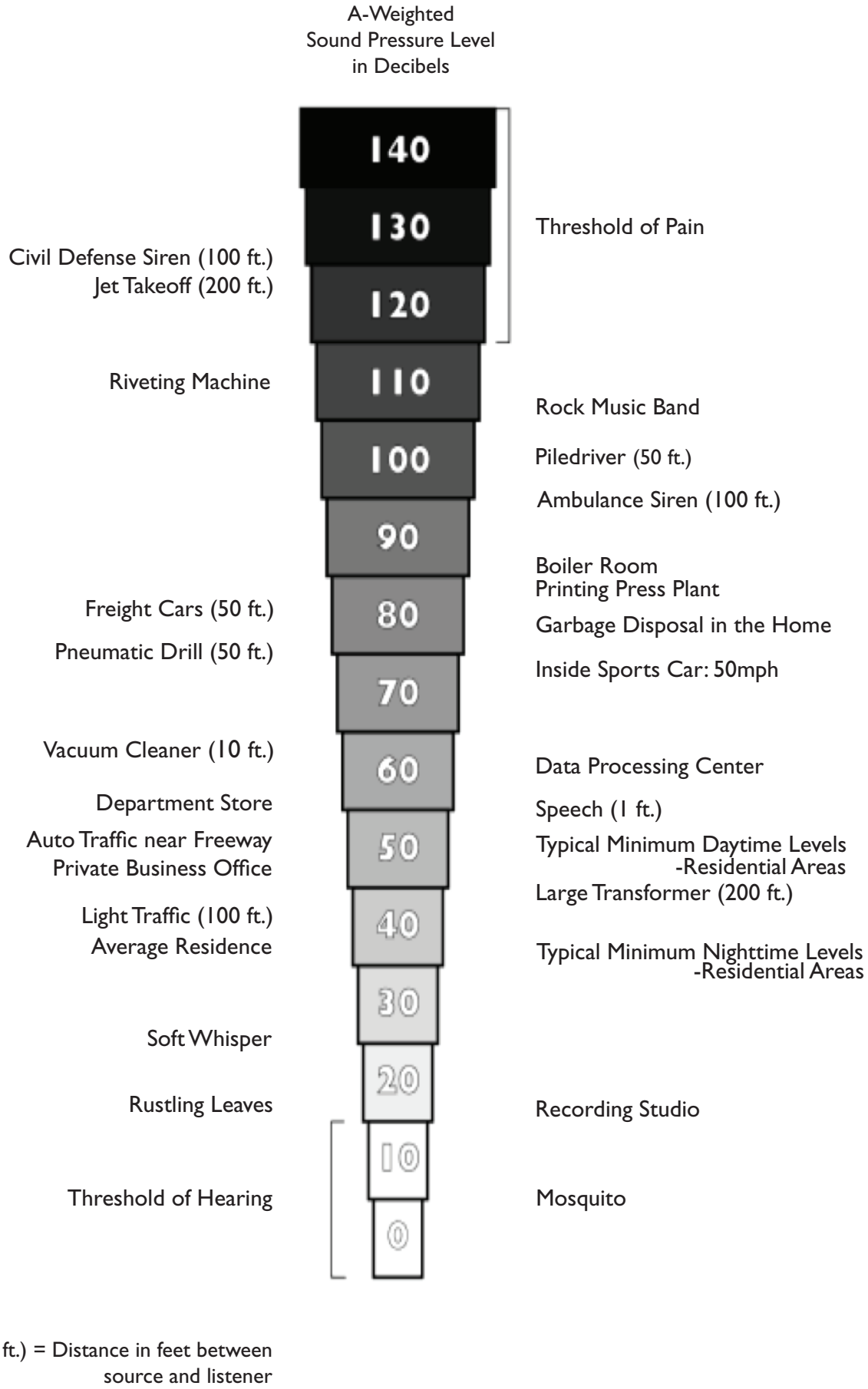
SOURCES OF NOISE

Diamond Bar is an urbanized area with pockets of open space. The major sources of noise within the city include typical urban noise generators such as vehicle traffic along roadways, industrial and commercial processes, and residential noises such as people talking, sports events in parks, and vocalizations from domesticated animals.

Traffic

Vehicular traffic is the predominant noise source within Diamond Bar. The level of vehicular traffic noise varies with many factors, including traffic volume, vehicle mix

Figure 7-10 Typical Noise Levels in the Environment



(including percentage of trucks), traffic speed, and distance from the roadway. Major traffic noise sources in Diamond Bar include freeways (SR-57 and SR-60) and arterial roadways such as Brea Canyon Road, Diamond Bar Boulevard, Golden Springs Drive, Grand Avenue, and Pathfinder Road. Figure 7-11 shows the contours of existing noise levels (2019) along roadways in the Planning Area, and Figure 7-12 shows projected noise level contours at buildout of General Plan land uses in 2040.

Railway

The noise impacts associated with rail activities depend on a number of factors, including the type of train, the length of train, the use of a horn, the physical track conditions, the geometry and intervening structures between the rail line and its receptor, the number of trains operating, and the speed of the train. While no rail lines pass through Diamond Bar, the Union Pacific rail line runs adjacent to the western portions of the city, including a Metrolink stop at Diamond Bar's border with the City of Industry. Noise impacts from the railway will need to be considered as the Transit-Oriented Mixed-Use area is developed, particularly with regards to sensitive receptors.

One potential railway noise mitigation measure that the City could consider would be to coordinate with relevant agencies and private entities to implement a railroad quiet zone. A quiet zone is an exemption granted by the Federal Railroad Administration (FRA) to the rule requiring trains to sound their horns when approaching public highway-rail grade crossings, such as the railroad crossing at South Lemon Avenue. Given that trains sound their horns upon the approach to a crossing for safety reasons, to alert vehicles and people that the train is approaching, grade crossings within quiet zones are typically required to include additional safety measures such as upgraded warning devices.

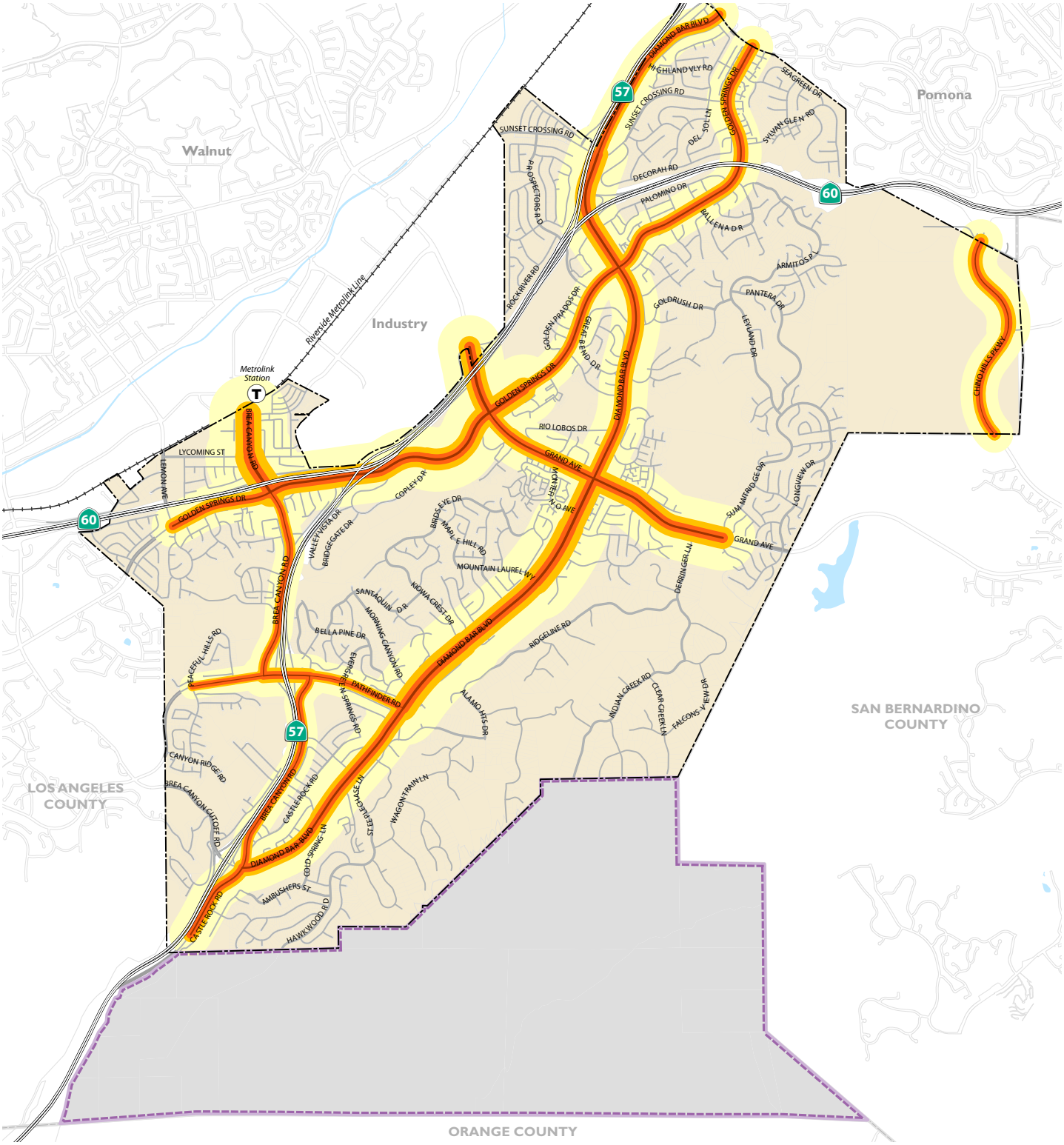
Stationary Noise Sources

Commercial-industrial and light-industrial land uses in the city have the potential to generate high noise levels and impact surrounding land uses with their equipment operation. Noise sources from these land uses include: air conditioning or refrigeration units, power tools, lawn equipment, generators, and other powered mechanical equipment.

Other Noise Sources

Other sources of noise can include construction and the use of portable or small-scale pieces of equipment. Construction can be a substantial, though short-term, source of noise, and is most disruptive when it takes place near sensitive uses or during night or early morning hours. Power equipment, such as leaf blowers and drills, can produce high noise levels at the location of work. Other amplified sounds, such as audio equipment at either a sanctioned event or residential property, can also create noise exposure.

Figure 7-11 Existing Noise Contours (2016)



Existing Noise Levels

- 75 dB Contour
- 70 dB Contour
- 65 dB Contour
- 60 dB Contour

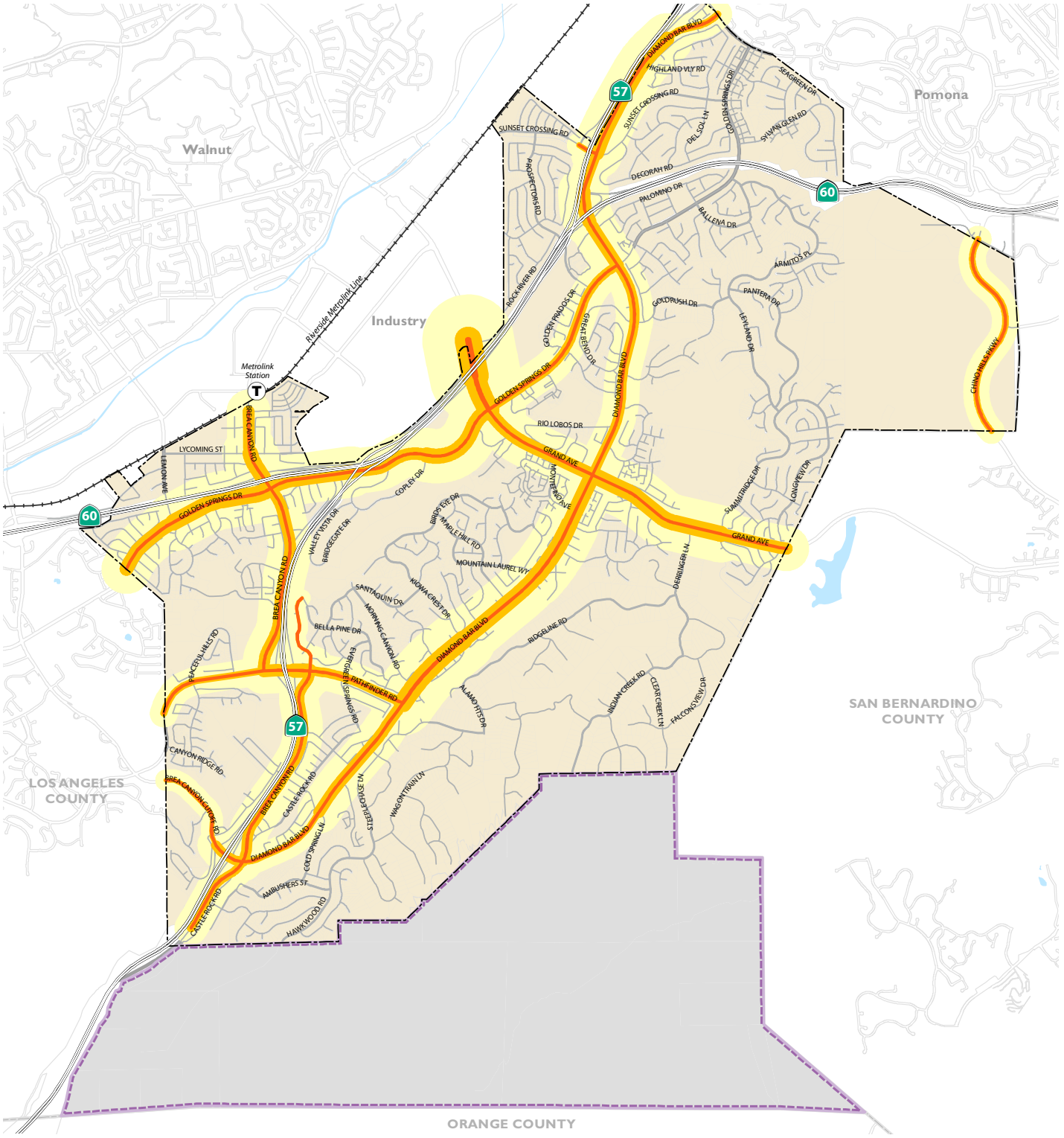
- Highways
- Ramps
- Major Roads
- Local Roads
- Railroads

- Water Features
- City of Diamond Bar
- Sphere of Influence
- County Boundary

Source: ESA PCR, 2016; City of Diamond Bar 2019; Dyett & Bhatia, 2019

0 0.35 0.7 1.4
MILES

Figure 7-12 Projected Noise Contours (2040)



Existing Noise Levels

- 70 dB Contour
- 65 dB Contour
- 60 dB Contour

- Highways
- Ramps
- Major Roads
- Local Roads
- Railroads

- Water Features
- City of Diamond Bar
- Sphere of Influence
- County Boundary

Source: ESA, 2016; City of Diamond Bar 2019; Dyett & Bhatia, 2019

0 0.35 0.7 1.4
MILES

Table 7-1 Community Noise Compatibility Matrix

Land Use Categories	*Maximum Exterior Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB*[1]						*Maximum Interior CNEL*
	55	**60**	**65**	**70**	**75**	**80**	
Rural, Single-Family, Multiple-Family Residential							40
School Classrooms							40
School Playgrounds							
Libraries							40
Hospitals, Convalescent Facilities Living Areas							45
Hospitals, Convalescent Facilities Sleeping Areas							35
Recreation: Quiet, Passive Areas							40
Recreation: Noisy, Active Areas							
Commercial and Industrial							
Office Areas							45

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Outdoor areas are suitable for normal outdoor activities for this land use.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air-conditioning, will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Nature of the Noise environment where the CNEL or Ldn level is:

- Below 55 dB: relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within ¼ mile.
- 55-65 dB: most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.
- 65-75 dB: very noisy urban areas near arterials, freeways or airports.
- 75+ dB: extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

Notes:

1. The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day was averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 pm and 10:00 pm and a 10-decibel penalty on noise between 10:00 pm and 7:00 am of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

NOISE

GOALS

PS-G-10	Protect public health and welfare by enforcing the City's noise ordinance, and impose mitigation measures on future development and uses to prevent significant degradation of the future acoustic environment.
PS-G-11	The location and design of transportation facilities, industrial uses, and other potential noise generators shall not adversely affect adjacent uses or facilities.
PS-G-12	Support measures to reduce noise emissions by motor vehicles, aircraft, and trains.

POLICIES

PS-P-45	Use the noise and land use compatibility matrix (Table 7-1) and Projected Noise Contours map (Figure 7-12) as criteria to determine the acceptability of a given proposed land use, including the improvement/construction of streets, railroads, freeways, and highways.
PS-P-46	Locate new noise sensitive uses—including schools, hospitals, places of worship, and homes—away from sources of excessive noise unless proper mitigation measures are in place.
PS-P-47	As feasible, locate land uses to buffer residential uses from potential noise generators and site buildings to serve as noise buffers.
PS-P-48	Maintain interior and exterior noise-related development standards through the Diamond Bar Noise Control Ordinance.

PS-P-49 Require that detailed site-specific noise analysis, including the identification of noise mitigation measures, be prepared for all development proposals located where project noise exposure would be other than normally or conditionally acceptable as specified in Table 7-1. With mitigation, development should meet the allowable exterior and interior noise exposure standards established in the Noise Control Ordinance.

PS-P-50 Evaluate the land use compatibility of any proposed development project prior to approval to avoid locating loud developments near noise sensitive receptors. When walls over six feet in height are necessary to mitigate noise, a berm/wall combination with heavy landscaping, a terraced wall heavily landscaped, or other similar innovative wall design technique shall be used to minimize visual impacts.

PS-P-51 Coordinate with the Union Pacific Railroad and other agencies and private entities to consider the implementation of a railroad quiet zone and other methods of reducing railroad noise impacts on surrounding noise-sensitive uses along the Union Pacific Railroad line adjacent to the city.

PS-P-52 Ensure that noise attenuation facilities are installed as feasible in all noise-sensitive areas impacted by County, State, or federal highways through coordination with Caltrans and the Federal Highway Administration.

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COMMUNITY HEALTH AND SUSTAINABILITY

8.0

A wide range of health outcomes and risks are influenced by the social and physical environments we inhabit – the places we live, work, learn and play – as well as access to opportunities such as jobs and resources such as services and recreational facilities.



8.1 INTRODUCTION

Health and wellbeing are shared goals of all residents of Diamond Bar, and the City is committed to promoting the welfare of all its residents by improving public health through policies and programs that contribute to a sustainable environment, safe and convenient multi-modal transportation options, access to healthy food, and a strong community. Additionally, the City is focused on building resiliency to adapt to the impacts of climate change, which pose an immediate and growing threat to the health and welfare of Diamond Bar residents, and promoting the reduction of greenhouse gas (GHG) emissions to reduce potential impacts. This Chapter addresses the ways in which the physical environment can influence the long-term health and sustainability of the community, including the topics of environmental justice, active lifestyles, social connection, public health and human services, and climate change in order to strengthen the community's overall long-term resilience. The Climate Action Plan (CAP) associated with the General Plan provides an in-depth discussion of climate change impacts, an inventory of existing and projected GHG emissions, and additional optional strategies to complement policies included in this chapter focused on reducing GHG emissions, resiliency, and adaptation.

RELATIONSHIP TO STATE LAW

Government Code Section 65302 requires that general plans include either an environmental justice element or related goals, policies, and objectives integrated into other elements, that identify any disadvantaged communities within the Planning Area, and provide policies to reduce the unique or compounded health risks facing those communities.



The additional health-related sections of this chapter are not required by State law, but address issues that are important to Diamond Bar. Government Code Section 65303 enables the City to adopt "any other elements or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the... city." Once adopted, an optional element has the same force and effect as the mandatory elements. Accordingly, zoning, subdivisions, public works, specific plans, and other actions that must be consistent with the general plan must be consistent with any optional elements. Over the past decade, optional elements addressing health, wellness and sustainability have become more common.

RELATIONSHIP TO OTHER ELEMENTS

Given that health and sustainability are influenced by a wide range of issues related to the physical environment, this chapter is closely linked to policies in each of the other chapters. Chapter 2, Land Use and Economic Development, and Chapter 3, Community Character and Placemaking outline desired land use patterns affect health by ensuring that neighboring uses are compatible and encourage walkable development patterns to support active lifestyles and greenhouse gas (GHG) emissions reduction. Chapter 4, Circulation similarly addresses expanded opportunities for active transportation. Chapter 5, Resource Conservation discusses public-health related issues such as air quality and water quality; air pollutant emissions are also closely tied to GHG emissions. Chapter 6, Public Facilities and Services includes policies related to public programs and services, including the provision of parks and schools. Chapter 7, Public Safety discusses hazards in the Planning Area, including those that impact public health.



8.2 PUBLIC HEALTH AND ENVIRONMENTAL JUSTICE

PUBLIC HEALTH

Public health encompasses a variety of health considerations that address the physical, mental, and social well-being of a community. A well-rounded public health system will consider a wide range of factors including environmental health, active lifestyles, social connections, and access to health and human services and healthy food.



Environmental Health

On a basic level, ensuring adequate environmental health means making sure that a community's fundamental environmental health needs, such as clean water and clean air, can be safely met, and that people are not at risk of exposure to hazardous materials in their surroundings. As discussed in Chapter 5, Resource Conservation, air quality in the Planning Area is compromised by high levels of pollutants, the majority of which are generated by vehicle traffic. Air contaminants can produce lung irritation and exacerbate existing respiratory conditions, and have been tied to increased rates of asthma hospitalization for youth and mortality among seniors. Air contaminants can also contribute to risk of lung cancer and cardiovascular disease. Vehicle traffic is also the main source of noise in the Planning Area, as discussed in Chapter 7, Public Safety. High levels of noise can also lead to physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. Just as maintaining environmental quality is essential to ecological health in the area, it is essential to promoting health among community members.

Active Lifestyle

Active living refers to incorporating physical activity into one's daily life. Examples of active living include walking to transit to commute to work and walking or biking to school or social activities. Daily physical activity is a crucial aspect of reducing risk of a host of chronic diseases. Lack of physical activity is a risk factor for heart disease, cancer, stroke, diabetes, and Alzheimer's; and a primary risk factor for obesity. Conversely, active living is associated with improved mental health, longer lifespans, and better quality of life. In addition to the benefits of active living on an individual level, increased levels of physical activity also have the potential to reduce public health and medical costs associated with chronic diseases.

Certain environments, such as those where the only commute option is to drive or where public facilities and other destinations are located far from residences, make it difficult for people to lead active lives. As is discussed in Chapter 4, Circulation, vehicular mode share, or the percentage of residents who drive to get to work, is high as a result of the City's layout and distribution of land uses. The ability to reduce reliance on single-occupant vehicles and promote active living through the provision of pedestrian and bicycle facilities and improvements and the incorporation of new mixed-use centers that expand access to nearby shops, entertainment and services within walking or cycling distance from their homes create opportunities for more active lifestyles. Policies in Chapter 6, Public Facilities and Services also support the provision of parks and trails where Diamond Bar residents can go to exercise outdoors.

Social Connections

In addition to the physical environment, the strength of social networks and how the community engages with physical space has a strong impact on health and welfare at both the individual and community-wide level. Social interactions can contribute to both physical and mental health, and strong social networks can improve the resiliency of residents in the face of natural disasters and emergencies.



Diamond Bar has a network of community facilities designed to host community programs and events. The City offers a variety of recreational, artistic and educational programs, and special events that allow the community to come together. Members of the community have voiced a desire for more facilities and programming that will engage more youth and seniors, and reinforce the community's reputation as a "small town" where neighbors know and support each other. As the population becomes more ethnically diverse, spaces and opportunities for the community to come together to celebrate cultural differences and shared values will be increasingly valuable. In addition, the growing population of seniors will benefit from activities and programs that help them maintain social connections and networks despite changes in their ability or mobility. Chapter 6 includes policies that address community facilities, and Chapter 3 includes policies that address increasing gathering spaces and encouraging public interaction through good design.

AGING IN PLACE

Aging in Place is a term used to refer to policies, services and structures related to the physical and social environment that allow older people to remain in their communities and "age actively," or continue to participate fully in society without compromising safety or security. Communities that support ageing in place typically feature accessible pedestrian infrastructure, supportive housing options that feature design that allows older people to remain in their homes longer, and access to key social services.



Healthcare and Human Services

Access to health care services is a crucial determinant of overall community health given that medical monitoring, advice, and care is often essential to preventing disease and improving health outcomes. While Diamond Bar does not have any public health centers or hospitals within its jurisdictional boundaries, residents may visit hospitals in neighboring jurisdictions. Hospitals such as Pomona Valley Hospital Medical Center and St. Jude Hospital/Medical Center in Fullerton include Diamond Bar in their primary service areas or catchment areas. The Diamond Bar community also has access to two nearby Los Angeles County-run public health centers located in Pomona and Monrovia. These health centers provide health services for free or on a sliding scale to low-income individuals and those without access to health insurance.

Diamond Bar's Diamond Ride program, a subsidized curb-to-curb cab service program, helps to support access to health and human services for persons with disabilities and those age 60 and older residing in Diamond Bar.

Healthy Food

An individual's access to healthy food options is another significant determinant of health. The County of Los Angeles Public Health 2015 survey data indicates that an overwhelming majority of parents and guardians in the Pomona Health District, which comprises Diamond Bar and neighboring jurisdictions, rated community access to fresh fruits and vegetables as excellent or good. The same dataset simultaneously reveals, however, that more than 20 percent of children in grades 5, 7, and 9 and adults are obese. Many studies have found associations between quality

of retail food environment and rates of obesity and diabetes. For example, when fast food restaurants are located adjacent to high schools, it is convenient for students to choose unhealthy food options.

Encouraging healthy eating can include actions such as increasing a community's knowledge of healthy food choices and behaviors, as well as promoting alternative healthy food options such as farmer's markets, community gardens and community-supported agriculture services (CSAs), which have the added benefit of providing opportunities for social interaction and community engagement and supporting local food producers.

ENVIRONMENTAL JUSTICE

Environmental justice refers to 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. While environmental justice has traditionally focused on pollution burdens and their relationship to health, which are discussed in the context of Diamond Bar below, the concept of environmental justice has broadened to include environmental and social vulnerabilities that determine health such as access to services, healthy food, and opportunities, thus overlapping with other community health topics addressed in this Chapter.

Disadvantaged Communities

Environmental justice is typically examined in the context of disadvantaged communities. The term "disadvantaged community" (DAC) is defined by the California Health and Safety Code, Section 39711, and refers to areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure to hazards, or environmental degradation, and socio-economic vulnerability, determined by concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

Identifying DACs is the responsibility of local jurisdictions. SB 1000 specifies several ways for local jurisdictions to identify DACs, including the "off-the-shelf" method of using public maps published by the California Environmental Protection Agency (CalEPA), which is responsible for identifying disadvantaged communities pursuant to Health and Safety Code Section 39711. Each census tract in the state is quantitatively evaluated for environmental pollution and vulnerability to the pollution. CalEPA identifies the census tracts that score in the top 25 percent in terms of pollution burden and socioeconomic vulnerability as "disadvantaged communities."

As of 2019 no disadvantaged

communities have been identified by CalEPA in Diamond Bar or its Sphere of Influence, however this doesn't preclude the City of Diamond Bar from incorporating the principles of environmental justice into its planning and policies, principles that are consistent with values shared by Diamond Bar residents such as inclusivity, fairness and equity and an understanding that a community is only as resilient as its most vulnerable populations. Incorporating these principles into the City's planning and policies will also help to ensure that Diamond Bar continues to aspire toward being among the most inclusive communities to be found. The City can tackle procedural inequities, for instance, or inequities that occur when the planning process is not conducted in a uniform manner, by meeting community members where they are, at times that allow for broader participation, and by translating documents or providing interpretation services to those who are not comfortable providing input in English. Providing materials and outreach opportunities in other languages is and will continue to be particularly important in Diamond Bar, where levels of limited English speaking, also referred to as linguistic isolation, are high according to CalEPA and US Census Bureau data.

Pollution Burdens in Diamond Bar

The data provided by CalEPA in terms of pollution burden indicators is useful in terms of evaluating environmental health risks in Diamond Bar. Table 8-1 shows the percentile rank of select pollution burden indicators used by CalEPA for census tracts in Diamond Bar. The percentile rank for a given indicator represents the percentage of census tracts in all of California with lower values of that indicator. For example, the majority of the census tracts in the Planning Area are in the 74th percentile or above for Ozone, which means that each census tract has worse Ozone pollution than 74 percent of census tracts in California. While the rankings do not necessarily reflect



whether or not any given indicator is in non-compliance with existing standards for safety (for example, a high ranking for water contamination does not necessarily indicate that the water is unsafe to drink by State standards), they do illustrate clear geographical disparities in environmental quality.


Air Quality: Ozone


Air Quality: PM2.5


Diesel Particulate Matter


Pesticide Use


Toxic Releases from Facilities


Traffic Density

Census tracts within the Planning Area are burdened with particularly high levels of fine particulate matter (PM 2.5), diesel particulate matter (diesel PM), and ozone. Fine particulate matter can originate from a variety of sources, including cars and trucks, industrial processes, wood burning, or other activities involving combustion, and wildfires. Because the particles are microscopic in size, they can be inhaled and affect both the lungs and heart, causing heart attacks, aggravated asthma, decreased lung function, and other complications. Ozone is a common air pollutant in the region that is produced in the atmosphere by chemical reactions between oxygen-containing compounds and other air pollutants in the presence of sunlight. Emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors, and chemical solvents are some of the major sources of these substances. Breathing ozone can trigger a variety of health problems, particularly for children, the elderly, and people of all ages who have lung diseases such as asthma.

Drinking water and hazardous waste are two other pollution burden indicators where census tracts in Diamond Bar tend to score high relative to other census tracts in California. It is important to note that both drinking water and hazardous waste are regulated by standards at the State level. These indicators do not, therefore, necessarily point to major threats to human health.

Strategies available to the City to address these pollution burdens include collaborating with neighboring jurisdictions and regional bodies such as the South Coast Air Quality Management District (SCAQMD) (see Chapter 5 for further discussion and policies related to air quality and water quality); protecting sensitive populations such as young people and aging adults from environmental risks through appropriate land use planning and mitigation requirements such as adherence to SCAQMD's air quality buffers as is referenced in Chapter 5; and ensuring that hazardous waste does not pose a threat to human health through appropriate land use and hazardous waste regulations, as outlined in Chapter 7: Public Safety.

Table 8-1: Percentile Ranks for Select Pollution Burden Indicators in Diamond Bar Disadvantaged Communities

Census Tract	Ozone[3]	PM2.5[4]	Diesel[5]	Drinking[6] Water	Traffic[7]	Hazardous Waste[8]	Total Pollution Burden[9]
403303	74	69	95	28	82	77	83
403304	69	69	79	28	84	19	57
403305	69	34	0	90	38	8	25
403312	78	82	97	54	96	47	93
403316	82	71	0	94	48	49	38
403319	78	96	0	95	49	26	26
403320	78	21	0	41	40	69	18
403321	82	23	0	95	45	50	15
403322	74	90	0	96	48	42	28
403323	74	98	0	94	50	78	31
403324	74	30	0	43	40	13	22
403325	69	34	0	91	38	41	18
408703	65	69	25	52	82	18	56

Notes:

1. The percentile represents a relative score for the indicators, in comparison to all census tracts in California.
2. Percentile values are rounded to the nearest one percent.
3. Based on amount of daily maximum 8-hour ozone concentration.
4. Based on annual mean of fine particulate matter concentrations.
5. Based on County-wide estimates for a July weekday.
6. Based on drinking water contaminant index for selected contaminants. The drinking water contaminant index is a combination of contaminant data that takes into account the relative concentrations of different contaminants and whether multiple contaminants are present. The drinking water contaminant index is not a measure of compliance with drinking water standards and does not indicate whether water is safe to drink.
7. Based on traffic volumes on road segments within 150 meters of the census tract boundary.
8. Based on the sum of weighted permitted hazardous waste facilities and hazardous waste generators within each census tract.
9. Based on average of percentiles from all pollution burden indicators.

Source: CalEnviroScreen 3.0, 2018

ACTIVE LIFESTYLE

See Chapter 4: Circulation for additional policies regarding the promotion of multi-modal mobility. See Chapter 6: Public Facilities and Services for additional policies regarding the provision of parks and public facilities.

GOALS

CHS-G-1	Support healthy and active lifestyles for all members of the community by integrating opportunities for active transportation and physical activity into daily life in Diamond Bar.
CHS-G-2	Achieve more walkable, livable neighborhoods by expanding the multi-modal transportation system and creating a safe, pedestrian-oriented environment.
CHS-G-3	Promote the use of public parks, recreational and other spaces for healthy exercise and physical activity.

POLICIES

CHS-P-1	Strive to ensure that all areas of the community have an equal distribution of public parks and public recreational facilities to maximize access.
CHS-P-2	Improve signs directing residents and visitors to public parks and recreational facilities from all parts of the community. Integrate parks and recreation signage with bikeway and pedestrian-oriented signage systems throughout Diamond Bar.
CHS-P-3	Promote physical activity and active transportation programs through events sponsored by the City, particularly the Parks & Recreation Department.
CHS-P-4	Remove barriers and improve multi-modal mobility throughout the City for all community members by supporting transit, pedestrian, and bicycle connections

between residential neighborhoods and major destinations, including parks, civic facilities, school campuses, other educational institutions, employment centers, shopping destinations, parks, and recreation areas, where appropriate.

CHS-P-5 Implement street design features that facilitate walking and biking in both new and established areas. Require a minimum standard of these features for all new developments.

CHS-P-6 Improve the conditions for youth walking and bicycling in the areas surrounding schools by working with the school district on the Safe Routes to School program. Assess and prioritize identified Safe Routes to School infrastructure improvements in annual transportation improvements budgets.

SOCIAL CONNECTION

GOALS

CHS-G-4 Embrace physical, cultural, language, and social diversity, sensitively integrating and welcoming newcomers into the established community.

CHS-G-5 Enhance cultural and generational diversity and social connections through opportunities for volunteerism and civic engagement, public gathering places, public art, family-friendly activities, and events that connect residents to one another, helping them to stay socially active in the community.

CHS-G-6 Provide safe and welcoming opportunities for meeting and gathering that encourage face-to-face interactions between people.

POLICIES

CHS-P-7 Continue to support and promote citywide events that integrate families, schools, and the greater community.

CHS-P-8 Foster greater connectivity between neighborhoods and uses by reducing physical barriers and implementing strategies that improve comfort and safety, such as improved visibility, lighting, and walkability.

CHS-P-9 Encourage and provide volunteer opportunities for residents to engage and support a wide variety of events and activities.

CHS-P-10 Promote social engagement and healthy lifestyles for older adults by continuing to organize and offer appropriate cultural, recreational, and assistance programs, activities, and services.

CHS-P-11 Evaluate and make changes to the project review and permitting process to encourage and facilitate incorporation of universal lifecycle design principles (design that promotes the ability to remain in one's house as one ages) in new residential development, allowing community members to stay in their homes and neighborhoods longer.

CHS-P-12 Encourage public art installations that are diverse in content, media, and siting that help to create and reinforce the uniqueness of Diamond Bar and reflect an array of cultural influences.

CHS-P-13 Support the provisions of spaces, programs and facilities across the community to provide opportunities for artistic and cultural engagement and expression for all members of the Diamond Bar community.

CHS-P-14 Develop and incorporate "destinations"—such as the clusters of commercial uses that draw residents from the entire community into the Neighborhood Mixed Use, the Transit-Oriented Mixed Use, and the Town Center focus areas.

CHS-P-15 Establish opportunities for gathering areas in new neighborhoods.

CHS-P-16 Create safe public spaces through implementation of Crime Prevention Through Environmental Design (CPTED) strategies.

HEALTHCARE AND HUMAN SERVICES

See Chapter 2: Land Use and Economic Development for additional policies regarding the development of employment opportunities.

GOALS

CHS-G-7 Promote health equity, including equal access to health facilities, clinics, goods, services, and economic and educational opportunities, helping to ensure wellbeing for residents of all ages, abilities, and incomes.

POLICIES

CHS-P-17 Support the managed growth of complementary health services and medical facilities in Diamond Bar, including clinics, hospitals, medical offices, and medical laboratories. Work with hospitals, medical practices, and other health care providers to ensure widespread access to these services.

CHS-P-18 Publicize existing health programs and assist residents in connecting with County and community-based health services and medical facilities.

CHS-P-19 Encourage the use of schools as community and neighborhood centers to provide a range of services and programs, such as evening courses related to healthy living, job-training and retraining programs, and other services for the community at large.

HEALTHY FOOD

GOALS

CHS-G-8 Promote a healthy, balanced, functional, and equitable food system for the entire Diamond Bar community by reducing barriers and increasing access to locally-grown fruits and vegetables and increasing community-wide knowledge of healthy food choices and behaviors.

POLICIES

CHS-P-20 Continue to support and collaborate with local non-profit organization (such as the Greater La Puente Valley Meals on Wheels) to promote and provide food delivery to Diamond Bar residents who have difficulty preparing food or obtaining meals for themselves due to physical, mental, financial, or other conditions.

CHS-P-21 Promote healthy food and beverages at City-sponsored events, programs, and recreation activities. Ensure that safe, clean drinking water is available for the public at all City-owned buildings where public programs occur.

CHS-P-22 Seek ways to partner with regional Community Supported Agriculture (CSA) as an alternative source of fresh and healthy fruits and vegetables for Diamond Bar residents, particularly those with limited mobility or income, or those farthest from existing grocery stores.

CHS-P-23 Support home gardening efforts by adopting a Home Gardening and Urban Agriculture Ordinance or otherwise ensuring that zoning does not prevent or restrict the use of residential properties as vegetable gardens, and provide residents with technical assistance opportunities in the form of online and library resources and workshops on gardening basics and cooking healthy meals with fresh produce.

CHS-P-24 Explore opportunities to incorporate community gardens into City parks and open space areas, and encourage the Diamond Bar Community Garden and other organizations to facilitate the development, administration, and operation of additional community gardens in the City.

PUBLIC HEALTH AND ENVIRONMENTAL JUSTICE

GOALS

CHS-G-9 Promote health equity and environmental justice in Diamond Bar to ensure the well-being of residents with the greatest vulnerability to health risks.

CHS-P-10 Involve environmental groups, the business community, and the general public in the formulation and implementation of programs that enhance public health in the City and the region.

POLICIES

CHS-P-25 Collaborate with the Los Angeles County Department of Public Health and other agencies to monitor and maintain data related to Diamond Bar health outcomes and risk factors, and use this data to consider development or expansion of County and City programs to best serve and protect the Diamond Bar community.

CHS-P-26 Monitor and maintain data from CalEPA related to pollution burdens and socioeconomic vulnerabilities in Diamond Bar, and use the data to consider development or expansion of programs and investments to reduce the risks of disadvantaged communities.

CHS-P-27 Recognizing the adverse health impacts associated with compromised air quality, protect sensitive receptors from exposure to hazardous concentrations of air pollutants.

CHS-P-28 Manage, enhance, and improve the City's tree canopy as a valuable ecological and public health resource, particularly adjacent to and within sensitive use areas located in the Air Quality Management District (AQMD) 500-foot air quality buffer.

CHS-P-29 Require noise mitigation measures, which could include buffers, noise barriers, or natural open space, and vegetation, between new sensitive uses such as residential units and schools, and major noise polluters such as SR-57 and SR-60, the Metrolink Riverside rail line, and heavy industry.

CHS-P-30 Support a better informed and civically engaged community by making information available both in print and electronic format, and, to the extent possible, provide this information in the languages predominantly spoken in the community.

CHS-P-31 Encourage all segments of the Diamond Bar community, including residents, businesses, and organizations, to be involved in the development, adoption, and implementation of community health programs and activities.

8.3 CLIMATE CHANGE AND GREENHOUSE GASES

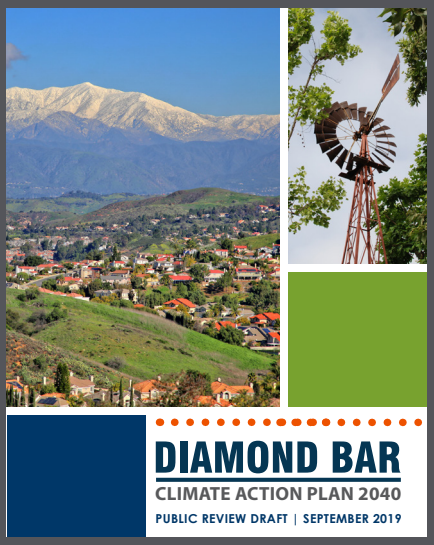
Climate change impacts pose an immediate and growing threat to California's economy, environment and public health. The effects of climate change in the San Gabriel Valley include increased temperatures, reduced precipitation, flooding, and reduced water supply. It is thus important that the Diamond Bar community build resilience to be able to adapt to these effects, and also promote the reduction of greenhouse gas (GHG) emissions to mitigate, or reduce their impacts.

CLIMATE CHANGE MITIGATION

In California, about 40 percent of greenhouse gas emissions come from the transportation sector. For example, the proximity between housing and job centers and the design of transportation networks determines the distance needed to travel between destinations and the transportation mode choices available. These factors directly influence the amount of greenhouse gas emissions from the transportation sector. Reducing vehicle miles traveled will help Diamond Bar reduce its greenhouse gas emissions and mitigate potential impacts of climate change, with the added benefit of reducing pollutants that affect public health issues related to air quality in the city and broader region.

Climate change mitigation refers to the actions taken to limit the magnitude or rate of climate change and its corresponding effects, and focuses primarily on the reduction of GHG emissions. Given the relationship between transportation and greenhouse gas emissions in California and the dominance of single occupant vehicles in Diamond Bar, the most promising mitigation measures available to the City of Diamond Bar are those related to the reduction of vehicle miles traveled (VMT) through land use and transportation planning that promotes compact growth and alternative modes of transportation. This General Plan provides a land use plan and corresponding land use and circulation policies that act as a framework for VMT reduction through compact, mixed-use development that provides greater access to shopping, employment and recreational destinations that do not require travelling long distances by car (see Chapter 2: Land Use and Economic Development and Chapter 4: Circulation). Other climate change mitigation strategies include energy efficiency and conservation, waste reduction and diversion, and green building and landscapes. Additional measures to promote climate change mitigation are outlined in the City's Climate Action Plan.

CLIMATE ACTION PLAN



Diamond Bar is committed to helping reduce the effects of rapid climate change. The City's Climate Action Plan (CAP) is designed to provide discrete actions to operationalize the General Plan policies that help with GHG reduction. The CAP outlines Diamond Bar's overall strategy to reduce GHG emissions and identifies specific implementation measures the City will undertake and quantifies their impacts, in order to comply with State directives for reducing GHGs. The California Assembly Bill (AB) 32 2017 Scoping Plan seeks to bring California to a low carbon future, reducing emissions to no more than six metric tons carbon dioxide equivalent (MTCO2e) per capita by 2030 and no more than two MTCO2e per capita by 2050. The AB 32 Scoping Plan also directs local governments to assist the state in meeting California's emissions goals.

The GHG emission targets proposed for the Diamond Bar CAP are based on the goals established by California Executive Order (EO) S-3-05 and SB 32, following the CAP guidelines established in the 2017 Scoping Plan. The horizon year for analysis in the proposed Diamond Bar CAP is 2040, corresponding with the General Plan update horizon. Thus, the CAP will include targets of six MTCO2e per capita per year by 2030 and four MTCO2e per capita per year by 2040 (derived from the Scoping Plan target of two MTCO2e per capita per year in 2050). It provides a community-based policy framework to address community-wide GHG emissions sources. Specifically, the CAP is designed to:

- *Translate high-level objectives and quantified goals into a realistic, understandable set of implementation actions;*
- *Demonstrate that significant reductions in GHG emissions are attainable through local actions;*
- *Inspire community members to work collectively to achieve these reductions;*
- *Dovetail with General Plan policies that are required to address climate change impacts and adaptation, including those for land use, transportation, building design, and infrastructure; and*
- *Provide a predictable approach to mitigation strategies for the compliance of future development projects with CEQA.*

The CAP will be the primary tool for implementing the General Plan's climate change mitigation policies.

Energy Efficiency and Conservation

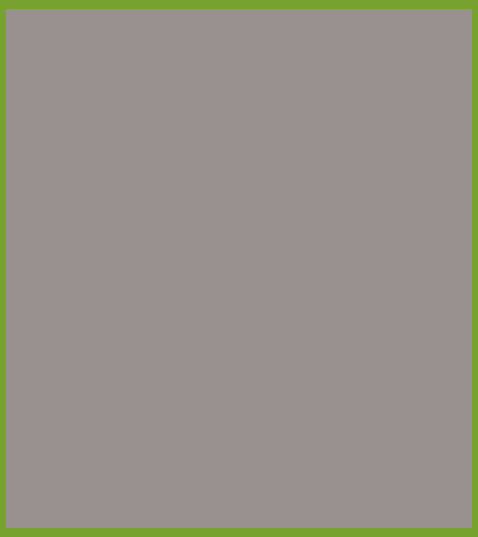
Many energy efficiency and conservation measures rely on individual decisions and incentives to make these decisions. The City is positioned to act as a model of energy efficiency and conservation through the establishment of city practices that reduce energy consumption, and to disseminate information on incentives such as energy upgrading financing options that will encourage the Diamond Bar community to conserve energy.

Waste Reduction and Recycling

Diverting waste from landfills by promoting reduction, reuse, recycling, and composting of materials can substantially reduce greenhouse gas emissions. Recycling and waste prevention programs reduce energy and transportation needed to manufacture and ship resource-intensive products and packing. Composting food and yard waste reduces the amount of methane produced in landfills.

Green Building and Landscapes

The California Green Building Standards Code (CALGreen) was adopted in 2010. It was the first code of its kind to mandate green building design and construction in categories related to planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and air quality standards. The City's Building Code was amended for consistency with CALGreen Building Code. CALGreen measures thus apply to all new buildings (residential and non-residential). In addition, Diamond Bar's biological resources and ecosystems contribute to climate change mitigation through carbon storage and climate regulation. These ecosystem services will be particularly important as climate change contributes to higher temperatures and heat islands in urban areas.



GREENHOUSE GAS EMISSIONS

GHGs are those compounds in the Earth's atmosphere that play a critical role in determining temperature near the Earth's surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy which is radiated back from the Earth towards space, resulting in a warming of the atmosphere. GHGs result from human activities associated with industrial manufacturing, vehicle emissions, waste, and the use of electricity generated from fossil fuels.

CLIMATE CHANGE RESILIENCE

Although reducing GHGs is necessary to avoid the most catastrophic consequences of climate change, a certain amount of climate change within the planning horizon of this General Plan is unavoidable due to existing emissions and the concentration of GHGs in the atmosphere. The Fourth California Climate Change Assessment, completed in 2018, projected that for the Los Angeles region, including Los Angeles County, changes in climate are likely to include:

- Continued warming, with average maximum temperatures to increase 4 to 5 degrees Fahrenheit (F) by 2050;
- Increases in extreme temperatures, with the hottest day of the year being up to 10 degrees F warmer for many locations by the end of the century and the number of extremely hot days also increasing;
- Increases in both dry and wet extremes, with increases in precipitation on the wettest day of the year and increased frequency and severity of atmospheric river events; and
- Increased frequency of wildfire.

In the Planning Area, some residents will be more vulnerable to the effects of climate change. For example, young residents, seniors, persons with disabilities, lower-income households, those living in social isolation, and the homeless are at a much higher risk for health



problems related to heat and wildfire smoke. Geographically, some locations in the Planning Area may be more susceptible to certain effects of climate change. Structures and residents located on hillsides and near open spaces will have greater wildfire risk. Intensively developed areas are more likely to experience "heat island" effects, in which urban development and human activities contribute to higher temperatures than those in surrounding unurbanized areas. Heat islands are typically the result of dark surfaces, building materials that absorb and radiate heat, loss of vegetation, and energy usage. In order to reduce the community's vulnerability and build resiliency, the City can prepare for and adapt to the impacts of climate change. Strategies can include the following:

- Plan for extreme weather events by incorporating the potential effects and threats of climate change into emergency management planning;
- Use urban design as a tool to reduce heat island effects by planting trees and limiting the use of pavement, other urban

materials, and human activities that concentrate the sun's heat;

- Create a system resilient to low water supplies by managing urban and agricultural water use efficiently;
- Protect against failures of the transportation system by creating resilient transportation systems with redundant, multi-modal routes; and
- Build preparedness within the community by ensuring that community members are aware of changing risks and have access to necessary support systems.

Many policies throughout this chapter and other chapters of the General Plan are intended to increase the community's resiliency by promoting stability of different ecological, social, built, and economic systems of the City.

THE URBAN HEAT ISLAND EFFECT

Urban Heat Islands refer to developed areas that undergo higher warming of the surface and the atmosphere than surrounding rural or undeveloped areas. Research suggests that unmitigated Climate change will lead to higher temperatures and longer, more severe, and more frequent heat waves. Urban areas such as Diamond Bar already suffering from the heat island effect will bear the brunt of these harsher heat events, increasing the risk of illnesses such as heat exhaustion and heat stroke, particularly among older adults, young children, and those who work outdoors. Mitigation measures can include increasing the tree canopy, installing green roofs and cool pavements, and reducing the number of vehicles in an area.





CLIMATE CHANGE AND GREENHOUSE GASES

See Chapter 4: Circulation for additional policies regarding the reduction of VMT and promotion of multi-modal mobility. See Chapter 5: Resource Conservation for additional policies regarding hillside conservation and open space preservation

GOALS

CHS-G-11 Undertake initiatives to enhance sustainability by reducing the community's greenhouse gas (GHG) emissions, protecting natural open spaces which provide CO2 sequestration, and fostering green development patterns, buildings, sites, and landscapes.

CHS-G-12 Conserve natural open spaces by prioritizing and supporting infill development to build healthy, equitable, and sustainable communities.

CHS-G-13 Promote energy efficiency and conservation in the community.

CHS-G-14 Encourage waste reduction and diversion practices to meet State targets and reduce GHG emissions.

CHS-G-15 Increase the community's resiliency and capacity to resist and recover from social, economic, and environmental disruption from climate change impacts.

POLICIES

Greenhouse Gas Emissions

CHS-P-32 Continue to monitor the City's compliance with State-mandate GHG emissions, as provided for in the CAP. Make timely adjustments to City policies as required to continue meeting State GHG targets, and as changes in technology, federal and State programs, or other circumstances warrant.

CHS-P-33 Plan land uses to reduce vehicle miles traveled (VMT), prioritizing infill development and

incorporating vertical and horizontal mixed-use development, public transit, and active transportation facilities where appropriate, recognizing that the transportation sector is the largest source of GHG emissions in Diamond Bar and in California more broadly.

CHS-P-34 Demonstrate City leadership in GHG emission reduction activities by giving preference to proposals that reduce or minimize GHG production, or provide incentives for selecting climate friendly, or lower and/or non-emission producing alternatives.

Energy Efficiency and Conservation

CHS-P-35 Use the City's CAP as the platform for outlining and implementing measures to improve energy conservation and increase renewable energy use in existing and new development.

CHS-P-36 Collaborate with local, regional, State, and federal agencies on the monitoring and evaluation of energy resources as well as the identification of energy-efficient and alternative energy technologies and practices.

CHS-P-37 Work with appropriate federal, State, and private utility agencies to identify and facilitate utility rate revisions that would provide incentives for the conservation of energy.

CHS-P-38 Accelerate the adoption of rooftop and parking lot solar power and/or other alternative energy usage on developed sites in Diamond Bar through actions such as:

a. Establishing incremental growth goals for solar power/alternative energy systems in Diamond Bar;

b. Developing guidelines, recommendations, and examples for cost-effective solar and/or other alternative energy-based installation; and

c. Installing solar/alternative energy technology on available City spaces.

CHS-P-39 Work with Southern California Edison Company (SCE) and Southern California Gas Company (SoCalGas) to increase public awareness of energy conservation technology and best practices.

CHS-P-40 Require the inclusion, where feasible, of provisions for energy-efficient modes of transportation and fixed facilities that establish public transit, bicycle, and pedestrian modes as safe, efficient, and desirable alternatives.

CHS-P-41 Support the use of clean fuel and "climate friendly" vehicles in order to reduce energy use, energy cost, and greenhouse gas emissions by residents, businesses, and City government activities.

CHS-P-42 Seek funding and other assistance from the South Coast Air Quality Management District for installation of electric vehicle charging stations at appropriate locations throughout the City.

CHS-P-43 Explore participating in new high efficiency technology programs such as LED lighting for City facilities, safety lighting in parks and other public spaces, and LED street lighting conversion for all City-owned street lights.

CHS-P-44 Promote energy conservation and retrofitting of existing buildings through the implementation of the Green Building Codes.

CHS-P-45 Collaborate with the Walnut Valley Water District, the Los Angeles County Public Works Department, and the Los Angeles County Sanitation District in community education efforts to reduce the consumption of carbon-based fuels for conveyance and treatment of water and wastewater.

Waste Reduction and Recycling

CHS-P-46 In order to achieve compliance with the source reduction goals set forth under Assembly Bill (AB) 939 amendments thereto, incorporate solid waste diversion goal performance standards into the contracts with the City's franchise waste haulers, and enforce the City's Construction and Demolition Waste Ordinance.

CHS-P-47 Reduce the disposal of household hazardous wastes in landfills through continued cooperation with waste pick-up service providers, the County Sanitation Districts, and the Los Angeles County Department of Public Works in the provision of curbside pick-up and annual household waste round up events.

CHS-P-48 Continue to promote the safe disposal of household hazardous waste through public education and incentives.

CHS-P-49 Continue to educate residential, commercial, and industrial generators about source reduction and recycling programs and encourage their participation in these programs through promotional campaigns and incentives.

CHS-P-50 Encourage generators of edible food to have contracts or agreements with food rescue organizations to minimize edible food from being disposed of or destroyed.

CHS-P-51 Encourage residents and businesses to compost leaves, grass clippings, food waste, and other organic materials by promoting existing food waste pickup services, residential waste hauler rate composting discounts, and residential backyard composting.

CHS-P-52 Collaborate with the City's contract waste haulers to educate and encourage residents and businesses about waste reduction strategies.

CHS-P-53 Require commercial and industrial generators to develop and implement a source reduction and recycling plan tailored to their individual waste streams.

Climate Change Resiliency

CHS-P-54 Incorporate updated information about future climate change hazards, particularly those related to extreme weather such as drought, storms, heat waves, and wildfires, into the City's hazard mitigation and emergency planning processes.

CHS-P-55 Protect and enhance areas identified as healthy functioning ecosystems that provide the ecological, cultural, public health and safety, and economic value of ecosystem services, or benefits.

CHS-P-56 Prepare a Landscape Manual or otherwise incorporate landscape standards in the Municipal Code to mitigate urban heat island effects and contribute to long-term carbon storage through maximum tree canopy coverage and minimum asphalt and paving coverage particularly for denser areas like the planned Town Center and mixed-use neighborhoods, existing shopping centers, and industrial and other areas with expansive surface parking. Consider the reflectance of stone and rock ground cover in heat generation.

CHS-P-57 Encourage water conservation, drought-tolerant landscaping and the use of greywater and reclaimed and recycled water, where appropriate, with a view to reducing water use.

CHS-P-58 Encourage the installation of green roofs and cool (reflective) roofs to reduce temperatures of roof surfaces and the surrounding air.

CHS-P-59 Increase the efficiency of water usage in public places, such as irrigation in public parks, and utilize drought-tolerant landscaping in City parks and streetscapes.

CHS-P-60 Promote a resilient transportation system that offers connectivity for multiple transportation modes in the face of extreme events related to climate change, such as storms and wildfires.

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DYETT & BHATIA
Urban and Regional Planners

1330 Broadway Ste. 604 Oakland, CA 94612
415 956 4300 | www.dyettandbhatia.com