

8.11 South Walnut

A. INTRODUCTION

South Walnut is approximately 75 acres and consists of two distinct unincorporated areas in the southeastern portion of the Planning Area. It consists almost entirely of industrial uses with no housing units or residents. For the purposes of this section, the two areas of South Walnut will be referred to as the north island and the south island.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE SW-1 South Walnut Challenges and Opportunities

Annexation. South Walnut consists of two unincorporated industrial islands surrounded by incorporated cities. In the case of the south island, the entire island is surrounded by one city. In this configuration, the provision of community services may be more inefficient than through the annexation of the islands into the adjacent cities.

South Island Industrial Revitalization. The south island is located across the street from the Industry Metrolink Station, the only Riverside Line station in the ESGV area. Currently used for warehousing, storage, and distribution uses, the southern island could benefit from different flex uses that blend the activities of light industrial uses and office uses. Proximity to a regional transit hub can allow for the development of industrial flex spaces, like incubator firms and specialized/artisanal manufacturing that attract specialized talent from across the region. This area should be identified for future opportunities to revitalize.

Active Freight. There is a freight and passenger line that cuts through the area diagonally. This creates traffic and noise impacts and can serve as a barrier to improve walkability in the area.

TABLE SW-1 South Walnut Challenges and Opportunities

San Jose Creek Channel. The San Jose Creek, currently utilized as a storm channel, serves as a southern boundary of the north island. The San Gabriel Valley Greenway Network project aims to improve pedestrian connectivity along these channels, including portions of the San Jose Creek. This channel connects to the San Gabriel River Trail to the west, which provides regional connections. Where feasible, the San Jose Creek should be improved as a multi-use pathway, complete with pedestrian amenities and landscaping, balanced with the existing needs of the storm channel. This off-street pathway can be used by employees in South Walnut businesses to travel to and from work.

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

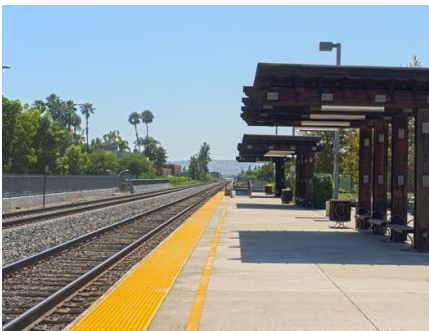
Policy SW-1: Annexation. Explore the feasibility of annexing South Walnut into adjacent cities to provide needed services and infrastructure more efficiently to the community.

VS 2 – Diverse, Walkable Communities

INDUSTRIAL AND EMPLOYMENT USES

Policy SW-2: Industrial Revitalization. Identify opportunities to revitalize the south island of South Walnut for more varied industrial uses, including flex uses and offices.

Policy SW-3: Maximize Employment Uses near Transit. Incentivize business to fill the vacant sites in the industrial employment center located on Valley Boulevard that are within a half mile of a major transit stop to reduce automobile reliance.



VS 3 – Connected and Active Communities

Policy SW-4: Pedestrian Mobility. Improve pedestrian access to South Walnut with amenities like improved street lighting and shade trees to encourage alternative modes of travel for area workers, especially to the nearby Industry Metrolink Station and the San Jose Creek pathway.