

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



Sections Included

CHAPTER 8 Unincorporated Communities

8.1 Introduction

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

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



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

8.2 Growth and Preservation Strategies

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

TABLE 8-1 Growth and Preservation Strategies

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

A. GROWTH COMMUNITIES

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

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

B. PRESERVATION COMMUNITIES

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

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

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

8.3 Avocado Heights

A. INTRODUCTION

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

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

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE AH-1 Avocado Heights Challenges and Opportunities

1. Housing

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

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

TABLE AH-1 Avocado Heights Challenges and Opportunities

2. Land Use and Community Design

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

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

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

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

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

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

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

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

TABLE AH-1 Avocado Heights Challenges and Opportunities

3. Mobility

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

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

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

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

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

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

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

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

See Land Use Policy LU-1.2.

Policy AH-2

VS 2 – Diverse, Walkable Communities

RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

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

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

COMMERCIAL CENTERS AND CORRIDORS

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

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

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

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

PUBLIC AND SEMI-PUBLIC FACILITIES

See Land Use Policy LU-3.18.

Policy AH-8

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

INDUSTRIAL AND EMPLOYMENT USES

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

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

PARKS, OPEN SPACES, AND TRAILS

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

VS 3 – Connected and Active Communities

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

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

VS 4 – Shared Community Identity and Character

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

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

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

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

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

See Community Character and Design Policy CC-1.2.

Policy AH-14



See Community Character and Design Policy CC-1.8.

Policy AH-16

VS 5 – Thriving Economy and Workforce

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

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

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

8.4 Charter Oak

A. INTRODUCTION

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

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

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE CO-1 Charter Oak Challenges and Opportunities

1. Residential Areas

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

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

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

TABLE CO-1 Charter Oak Challenges and Opportunities

2. Public Realm

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

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

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

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

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

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

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

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

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

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

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

TABLE CO-1 Charter Oak Challenges and Opportunities

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

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

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

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

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

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

3. Commercial Areas

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

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

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

TABLE CO-1 Charter Oak Challenges and Opportunities

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

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

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

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

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

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

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

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



MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

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

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

See Land Use Policy LU-3.15.

Policy CO-4

INDUSTRIAL AND EMPLOYMENT USES

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

PARKS, OPEN SPACES, AND TRAILS

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

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

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

See Chapter 7, Mobility Element, for related policies.

VS 3 Policies

VS 3 – Connected and Active Communities

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

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

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

VS 4 – Shared Community Identity and Character

Policy CO-13: Corridor Revitalization and Beautification.

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

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

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

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

See Community Character and Design Policy CC-1.8.

Policy CO-15



VS 5 – Thriving Economy and Workforce

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

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

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

VS 6 – Sustainable Built and Natural Environment

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

8.5 East San Dimas

A. INTRODUCTION

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

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

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE ESD-1 East San Dimas Challenges and Opportunities

1. Land Use and Community Design

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

2. Community Spaces and Parks

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

TABLE ESD-1 East San Dimas Challenges and Opportunities

3. Traffic, Transportation, and Accessibility

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

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

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

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

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

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

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

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

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

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

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

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

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

PARKS, OPEN SPACES, AND TRAILS

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

VS 3 – Connected and Active Communities

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

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

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

8.6 Hacienda Heights

A. INTRODUCTION

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

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE HH-1 Hacienda Heights Challenges and Opportunities

1. Residential

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

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

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

TABLE HH-1 Hacienda Heights Challenges and Opportunities

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

2. Commercial

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

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

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

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

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

3. Industrial and Employment Uses

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

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

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

4. Community Spaces and Parks

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

TABLE HH-1 Hacienda Heights Challenges and Opportunities

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

5. Traffic, Transportation, and Accessibility

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

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

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

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

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

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

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

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

6. Public Realm

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

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

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



TABLE HH-1 Hacienda Heights Challenges and Opportunities

7. Preservation and Wildlife

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

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

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

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

8. Environmental and Social Equity

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

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

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

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

VS 1 – Sustainable Growth Patterns

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

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

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

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

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

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

See Land Use Policy LU-1.2.

Policy HH-1



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

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

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

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

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

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

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy HH-12: Village Center. Create village centers on Hacienda Boulevard near Halliburton Road in the center of the community, and on Azusa Avenue near Colima Road in the eastern portion of the community, where access to amenities, services, and connections through greenways is high.

Policy HH-13: Social Gathering Area. Create additional social gathering areas near existing schools through enhanced public park, open space, and recreation amenities. Prioritize locations with proximity to residential neighborhoods, commercial and village centers, and greenways, near Hacienda Boulevard, Halliburton Road, and Colima Road.

PUBLIC AND SEMI-PUBLIC FACILITIES

Policy HH-14: Joint-Use Facilities. Explore partnerships with schools in the community to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents. Prioritize locations with proximity to residential neighborhoods, commercial and village centers, and greenways near Hacienda Boulevard, Halliburton Road, and Colima Road.

See Land Use Policy LU-3.18.

Policy HH-14

INDUSTRIAL AND EMPLOYMENT USES

Policy HH-15: Strengthen Employment. Strengthen industrial employment north of SR-60 and within General Plan Opportunity Zones below Salt Lake Avenue and in between 7th Avenue and Turnbull Canyon Road.

Policy HH-16: Industrial Land Preservation. Preserve existing industrial land uses and employment in the northwest, north of Clark Avenue, to maintain high-quality jobs within the community. Protect existing industrial land uses from conversions to residential or other uses that may reduce existing high-quality jobs and result in proximity between incompatible land uses.

PARKS, OPEN SPACES, AND TRAILS

Policy HH-17: New Parks. Promote the creation of new parks in the northern neighborhoods of Hacienda Heights, which are underserved by parks as identified by the Countywide Parks and Recreation Needs Assessment, along Colima in the east, and along Camino del Sur in the southwest, where park access is limited.

Policy HH-18: Pocket Parks. Promote the creation of pocket parks, parks with a mix of environments (such as ponds, paths, playgrounds, and green roofs), multi-use paths, community gardens, and open space nodes (small pieces of open space that serve as public destinations, connections, and community-defining spaces).

VS 3 – Connected and Active Communities

See Chapter 7, *Mobility Element*, for additional policies related to complete streets.

Policy HH-19

Policy HH-19: Complete Streets. Create complete streets from neighborhoods leading to Hacienda Boulevard, commercial centers, and parks and amenities, through urban pathways and greenways, active transportation infrastructure, improved transit, and enhanced public realm that accommodates complete streets.

Policy HH-20: Urban Pathways/Greenways. Create urban pathways and greenways along major corridors to enhance community connectivity and connect residential neighborhoods to commercial and village centers, services, and amenities. Prioritize greenways along major corridors with services and amenities, including Hacienda Boulevard, Azusa Avenue, Halliburton Road, and Colima Road.

Policy HH-21: Residential Pathways. In residential areas where sidewalks may not exist, require visual indicators, such as safety striping and signs, to delineate driving areas from non-vehicular areas.

Policy HH-22: Local Transit. Expand the community shuttle service and create routes to better link residential neighborhoods to commercial areas and community facilities. Promote and expand the Park and Ride bus system, including providing bike parking facilities at Park and Ride locations. Explore opportunities to expand micro-transit options and alternatives, including local Dial-a-Ride, on-demand, and other paratransit service.

Policy HH-23: Upgraded Bike Lanes. Upgrade existing Class II and III bike lane designations to Class I, where feasible. Ensure all new bike lanes are Class I or better, where infrastructure permits.

Policy HH-24: Bicycle Infrastructure. Install safe bike accommodations in appropriate places along Hacienda Boulevard, Colima Road, and other well-traveled roads. Add and maintain new bike racks and lockers at major bus stops in commercial areas and at all community facilities.

VS 4 – Shared Community Identity and Character

Policy HH-25: Community Identity. Create a cohesive identity and design program for public realm amenities that reflects the character of Hacienda Heights. Incorporate a coordinated branding and signage program to beautify primary corridors and central areas, with coordinated amenities in the public realm, including street furniture, street lighting, bike lanes, signage, public art, native drought-tolerant street trees and landscaping, and other strategies that lend a cohesive identity to the commercial and public realm of Hacienda Heights. Prioritize beautification of major corridors that lead to commercial centers, village centers, recreation, and open spaces, and those that provide an entrance to the community, including Hacienda Boulevard, Azusa Avenue, Stimson Avenue, and Colima Road.

Policy HH-26: Community Gateways. Promote a welcoming experience by creating community gateways through identifying signage or other visual cues at the primary entryways into the community. Prioritize the entrances on major corridors that lead to commercial and village centers, at Hacienda Boulevard to the north, and Azusa Avenue at Colima Road to the east.

Policy HH-27: Enhance Active Transportation Corridors. Enhance local walkways and bikeways with native drought-tolerant landscaping, pavement treatments, and other beautification measures. Promote the installation of native drought-tolerant shade trees and landscaping along public rights-of-way and medians. Balance beautification efforts with the space needed for bike lanes. Added medians and landscaping should not take precedence over the need for protected bike lanes.

Policy HH-28: Street Maintenance. Ensure regular maintenance of the public right-of-way, particularly damage resulting from the heavy use of local roads by truck traffic. Develop and ensure continuous funding of public street and sidewalk maintenance, including repairs, repaving, and lighting.

Policy HH-29: Trash Receptacles. Provide garbage and recycling receptacles in public places throughout the community. For residential neighborhoods, ensure that trash receptacles are effectively screened from view from the street outside of scheduled garbage collection times.

See Community Character and Design Policy CC-1.8.

Policy HH-26

Policy HH-30: Pathway Maintenance. Maintain all sidewalks, crosswalks, paths, and overpasses in a clean and safe manner, including recementing, removing weeds, and repairing utility boxes. Use sustainable paving materials, when possible.

Policy HH-31: Concrete Masonry Wall Beautification. Promote visual continuity of private walls that face rights-of-way, and primary and secondary roads and highways in Hacienda Heights. Identify possible options and design strategies to beautify the concrete masonry walls through the use of uniform paint, design, or other devices or decorative materials and landscaping. Engage community members in decision-making and present possible design options for community input and participation in the selection of a design.

VS 6 – Sustainable Built and Natural Environment

Policy HH-32: Protect Migrating Wildlife. Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

Policy HH-33: Threatened Species. Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills through Hacienda Heights into Rowland Heights.

Policy HH-34: Canyon Preservation. Preserve and protect Sycamore and Turnbull Canyons. The high preservation value of these canyons is noted for the rare habitat existing in a largely natural state and for the need to preserve wildlife connectivity from the Puente Hills to Chino Hills State Park.

See Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for additional information on preserving wildlife connectivity.

Policy HH-34

VS 7 – Informed, Empowered, and Environmentally Just Communities

Policy HH-35: Permit Application Information. Provide weekly permit application reports to any community member who requests such information.

Policy HH-36: Project Presentations for Community Groups. Require all discretionary permit applicants to present proposed projects early in the application process to the Hacienda Heights Improvement Association or other community groups that requests presentations. Applicants will be required to present projects on multiple occasions as needed and as the project is revised.

8.7 North Pomona

A. INTRODUCTION

North Pomona is a community of 567 residents. Approximately 32.6 acres in area, it is the smallest unincorporated community in the ESGV. The community is located in the northeast portion of the Planning Area, surrounded by the city of Pomona to the west and south, and the city of Claremont to the east and north. From the late 1800s, the area served as a major citrus producer and agricultural hub. The arrival of the railroads in the latter part of the 1800s further spurred industry and development. The name Pomona comes from the Roman goddess of fruitful abundance.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE NP-1 North Pomona Challenges and Opportunities

Lack of Housing Type Diversity. The existing land use in North Pomona consists of single-family homes, as well as a mobile home park. Similar to other communities in the Planning Area, North Pomona lacks a diversity of housing types. This can create pressure on the existing housing stock, leading to affordability concerns and unintended land use outcomes.

Community Wayfinding. Due to the small size of the community, it can be difficult to determine community boundaries, which can limit community identity and make navigation confusing.

Annexation. The North Pomona community is very small in size and is surrounded by incorporated cities. In this configuration, the provision of community services may be more inefficient than through the annexation of these islands into the adjacent cities. Where feasible, further investigation may be needed to determine the long-term viability of smaller, unincorporated islands, like North Pomona, remaining independent of their city neighbors.

TABLE NP-1 North Pomona Challenges and Opportunities

Thompson Creek. Thompson Creek passes through the northwestern tip of North Pomona. The creek is overseen by the Los Angeles County Flood Control District and connects to the San Jose Creek to the south. Where feasible, this creek should be studied as part of the San Gabriel Valley Greenway Network, considering its potential viability as a multi-use pathway that connects to the San Gabriel River Trail and other regional destinations.

Community Mobility. Transit access in the North Pomona is relatively limited. The community has no central gathering point and relies on large arterials for traveling to adjacent jurisdictions. Nearby destinations include Foothill Boulevard, a major commercial corridor located between the North Pomona community islands. Coordination with adjacent jurisdictions, like the cities of Pomona and Claremont, is vital to ensure high-quality pedestrian infrastructure connects residential neighborhoods to nearby destinations.

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy NP-1: Annexation. Explore the feasibility of annexing North Pomona to the City of Pomona to provide needed services and infrastructure more efficiently to the community.

VS 2 – Diverse, Walkable Communities

PARKS, OPEN SPACES, AND TRAILS

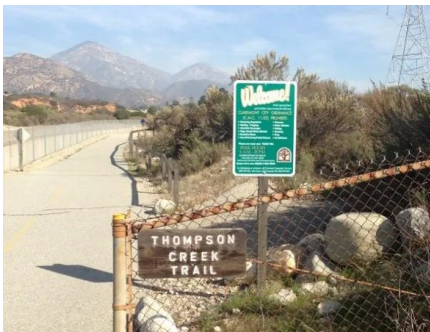
Policy NP-2: Pedestrian Infrastructure. Coordinate with surrounding jurisdictions to implement high-quality pedestrian infrastructure that connects nearby residential neighborhoods to the Foothill Boulevard commercial corridor.

VS 3 – Connected and Active Communities

Policy NP3: Multi-Use Path. Study Thompson Creek as part of the San Gabriel Valley Greenway Network, considering its potential viability as a multi-use pathway that connects to the San Gabriel River Trail and other regional destinations.

Policy NP4: Pedestrian Plan. Explore the development of a pedestrian plan for the community of North Pomona to improve wayfinding and connectivity.

VS 4 – Shared Community Identity and Character



Policy NP5: Wayfinding. Provide clear signage in North Pomona with signs that give the community its own unique identity while being a part of the greater ESGV. Use signs to mark arrival, provide direction and distance to important destinations, and clearly guide pedestrians and cyclists.

VS 6 – Sustainable Built and Natural Environment

Policy NP-6: Waterways. Maintain, protect, restore, and enhance Thompson Creek which provides a unique environmental feature in North Pomona and provide wayfinding signage, clear entrance points, and connective paths to other areas of the community.

8.8 Pellissier Village

A. INTRODUCTION

Pellissier Village is a 202-acre unincorporated community located in the southwest part of the Planning Area. The community shares a boundary with the City of Industry to the south. The community is bounded by two freeways—I-605 to the east and SR-60 to the north. The San Gabriel River forms the western boundary to the community and provides a source of recreation.

The name Pellissier Village comes from a prosperous dairy ranching family who owned the land in the area from the 1880s to the 1950s. Ranching in the area started coming to an end around the late 1940s. Land around the Pellissier dairy farm was being annexed for industry and other land uses, such as freeway construction, Rio Hondo College, Rose Hills Memorial Park, and Puente Hills Landfill. The remaining ranch land throughout the county was sold and subdivided to support the post-World War II housing boom.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE PV-1 Pellissier Village Challenges and Opportunities

Residential Lots and Structures. Residential lots in the community are narrow and deep compared to other communities in the ESGV. The shape of these lots provides opportunities for animal keeping or additional accessory units. Over time, non-compliant structures and facilities have been constructed in the community, which may not meet building code and Animal Care and Control standards.

Maintenance. Most of the homes in Pellissier Village were constructed around the same time during the mid-20th century, but upkeep and maintenance of some properties in this community is inconsistent. Some properties need attention and investment to improve façades and existing structures.

TABLE PV-1 Pellissier Village Challenges and Opportunities

Parks and Open Space. The community has limited open space and parks, and the associated amenities, which are important for increasing access to recreation facilities and greenery. Based on the 2016 Parks Needs Assessment, about 1.4 acres of parkland is provided per 1,000 residents, below County averages of 3.3 acres/1,000. The majority of residents have moderate park needs.

Community Access. Kella Avenue is the only road that accesses Pellissier Village. The community has direct access to the San Gabriel River Trail, but no other access points. This presents accessibility concerns for residents, especially during emergencies or disasters. Where feasible, existing access points should be enhanced with infrastructure to improve accessibility and safety. Development in the community should be limited to avoid straining existing access points.

Connection to San Gabriel River Trail. A proposed Class I bike path in the northern portion of the community provides an opportunity to connect residents, including equestrians, both to the San Gabriel River Trail to the west and to adjacent communities along this regional path.

Freeway Adjacency. The community is somewhat hidden and hemmed in by freeways, the San Gabriel River, and industrial areas in the City of Industry. This creates challenges in improving community access and walkability, and poses air quality issues for adjacent residential properties.

Lack of Walkability. The nature of the street network, with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses, has increased automobile reliance, exacerbating air quality, pollution, and noise.

Equestrian Tradition. Pellissier Village holds a long tradition of horsekeeping and equestrian uses, as acknowledged by the 1976 designation of the Pellissier Village Equestrian District. Where feasible, the equestrian identity of this community should be highlighted and considered, especially as new infrastructure and amenities are proposed.

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 3 – Connected and Active Communities

Policy PV1-: Improve Community Access. Enhance existing access points with infrastructure to improve accessibility and safety.

Policy PV-2: San Gabriel River Trail. Prioritize the development of a proposed Class I bike and multi-use path in the northern portion of the community to provide opportunities to connect residents, including equestrians, both to the San Gabriel River Trail to the west and to adjacent communities along this regional path.

VS 4 – Shared Community Identity and Character

Policy PV-3: Preserve Equestrian District. Maintain Pellissier Village’s rural and equestrian character through the preservation of its equestrian district and bridle paths.

Policy PV-4: Provide Additional Equestrian Amenities. Explore the possibility of acquiring property in Pellissier Village for the development of shared equestrian uses, including community stables and feeding and riding areas.

Policy PV-5: Wayfinding. Utilize the proposed Class I bike path in the northern portion of the community as an opportunity to provide signage that contributes to Pellissier Villages’ unique identity while also recognizing the community as being a part of the greater ESGV.

See Community Character and Design Policy CC-1.2.

Policy PV-3



8.9 Rowland Heights

A. INTRODUCTION

The Rowland Heights community is approximately 13 square miles and is located in the southern part of the Planning Area. The community has a population of 48,231 and is characterized by scenic hillsides and residential uses. Rowland Heights has varied topography rising from the valley floor at the northern edge of the community to the slopes of the Puente Hills bordering Orange County. The community is surrounded by the cities of Industry on the north, Brea (Orange County) on the south, Diamond Bar on the east, and La Habra Heights on the west. In addition, the unincorporated communities of Hacienda Heights and South Diamond Bar are located to the west and southeast.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

The following presents a summary of challenges and opportunities learned from community feedback and an analysis of existing conditions in the community (see **Table RH-1, Rowland Heights Challenges and Opportunities**). Several outreach events and a visioning workshop were conducted where residents shared what they value, their concerns, and desired improvements. In addition, DRP met monthly for over a year with the Rowland Heights Planning Advisory Group, a group that was convened by the Rowland Heights Community Coordinating Council to discuss updates to the Rowland Heights Community Standards District and the ESGVAP. The group consisted of several members of the Rowland Heights Community Coordinating Council and other interested community members.

Major themes the community identified at the engagement events related to housing affordability, fear of displacement, improvements to commercial areas, increasing retail options, proximity to local industrial uses, traffic congestion, road safety, and access to transit. These challenges and opportunities, presented in Table RH-1, serve to inform the preparation of community-specific land use, zoning, policies, and programs for Rowland Heights.

TABLE RH-1 Rowland Heights Challenges and Opportunities

1. Residential

Housing Options. A lack of diverse housing options leads to long term impacts, including housing unaffordability, increase in traffic congestion, unpermitted additions, and a lack of community reinvestment.

Residential Development Pattern. Residential areas are often oriented inward, with few connections to nearby amenities and services. While this beneficially limits through traffic, it unfortunately also limits walkability and community connectivity. The nature of the existing development pattern, which includes cul-de-sacs, wide rights-of-way without landscaping, narrow sidewalks, lack of transit options, and lack of services and amenities, has increased automobile reliance, exacerbating air quality, pollution, congestion, and noise issues (particularly on Colima Road).

Short-Term Rentals. Housing units rented out for short-term housing can lead to issues with parking, noise, and limit the availability of long-term rental housing.

VS-1, Sustainable Growth Patterns, and VS-2, Diverse, Walkable Communities, address the above by providing diverse housing options near major commercial corridors that enhance the existing character of the community and preserve the existing HMAs and SEAs.

2. Commercial

Commercial Areas. Commercial areas are primarily located along Colima Road and Gale Avenue. Lack of commercial uses outside of these areas results in residents traveling outside of the community to find work, goods, and services.

Commercial Design. Commercial properties are generally car-oriented, with large, often inefficiently designed parking areas fronting roads, limiting pedestrian connectivity and vibrancy of commercial areas.

Revitalization. Major corridor and intersection revitalization opportunities exist on Colima Road, between S. Azusa Avenue and Fairway Drive; there are various vacant and aging parcels along this corridor.

VS-2, Diverse, Walkable Communities, address the above by revitalizing existing commercial uses along Colima Road and adding commercial uses that create attractive, accessible, and community-serving centers.

3. Industrial and Employment Uses

Industrial Areas. Existing land uses north of SR-60 between Nogales Road and Fairway Drive share boundaries with the City of Industry and heavily industrial areas that run along the railroad lines.

Residential/Industrial Interface. Residential and other sensitive uses are proximate to industrial uses in the north part of the community with potential negative impacts. Additional residential uses should be avoided in this area.



TABLE RH-1 Rowland Heights Challenges and Opportunities

Employment. There are not enough employment-generating uses in the community to employ the current population, forcing residents to travel outside of the community for employment.

VS-2, Diverse, Walkable Communities, and VS-4, Thriving Economy and Workforce, address the above by focusing on industrial uses and enhancing and increasing employment opportunities within Rowland Heights.

4. Community Spaces and Parks

Downtown Gathering Space. Enhanced commercial uses along Colima Road could include mixed-use development, a restaurant row, night markets, gathering spaces, plazas, placemaking elements, neighborhood serving stores, and mom-and-pop establishments to promote a “vibrant downtown center” as a center of activity and community gathering.

Park Needs. According to the 2016 Countywide Parks and Recreation Needs Assessment, 27% of the community’s population lives within a half mile of a park, far less than the County average of 49%. Approximately 33% of the community has a “very high need” or “high need of additional park space.”

Open Space Access. In general, hillside communities are adjacent to open space areas, but the neighborhoods in the northeastern section of Rowland Heights lack access to these amenities and open space uses.

VS-2, Diverse, Walkable Communities, addresses the above by enhancing social gathering places where people can connect and enjoy the community assets, services, and amenities.

5. Traffic, Transportation, and Accessibility

Transportation Infrastructure. SR-60 is located at the northern boundary and SR-57 is located at the eastern boundary of the community. The proximity to freeways and railroads creates air quality issues for adjacent residential uses.

Car-Oriented Patterns. The existing development pattern is car-oriented which increases automobile reliance and contributes to greater greenhouse gas emissions, air pollution, and noise.

Traffic Congestion. The proximity of SR-60 to industrial clusters in the region, as well as limited alternative transportation options, has led to significant traffic congestion on the freeway and major corridors throughout the area.

Goods Movement. The high frequency of goods movement results in truck traffic spilling over into secondary highways to avoid traffic congestion, resulting in impacts to residential quality of life.

TABLE RH-1 Rowland Heights Challenges and Opportunities

Collision Concentration Corridors. Collision concentration corridors are located along Colima Road, at the intersections of Nogales Street and Fairway Drive, and along Batson Avenue. The intersection of Fullerton and Colima Roads has also been voiced as a collision area of concern. Additionally, speeding, road racing, and “donuts” on Pathfinder Road and other major arterials have been observed, causing added safety concerns.

Amenities. Residential areas use arterials such as Fullerton Road, Nogales Street, and Pathfinder Road, which have few amenities for pedestrians and bikers, and are perceived to be unsafe and unpleasant to walk or bike along.

Mixed-Use Development. Increased active transportation can be supported by mixed-use development patterns, through retrofitting the inherited infrastructure, and by incorporating a public realm strategy that prioritizes active transportation.

Transit. There is an opportunity to develop a well-connected, easily accessible, and efficient transit system. This transit system could include an on-demand community shuttle or circulator that serves residents.

VS-2, Diverse, Walkable Communities, and VS-3, Connected and Active Communities, address the above by enhancing connectivity through creating complete streets, increasing active transportation and road infrastructure, and improving commercial access for residents.

6. Public Realm

Walkability. Walkable access to nearby community amenities is often difficult due to the lack of connecting streets.

Public Realm. The public realm is lacking a brand—unified signage, beautification, and distinct public realm amenities—to unify the main commercial corridor and foster a distinct community identity. There is an opportunity to enhance commercial areas with pedestrian-friendly infrastructure, beautification, and landscape design to create a public realm that supports active transportation and community identity.

Wayfinding. There is little to no wayfinding signage to identify community boundaries and amenities.

Shade and Greenery. Tree canopy and greenery can be added to improve major roads with landscaping along sidewalks, medians, and walking paths.

VS-3, Connected and Active Communities, and VS-5, Shared Community Identity and Character, address the above by enhancing public realm amenities that provide community identity, create attractive and safe walkable spaces, and accommodate a diversity of needs.

7. Preservation and Wildlife

Preservation. Growth should be avoided in the hillsides located in the southern and southeastern area of the community, including areas in the Puente Hills SEA and fire hazard areas.

TABLE RH-1 Rowland Heights Challenges and Opportunities

Industrial Areas. The northern portion of the community includes heavy manufacturing near sensitive uses (residential); as such, additional residential uses should be avoided in this area.

Ridgelines. The community contains scenic ridgelines and there is an opportunity to protect this valued local asset with regulatory standards.

Wildlife Corridors and Connectivity. Wildlife corridors connect the Puente Hills eastward to the Chino Hills. Some of this area is designated SEA, but some of the wildlife corridor remains undesignated. Development should be avoided in this area.

Canyon Preservation. Powder and Brea Canyons support diverse habitat and wildlife connectivity by a series of open space corridors that allow animal species to migrate. These canyons should be protected and further habitat fragmentation avoided.

Wildfire and Safety Risks. Much of southern Rowland Heights falls within the VHFHSZ. In the ESGV, most structures built within the wildland/urban interface are within the VHFHSZ. Increased development at the urban periphery introduces structures, roads, vehicle traffic, and people into previously undeveloped areas, increasing the probability of wildfires, which are largely human-caused. Given the severity of the threats, development in these high-risk areas should be avoided.

VS-2, Diverse, Walkable Communities, and VS-6, Sustainable Built and Natural Environment, address the above by focusing on the protection and preservation of natural and biological resources through preservation and conservation strategies.

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

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

VS 1 – Sustainable Growth Patterns

Policy RH-1: Transportation Options. Increase access to transit and active transportation options throughout Rowland Heights. In coordination with Foothill Transit, expand shuttle services and create on-demand transit options to connect neighborhoods to wider area of services (retail and public facilities) within the community and beyond.

Policy RH-2: Transit Options for Hillside Areas. Support development of on-demand shuttle options to serve aging populations, particularly those located in hillside areas without access to transit.

Policy RH-3: Hillside Housing. Minimize alteration of natural hillsides, water courses, and vegetation; in particular, preserve specimen and native trees. Focus development on land with less natural cover, excluding major ridgelines.

VS 2 – Diverse, Walkable Communities

RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

Policy RH-4: Adequate Parking. Ensure adequate parking in all residential neighborhoods, particularly in the northern and central residential neighborhoods of Rowland Heights between Azusa Avenue and Fairway Drive. Limit the parking of vehicles on public roads in residential neighborhoods.

COMMERCIAL CENTERS AND CORRIDORS

Colima Road between Azusa Avenue and Fairway Drive is identified as the downtown of Rowland Heights.

Policy RH-5: Downtown Corridor. Enhance Colima Road as a pedestrian-oriented downtown gathering area and commercial corridor with amenities, services, and greenways connecting to residential neighborhoods to enhance the sense of community, diversity, and place of Rowland Heights.



Policy RH-6: Downtown Identity and Branding. Create a cohesive downtown identity through a coordinated placemaking program to consider unified and distinct branding, signage, public art, and public realm improvements along Colima Road. Incorporate distinct drought-tolerant, climate-appropriate native trees and landscaping along roadways and medians, unified pedestrian-scale street lighting, and coordinated public realm amenities—such as street furnishings—for Colima Road between Azusa Avenue and Fairway Drive, identifying the area as the downtown of Rowland Heights.

Policy RH-7: Existing Commercial Centers. Strengthen and enhance existing commercial centers on Colima Road, Jellick Avenue, and Nogales Street.

Policy RH-8: Lot Consolidation. Encourage and incentivize lot consolidation in commercial areas, especially vacant parcels, and parcels under different ownership where commercial uses and parking layouts spread over contiguous properties.

Policy RH-9: Driveway Consolidation. For discretionary projects, require consolidation of driveways to limit curb cuts and traffic disruptions.

Policy RH-10: Site Plan Requirements. Ensure that contiguous commercial properties under different ownership prepare coordinated site plans and parking layouts to limit the number of curb cuts and ensure clear and cohesive site layouts with efficient use of parking.

Policy RH-11: Shared Driveways. Facilitate shared driveway access for contiguous commercial properties under different ownership to prevent excess driveway constructions.

Policy RH-12: Limit Curb Cuts. To create a pedestrian-friendly public realm, limit the number of curb cuts along commercial thoroughfares.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy RH-13: Village Center. Create village centers in the northern portion of the community along Colima Road and its major intersections, where access to amenities, services, and connections through greenways is high.

Policy RH-14: Social Gathering Area. Encourage and incentivize the inclusion of social gathering spaces in commercial development and near existing schools through enhanced public park and open space amenities. Prioritize locations in the northern portion of the community near Colima Road, where access to existing services and amenities is high. Prioritize areas near Rowland Elementary, Alvarado Intermediate, John A. Rowland High, and Shelyn Elementary south of Colima Road, and Jellick Elementary and Ybarra Academy north of Colima Road.

PUBLIC AND SEMI-PUBLIC FACILITIES

Policy RH-15: Joint-Use Facilities. Explore partnerships with schools in the community, near Colima Road and residential neighborhoods, to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents.

See Land Use Policy LU-3.18.

Policy RH-15

PARKS, OPEN SPACES, AND TRAILS

Policy RH-16: Equitable Open Space Distribution. Increase open space amenities and access to existing open space to neighborhoods located in the northeastern section of Rowland Heights, which represent the share of the community that is in very high need or high need of additional park space.

NATURAL, CULTURAL, AND BIOLOGICAL RESOURCES

The following policies address how to preserve the natural and biological resources in Rowland Heights through the acquisition of undeveloped lands in the Puente Hills to maintain a critical wildlife linkage and corridor, preserve ridgelines, and prevent expansion of the wildland/urban interface and habitat fragmentation.

Policy RH-17: Paleontological and Archeological Resources. Ensure permanent preservation of Chalk Hill and other areas with paleontological and archeological resources.

Policy RH-18: Native American Sites. Support the study, survey, and recognition of Indigenous American/Gabrielesño/Tongva sites of importance in Rowland Heights.

Policy RH-19: Brea Canyon Road. Prohibit the widening of Brea Canyon Road and maintain the current width as it exists in the county for maximum protection of habitat areas.

Policy RH-20: Equestrian Uses. Support the preservation of agriculture and equestrian uses in the central section of Rowland Heights, south of Colima Road along Desire Avenue and around Native Avenue, north of Pathfinder Road.

Policy RH-21: Protect Migrating Wildlife. Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

Policy RH-22: Threatened Species. Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of the southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills through Hacienda Heights into Rowland Heights.

VS 3 – Connected and Active Communities

See Chapter 7, *Mobility Element*, for additional policies related to complete streets.

Policy RH-23

Policy RH-23: Complete Streets. Create complete streets from neighborhoods leading to Colima Road, commercial uses, and village centers.

Policy RH-24: Connected Pathways. Support the preservation, maintenance, and expansion of heritage agricultural pathways known as cat walks. Use multi-use pathways and trails to connect neighborhoods to schools, retail, services, public facilities, and active transportation routes.

VS 4 – Shared Community Identity and Character

Policy RH-25: Community Gateways. Mark prominent community entrance points with special design and architectural enhancements. Prioritize the entrances on major corridors near commercial and village centers, at Azusa Avenue, Fullerton Road, Nogales Street, and Fairway Drive to the north and south, and Colima Road to the west and east.

Policy RH-26: Preserve Ridgeline Aesthetic. Protect the visual qualities of scenic areas including ridgelines, hillsides, and views from public roads and trails, particularly in the Brea Canyon Cut-Off area and Puente Hills.

VS 7 – Informed, Empowered, and Environmentally Just Communities

Policy RH-27: Permit Application Information. Provide weekly permit application reports to any community member who requests such information.

Policy RH-28: Project Presentations for Community Groups. Require all discretionary permit applicants to present proposed projects early in the application process to the Rowland Height Community Coordinating Council or other community groups that requests presentations. Applicants will be required to present projects on multiple occasions as needed and as the project is revised.

See Community Character and Design Policy CC-1.8.

Policy RH-25



8.10 South Diamond Bar

A. INTRODUCTION

South Diamond Bar consists of 5.6 square miles of largely undisturbed natural area, with no residents, located in the southeast part of the Planning Area. It shares boundaries with cities of Diamond Bar to the north and Chino Hills to the east, Orange County to the south, and the unincorporated community of Rowland Heights to the west. The community contains the Firestone Boy Scout Reservation. In addition, SR-57 runs along the western boundary through natural areas, connecting to Orange County and SR-60.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE SDB-1 South Diamond Bar Challenges and Opportunities

1. Wildland/Urban Interface

Limiting Wildland/Urban Interface and Habitat Fragmentation. This is a largely undisturbed natural area, with natural watercourses and a wealth of sensitive biological resources that are becoming increasingly threatened by expansion of the wildland/urban interface, with negative impacts to biological resources, wildlife, and increased wildfire hazard threats. Conflicting needs exist countywide, however, the need to preserve the continuity of the remaining habitat areas should not be compromised or negatively impacted by development needs.

Wildlife-Vehicle Collisions and Wildlife Crossings. Development encroaching into habitat areas impacts wildlife movement, increases habitat fragmentation, and results in collisions and increased dangers to wildlife. Wildlife have been documented using major arterial roads and highways to cross the hills, mostly by use of dangerous surface crossings when wildlife undercrossings and passages are not available. Studies of wildlife crossing points should be undertaken to assess needed locations of future wildlife crossings. The construction of dedicated wildlife crossings, separated from vehicular traffic, would support wildlife movement and improve safety for humans and animals.

TABLE SBD-1 South Diamond Bar Challenges and Opportunities

Wildfire and Safety Risks. South Diamond Bar falls within the VHFHSZ. In the ESGV, most structures built within the wildland/urban interface are within the VHFHSZ. Increased development at the urban periphery introduces structures, roads, vehicle traffic, and people into previously undeveloped areas, increasing the probability of wildfires, which are largely human-caused. Given the severity of the threats, development in these high-risk areas should be avoided.

2. Preservation of Biological Resources

Puente Hills SEA. South Diamond Bar is part of the Puente Hills SEA, which has been designated a State Important Bird Area by Audubon California. The South Diamond Bar portion of the SEA contains the largely undisturbed Tonner Canyon. Several plant communities within this SEA are designated by the California Department of Fish and Wildlife as highest priority communities, including walnut woodland, oak riparian woodland, stands of southern willow scrub along drainages, scattered freshwater marsh, and coastal sage scrub.

3. Preservation of Significant Ridgelines

Significant Ridgelines. The area contains significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided. As with other communities located in the foothills, significant ridgelines should be identified, and protection requirements should be developed.

4. Preservation of Wildlife Movement Corridors and Linkages

Puente Hills Wildlife Corridor. The Puente Hills are a key area for wildlife movement connecting to the Chino Hills State Park. The area contains undeveloped, privately owned properties and land that is predominantly designated as SEA. There is a strong desire by residents in the community to see the wildlife corridor protected and preserved.

Wildlife Linkages and Corridors. The Puente/Chino Hills function as both an important wildlife linkage and resident habitat area for regional wildlife populations. Tonner Canyon and other major canyons throughout the ESGV, are connected by a series of open space corridors, which allows wildlife populations to migrate. The space and linkages for wildlife movement are crucial for the maintenance of biological diversity and population viability especially with increasing threats from climate change.

5. Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels

Channelization. It is estimated that the San Gabriel Valley has lost 86% of its historical wetlands. Agricultural, and later urban and suburban development, in the San Gabriel River watershed prompted channelizing the river and creeks. Native riparian vegetation was removed for farmland and orchards, and river waters were diverted for crop production.

TABLE SBD-1 South Diamond Bar Challenges and Opportunities

Riparian Areas, Creeks, and Natural Drainages. Riparian corridors, wetlands, streams, and natural drainages are found across South Diamond Bar. The streams collect at the base of the main canyon, Tonner Canyon, and the other minor canyons in the community. The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections.

6. Critical Habitat for Endangered Species

Critical Habitat. The southwest portion of South Diamond Bar, also in the Puente Hills SEA, is designated by the U.S. Fish and Wildlife Service as critical habitat for the federally threatened coastal gnatcatcher, which is found in coastal sage scrubland all the way across the Puente Hills, into the southwest portions of South Diamond Bar and into Orange County. Habitat loss is the primary threat to the species, as coastal sage scrubland is eagerly sought by developers for residential development.

7. Multi-jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages

SEA Protections Across Jurisdictions. The Puente Hills SEA continues into the unincorporated communities of Rowland Heights and Hacienda Heights, as well as adjacent jurisdictions, including the cities of Diamond Bar, Industry, La Habra Heights, Montebello, Pico Rivera, South El Monte, and Whittier. In some cases, other jurisdictions may not yet have adopted a comparable program for protection of biological resources. In the past, some property owners have sought annexation to avoid the regulatory review and controls of the SEA program. There are opportunities for regional collaboration to protect natural and biological resources that exist across jurisdictional boundaries. Coordinated efforts to preserve and protect priority conservation areas is key to prevent further habitat fragmentation and loss.

8. Hazards

Flood, Landslide, and Liquefaction Hazards. The southern part of Tonner Canyon is designated as a flood hazard area for the 100-year flood. Almost all of South Diamond Bar, which consists of sloping hillsides, is designated as a landslide hazard area. In addition, the bottom of Tonner Canyon, as a riparian and wetland area, is a designated liquefaction hazard zone.

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, and Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies particularly relevant to South Diamond Bar. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan’s policies.

VS 1 – Sustainable Growth Patterns

Policy SDB-1: Preservation Areas. Avoid development within South Diamond Bar due to hazards and environmental designations, such as SEA, VHFHSZ, landslide, and flooding designations. The SEA, HMA, VHFHSZ, and hazard designations make the community appropriate for preservation.

Policy SDB-2: Canyon Preservation. Preserve Tonner Canyon, including its riparian oak woodlands, natural drainages, streams, wetlands, and creeks.

Policy SDB-3: Tonner Canyon Road. Prohibit widening of Tonner Canyon Road and the development of any major or secondary highways for public use in South Diamond Bar.

Policy SDB-4: Wildlife Corridor Planning. Support studies, planning, and implementation for wildlife corridor projects that enhance connectivity in South Diamond Bar and throughout the Puente Hills to Chino Hills. Support works that assess the location needs and construction of safe and protected wildlife crossings, separated from vehicular traffic, especially to facilitate east-west movement of wildlife.



VS 6 – Sustainable Built and Natural Environment

Policy SDB-5: Preservation of Biological Resources. Direct development away from natural and biological resource areas, including those identified in the Puente Hills SEA and those found on lands outside of the designated SEAs. Maintain the natural environment and resources within the community, including vegetation, wildlife, habitats, waterways, and ridgelines.

Policy SDB-6: Hydrologic Resources. Preserve wetland areas, natural drainages, and riparian corridors on undeveloped lands, particularly in the Tonner Canyon area, and direct development away from these areas.

Policy SDB-7: Multi-Jurisdiction Collaboration. Collaborate with local and regional agencies, such as the Puente Hills Habitat Preservation Authority, on the planning, acquisition, and management of lands containing biological resources in the Puente Hills SEA, from the Puente Hills through South Diamond Bar extending to Chino Hills, for their protection and preservation in perpetuity.

Policy SDB-8: Protect Migrating Wildlife. Ensure habitat protection for migrating wildlife and preserve habitat areas important for wildlife migration. The Puente Hills are a well-known migration corridor for migratory birds and are important for resident species throughout the year.

Policy SDB-9: Threatened Species. Protect and preserve habitat areas used by threatened species outside of designated SEAs. Much of southern hillside areas are designated as critical habitat by the U.S. Fish and Wildlife Service for the California coastal gnatcatcher, whose preferred natural habitat is coastal sage scrub. The coastal cactus wren also has significant populations in the Puente Hills.

8.11 South Walnut

A. INTRODUCTION

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

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE SW-1 South Walnut Challenges and Opportunities

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

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

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

TABLE SW-1 South Walnut Challenges and Opportunities

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

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

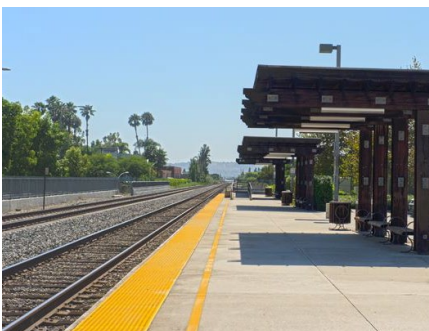
Policy SW-1: Annexation. Explore the feasibility of annexing South Walnut into adjacent cities to provide needed services and infrastructure more efficiently to the community.

VS 2 – Diverse, Walkable Communities

INDUSTRIAL AND EMPLOYMENT USES

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

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



VS 3 – Connected and Active Communities

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

8.12 Unincorporated North Whittier

A. INTRODUCTION

Unincorporated North Whittier is a 124-acre unincorporated community located in the west part of the Planning Area. The community is bounded by the San Jose Creek to the north, San Gabriel River to the east, and the City of Industry, the unincorporated community of Pellissier Village, and the Union Pacific Railroad line to the south. The community has two freeways running through it, I-605 and SR-60, as well as the extensive freeway interchange between the two. The area was largely used for ranching and agriculture until the mid-20th century when land in the area was annexed for industry and subdivided for housing.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE UNW-1 Unincorporated North Whittier Challenges and Opportunities

1. Access and Walkability

Freeway Adjacency Impacts. Unincorporated North Whittier is bisected by two major freeways, I-605 and SR-60, as well as the extensive freeway interchange between the two. This divides the community into four separate areas, which is a major challenge for creating a sense of community cohesion.

Auto-Dependency. The nature of the street network—with many neighborhood blocks terminating in cul-de-sacs, and lack of sidewalks and mixed uses—has increased automobile reliance, exacerbating air quality, pollution, and noise.

TABLE UNW-1 Unincorporated North Whittier Challenges and Opportunities

Walkability. The residential area off of Cambray Drive does not contain sidewalks. Sidewalks in the area are frequently interrupted by driveways designed for large trucks. Pedestrian crossing infrastructure, though present in the area at specific intersections, are designed to maximize car throughput and thus only allow crossings on specific corners. The industrial nature of development and infrastructure in the area, along with the presence of freeways, creates an uninviting walking environment with little tree cover and minimal pedestrian amenities. Under these conditions, there are few destinations in the area that are realistically accessible by walking.

Workman Mill Road. Unincorporated North Whittier has access to the San Jose Creek Trail via Workman Mill Road, as the street crosses over the creek and into the unincorporated community of Avocado Heights. Workman Mill Road is the primary road used to access the residential areas in unincorporated North Whittier. The commercially designated area located at its intersection with Whittier Woods Drive could be a target for more diversified commercial uses to service both employees and residents in the community. This area is also easily accessed by the river trail to the north and east.

2. Incompatible Uses

Land Uses. The collection of uses in unincorporated North Whittier are varied and could be incompatible with existing residential areas. These uses include important government infrastructure, freeways, and railroad rights-of-way. New housing is not advisable in this area because of the lack of available community services and proximity to intensive infrastructure, like freeways, which can cause harmful health impacts. There is also the Union Pacific Railroad line that runs along the southern edge of the two residential parts of the community, which can contribute to traffic and noise impacts.

Sensitive Uses. Areas within 500 feet of a freeway should be avoided for sensitive land uses. Due to the prevalence of two freeways and a heavy interchange, that may preclude opportunities for residential land uses in this area.

3. Parks and Trails

San Jose Creek Trail. The nearby San Jose Creek Trail, along an existing flood control channel, provides connections to the San Gabriel River Trail. An important piece of the San Gabriel Valley Greenway Network, this trail can connect residents to major regional destinations. Where feasible, new pedestrian infrastructure in the area should be oriented toward enhancing connections to the San Jose Creek Trail.

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

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

Policy UNW-1

Policy UNW-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of residential neighborhoods with multi-use pathways. Focus amenities and services along Workman Mill Road.

VS 2 – Diverse, Walkable Communities

See Land Use Policy LU-3.11.

Policy UNW-2

COMMERCIAL CENTERS AND CORRIDORS

Policy UNW-2: Commercial Use Flexibility. Target the commercial area located at the intersection of Workman Mill Road and Whittier Woods Drive for more diversified commercial uses to service both employees and residents in the community. This area is also easily accessed by the San Gabriel River Trail to the north and east.



PARKS, OPEN SPACES, AND TRAILS

Policy UNW-3: Enhance San Jose Creek Trail. Enhance both access and improvements to the San Jose Creek Trail, which provides connections to the San Gabriel River Trail and can connect residents to major regional destinations, thereby reducing reliance on automobiles.

VS 3 – Connected and Active Communities

Policy UNW-4: Safe, Continuous Sidewalks. Provide safe, continuous, and well-maintained sidewalks throughout the community. As a disadvantaged community, prioritize sidewalk improvements where many residents must rely on walking to access transit, services, and jobs.

Policy UNW-5: Trail Connections. Where feasible, new pedestrian infrastructure in the area should be oriented toward enhancing connections to the San Jose Creek Trail.

VS 6 – Sustainable Built and Natural Environment

Policy UNW-6: Sensitive Uses. Avoid development of new sensitive uses within 500 feet of SR-60 and I-605.

8.13 Unincorporated South El Monte

A. INTRODUCTION

Unincorporated South El Monte is an 83-acre unincorporated community located on the western edge of the Planning Area. It is the only unincorporated community in the Planning Area located on the west side of the San Gabriel River. The river forms the eastern boundary and provides access to recreation and trails. The community shares boundaries with the cities of El Monte to the north and South El Monte to the west and south. The community shares a long equestrian history with many other communities in the ESGV and was the first County-designated equestrian district. The area was largely used for ranching and agriculture until the mid-20th century, when land in the area was subdivided and developed for housing.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE USEM-1 Unincorporated South El Monte Challenges and Opportunities

Commercial Property Revitalization. A couple of commercial properties are located in the northwest corner of the community's boundaries along Rush Street. A catalyst project on these properties, with uses oriented toward the community's needs, could help connect the unincorporated community to the Durfee Avenue commercial corridor.

Community Jurisdiction. Unincorporated South El Monte is one of the smallest communities in the ESGV area by size and population. The community is surrounded on two sides by the City of South El Monte, one side by the City of El Monte, and fronts the San Gabriel River on the eastern side. There may be inefficiencies and inequities with the provision of public services for a community this small. One option to alleviate these inequities is to determine the feasibility of annexation of the unincorporated community into one of the neighboring jurisdictions.

TABLE USEM-1 Unincorporated South El Monte Challenges and Opportunities

San Gabriel River Trail. The community is located along the San Gabriel River Trail, which provides numerous connections to places across the county and region. Continued improvement of this vital link, as well as improvements to the safety and aesthetics to this connective resource, could greatly benefit the community.

Crossings. There is a lack of pedestrian and equestrian crossings along this section of the San Gabriel River. Where feasible, a multi-use bridge could connect communities across the river and improve access.

Industrial Proximity. Nearby industrial uses nearby in the City of South El Monte to the west may present challenges in siting new sensitive uses in the community.

Employment Areas. Major employment areas are located in close proximity to this community to the west along Durfree Avenue and Peck Road. Additionally, the San Gabriel River Trail provides accessibility by bike to employment areas along the San Gabriel River.

Parks and Open Space Needs. Despite the community's proximity to the San Gabriel River Trail, the community lacks additional parks and open spaces, and associated amenities. Based on the 2016 Park Needs Assessment, there is 0.7 acres of parkland per 1,000 residents, far below the County average of 3.3 acres, and only 36% of residents live within ½ mile of a park. The area falls under high and moderate park needs with high needs concentrated in the west.

Land Use

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

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy USEM-1: Annexation. Explore the feasibility of annexing unincorporated South El Monte to a neighboring jurisdiction to provide needed services and infrastructure more efficiently to the community.

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

Policy USEM-2: Revitalize Commercial Properties. Support commercial revitalization and diversification of existing commercial uses at the intersection of Rush and Burkett Road to enhance community revitalization, support a central walkable district, and provide connections to the Durfee Avenue commercial corridor.



VS 3 – Connected and Active Communities

Policy USEM-3: Waterway Access. Support the creation of a multi-use pathway and/or trail along Rush Street to the adjacent San Gabriel River Trail, which would provide enhanced access to open space amenities.

Policy USEM-4: Enhance Community Connections. Explore the feasibility of providing a multi-use bridge across the San Gabriel River to connect communities across the river and improve access.

VS 4 – Shared Community Identity and Character

Policy USEM-5: Preserve Equestrian District. Preserve unincorporated South El Monte’s rural and equestrian character through the preservation and enhancement of its equestrian district and bridle paths. Ensure any new development contributes to preserving and enhancing the equestrian character of the equestrian district.

See Community Character and Design Policy CC-1.2.

Policy USEM-5

8.14 San Jose Hills Communities

A. INTRODUCTION

The unincorporated communities of Walnut Islands and West San Dimas—referred to here as the San Jose Hills Communities—share similar geographic features with topographic variation, creeks and drainage channels, hazards, and biological resources. The San Jose Hills Communities have land uses that are made up primarily of pockets of residential development, equestrian uses, undeveloped land, institutional land, and designated open space, located along the wildland/urban interface. Below is a brief description of the characteristics and features of each of the communities.

- Walnut Islands
- West San Dimas

San Jose Hills Communities

Walnut Islands

The Walnut Islands is 3.8 square miles, with a population of 5,150, located in the central part of the Planning Area. It shares boundaries with San Dimas and Covina to the north, Pomona to the east, Walnut to the south, and West Covina to the west. In the early 20th century, land surrounding the Walnut Islands was primarily used for agriculture. The area retains some rural elements, including a prevalence of horsekeeping.

Walnut Islands consists of hilly land with primarily residential uses, some government uses, and institutional uses. It contains no commercially zoned land. The East San Gabriel Valley Significant Ecological Area (SEA) is designated on parts of the community. The SEA contains sensitive and rare habitats and species that necessitate protections, including critical habitat for the federally-threatened coastal gnatcatcher (*Poliophtila californica*), some of the largest remaining stands of native black walnut woodlands, and waterways which contain rare habitat.

West San Dimas

West San Dimas is a community of 229.2 acres, with a population of approximately 330 people, located in the northern portion of the Planning Area. It is surrounded by San Dimas. Most of the homes were built in the 1950s and 1960s. The majority of the land is designated open space, known as the Walnut Creek Park, owned and managed by LA County Parks and Recreation and the Watershed Conservation

Authority. The remainder of the land remains privately-owned and undeveloped or used by an institution.

Walnut Creek Park consists of almost 70 acres of woodlands and coastal sage scrub with one of the only remaining natural waterways in the ESGV flowing through it and one of the best riparian oak woodlands in the County. Large portions of West San Dimas, including Walnut Creek, are in the East San Gabriel Valley SEA.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE SJHC-1 San Jose Hills Communities Challenges and Opportunities

1. Wildland/Urban Interface

Limiting Wildland/Urban Interface. Recent residential and institutional development in the ESGV has occurred within the wildland/urban interface, with considerable negative impacts to natural resources and wildlife. This growth exacerbates wildfire hazard threats for both the residential populations and habitat and causes further habitat fragmentation.

Wildlife Movement and Wildlife-Vehicle Collisions. Development encroaching into habitat areas restricts wildlife movement and increases habitat loss. The increased presence of roads results in collisions and increased endangerment to wildlife.

Wildfire and Safety Risks. Walnut Islands has extensive areas in Very High Fire Hazards Severity Zones (VHFHSZs). Development in these areas results in greater risk to communities, wildlife, natural resources, and increased costs for residents and agencies for fire protection. As wildfire risks mount due to climate change, communities that have developed within the wildland/urban interface and VHFHSZs face significant challenges. Further development in these high-risk areas should be avoided.

2. Preservation and Biological Resources

East San Gabriel Valley SEA. The East San Gabriel Valley SEA contains several ridgelines and hilltops, and the major drainage of Walnut Creek on the north side of the San Jose Hills. The natural riparian section of Walnut Creek County Park is a rare natural resource in an area surrounded by development. Along most of its boundaries, the SEA is bordered by developed properties.

TABLE SJHC-1 San Jose Hills Communities Challenges and Opportunities

Critical Habitat and Sensitive Communities. Large parts of the East San Gabriel Valley SEA are designated critical habitat for the federally threatened coastal California gnatcatcher. Several plant communities within this SEA are designated by the California Department of Fish and Wildlife as highest priority communities due to their restricted distribution in the Southern California region.

Preservation of Significant Ridgelines. The area contains several significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided.

Preservation of Wildlife Movement Corridors and Linkages. With increasing threats from climate change, ensuring the ability of wildlife to migrate and maintaining continuity of open space areas is key for species survival. The East San Gabriel Valley SEA represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills and Chino Hills, serving as a migration and habitat connection between them.

Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels. The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections. A portion of Walnut Creek has maintained a natural creek bed, a rare remnant as many creeks have been lined with concrete and rerouted. It also has one of the best examples of riparian oak woodlands in the County. It is one of the few remaining natural riparian areas in an area surrounded by development.

Multi-jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages. The East San Gabriel SEA, designated on parts of unincorporated Walnut Islands and West San Dimas, continues into adjacent jurisdictions, including West Covina, Walnut, San Dimas, and Covina, which may not yet have a comparable program for protection of biological resources. This provides an opportunity for regional collaboration on protection of natural and biological resources that spread across jurisdictional boundaries.

3. Land Use Needs and Hazards

Hazards. Areas within the San Jose Hills Communities present wildfire, dam inundation, landslide, and liquefaction hazards. The upper elevation areas and slopes of Walnut Islands are designated VHFHSZs. The northern parts of Walnut Islands and the northern edge of West San Dimas are designated as dam inundation areas. The hills and canyon areas of both communities are designated as landslide hazard areas, and liquefaction hazard areas overlap with residential neighborhoods. Further development in these areas should be avoided.

Freeway Adjacency and Industrial Proximity. I-10 cuts through Walnut Islands, segregating residential uses in the north from commercial services and other amenities to the south and potentially causing air quality concerns.

Parks and Open Space. Based on the 2016 Park Needs Assessment, the communities generally have low park needs. However, there are issues with park proximity, as only 14% of the population lives with a ½ mile of a park.

Land Use

The **Walnut Islands and West San Dimas Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in these San Jose Hills Communities.

C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, Chapter 5, *Natural Resources, Conservation, and Open Space Element*, and Chapter 6, *Parks and Recreation Element*, for policies particularly relevant to Walnut Islands and West San Dimas communities. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan’s policies.

VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

Policy SJH-1

Policy SJH-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of schools and residential neighborhoods with multi-use pathways. Focus amenities and services within the major transit area, near Puente Street and Grand Avenue, in the flatter area and south of the San Bernardino Freeway, where fire risk is reduced.

VS 4 – Shared Community Identity and Character

Policy SJH-2: Equestrian District Designation. Engage community members and explore support for designating a Walnut Islands Equestrian District in the area.



VS 6 – Sustainable Built and Natural Environment

Policy SJH-3: Biological Resources. Ensure the protection of biological resources and critical habitats for endangered species that occur on private lands. Support collaborations with Forest Lawn Cemetery, other institutions, businesses, and property owners in the area to preserve the biological resources located on privately held lands.

Policy SJH-4: Natural Environment. Direct development away from natural resource areas, including those identified in the East San Gabriel Valley SEA and those found on lands outside of the designated SEA, to preserve the continuity of habitat areas and prevent further habitat fragmentation and loss.

Policy SJH-5: Wetland and Riparian Resources. Preserve and protect Walnut Creek, wetland areas, and riparian corridors.

Policy SJH-6: Water Quality. Ensure implementation of water quality best management practices on properties with equestrian uses, horses, and livestock.

Policy SJH-7: Walnut Creek Restoration. Support efforts to naturalize the portions of Walnut Creek’s concrete channel, when and where feasible.

Policy SJH-8: Critical Habitat Preservation. Support the preservation of lands that are designated critical habitat for federally threatened wildlife, including the coastal California gnatcatcher (*Poliophtila californica*).

Policy SJH-9: Wildlife Connectivity. Seek opportunities to create and enhance the wildlife linkages in the East San Gabriel Valley SEA between the San Gabriel Mountains and the Puente Hills and Chino Hills, particularly in areas of discontinuous habitat blocks and patches.

Policy SJH-10: Multi-Jurisdiction Collaboration. Collaborate with local and regional agencies to prepare and adopt a protection program for the East San Gabriel Valley SEA designated areas that continue into adjacent jurisdictions, including West Covina, Walnut, San Dimas, and Covina. Identify measures to protect natural and biological resources, and to prevent further habitat fragmentation and loss.

8.15 Northwestern Communities

A. INTRODUCTION

- Covina Islands
- East Irwindale

Northwestern Communities

Covina Islands and East Irwindale, referred to here as the Northwestern Communities, are approximately 1.3 square miles and 1.5 square miles in size, respectively, and located in the northwest portion of the Planning Area. The Northwestern Communities are mostly flat, with curvilinear street layouts that usually end in cul-de-sacs. Major streets are paralleled by frontage roads that serve local residents. East Irwindale is southwest of Covina Islands, and these communities share boundaries with the city of Covina to the east, the city of West Covina to the south, the cities of Irwindale and Baldwin Park to the west, and the cities of Azusa and Glendora to the north. The unincorporated community of Charter Oak is located to the east of Covina Islands.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE NWC-1 Northwestern Communities Challenges and Opportunities

1. Residential

Housing Types. Most of the existing land uses in East Irwindale and Covina Islands are single-family homes, resulting in a lack of diverse housing types.

Housing Age. The existing housing stock in East Irwindale and Covina Islands was largely built at the same time and upgrades to the housing stock have been sporadic over several decades. There is an opportunity to invest in upgrades, including updated façade treatments.

Public Services to Residents. Covina Islands and East Irwindale largely consist of residential land uses surrounded by incorporated cities. There may be inefficiencies and inequities with the provision of public services for these unincorporated islands. One option to alleviate these inequities is to determine the feasibility of annexation of the islands into one of the neighboring jurisdictions.

TABLE NWC-1 Northwestern Communities Challenges and Opportunities

VS 2, *Diverse, Walkable Communities*, addresses the above by upgrading existing housing stock, updating existing zoning, and increasing housing diversity.

2. Commercial

Revitalization. A cluster of commercial parcels is located north of Arrow Highway at Clydebank Avenue in East Irwindale, and Cypress Street, west of Citrus Avenue in Covina Islands. Based on the central location and existing uses in these clusters, parcels along these major corridors could be revitalized with façade treatments and pedestrian infrastructure to serve as community plazas or centers.

Community-Serving Uses. There is an opportunity to revitalize existing uses that consist of underutilized deep lots, auto-related uses, a community market, and strip mall with community-serving uses.

Commercial Nodes. Opportunities should be explored in both communities to create commercial nodes at key intersections along active transportation routes and within the three major transit areas.

VS 3, *Connected and Active Communities*, addresses the above by improving existing commercial nodes and enhancing underutilized sites in the Northwestern Communities to provide revitalized and thriving commercial uses to residents.

3. Industrial and Employment Uses

Employment. An industrial employment center exists on Arrow Highway, east of Barranca Avenue, which presents potential opportunities to direct opportunities and revitalization.

Commercial Opportunities. Revitalize existing vacant sites within a half-mile radius of a major transit stop with commercial uses that increase employment opportunities.

VS 4, *Thriving Economy and Workforce*, addresses the above by identifying goals for business attraction, retention, and growth in the Northwestern Communities.

4. Access and Connectivity

Community Identity. Covina Islands consists of five different unincorporated islands interspersed throughout existing incorporated city boundaries, creating difficulty in determining community boundaries, which can limit community identity and make navigation confusing.

Pedestrian Infrastructure. Some residential streets in East Irwindale and Covina Islands lack sidewalks, which can make it difficult to walk around the neighborhood, and access community amenities on foot. There is an opportunity to enhance access by improving pedestrian infrastructure, if feasible.

TABLE NWC-1 **Northwestern Communities Challenges and Opportunities**

Connectivity. The current street network in the Northwestern Communities consists of neighborhood blocks terminating in cul-de-sacs, with a lack of sidewalks and homogenous land use types. These conditions increase automobile reliance, exacerbating air quality, pollution, and noise. There is an opportunity to increase connectivity by improving the active transportation infrastructure.

Enhancement of Frontage Roads. Frontage roads in East Irwindale and Covina Islands—including Cypress Street and Gladstone Street, respectively—work to shield faster-moving traffic from residential streets. There are opportunities to further enhanced them to include transit amenities like bus shelters, and mobility amenities like wider sidewalks, bike paths, street trees, and parklets to improve walkability and provide additional open spaces areas.

Waterways. San Dimas Wash and Big Dalton Wash connect to the San Gabriel River. Where feasible, routes parallel to the channel should be accessible to residents to access the San Gabriel River Trail and create urban pathways with greenery.

VS 2, Diverse, Walkable Communities, and VS 3, Connected and Active Communities, address the above by enhancing existing infrastructure such as roads and sidewalks to increase pedestrian access and create community identity.

5. Traffic and Transportation

Active Transportation. Covina Islands is surrounded by major transit stops that are not particularly walkable from the community but are accessible by biking. This presents an opportunity to increase transit use through improved active transportation infrastructure for people on bicycles. There is an opportunity for new development in growth areas to connect to County-proposed bike paths along active transportation routes.

VS 1, Sustainable Growth Patterns, VS 2, Diverse, Walkable Communities, and VS 3, Connected and Active Communities, address the above by increasing transit access and development of bike lanes along active transportation routes.

6. Public Realm

Tree Canopy. The existing tree canopy in East Irwindale and Covina Islands is sporadic and in some areas is nonexistent. There are opportunities in these areas to improve the tree canopy, which can provide shelter and shade for pedestrians, help lower ambient temperatures, reduce heat island effects, and make walking in the public realm a more pleasurable experience.

Greenways. There is an opportunity in the community of East Irwindale to create greenways with pedestrian improvements, such as trees and other greenery, on the frontage streets located at the intersection of Cypress Street and Lark Ellen Avenue. In addition, where feasible, vacant and underutilized areas along frontage roads can be revitalized with public realm improvements like bioswales, greenways, and pocket parks.

TABLE NWC-1 Northwestern Communities Challenges and Opportunities

VS 5, *Shared Community Identity and Character*, addresses the above by focusing on street beautification in the Northwestern Communities, including improvements like tree canopy, bioswales, and greenways.

7. Preservation

Areas in Industry and Highways. Development should be discouraged in areas in proximity to I-210, near industrial uses within the cities of Baldwin Park and Azusa.

Mining Areas. Development should be discouraged in areas near active mining, such as residential uses to the east of Vincent Avenue. Areas with active mining should be buffered to avoid erosion, poor air quality, and contamination of soil and ground and surface water.

Freight Lines. Development should be discouraged near active rail located in both communities. Active freight creates issues related to traffic, noise, and light that are not conducive to daily living and makes it difficult to create walkable, connected neighborhoods.

8. Open Space

Parks Needs. Based on the 2016 Park Needs Assessment, this area has high and moderate park needs, with approximately 50% of residents, concentrated in the southern and eastern neighborhoods, in high need of park space.

VS 6, *Sustainable Built and Natural Environment*, addresses the above by identifying the areas in each community where growth would be avoided and where existing natural resources would be preserved.

Land Use

The **Covina Islands** and **East Irwindale Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the Northwestern Communities.

C. COMMUNITY-SPECIFIC POLICIES

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



VS 1 – Sustainable Growth Patterns

See Land Use Policy LU-1.2.

Policy NWC-1



Policy NWC-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of residential neighborhoods. Focus amenities and services along primary roads connecting residential neighborhoods to commercial centers and major transit in the northwest of East Irwindale along Arrow Highway and Azusa Avenue, as well as in key commercial nodes near major transit at Azusa Avenue and Gladstone Street, along Barranca Avenue, and at Barranca Avenue and Arrow Highway in Covina Islands.

Policy NWC-2: Sensitive Uses. Discourage sensitive uses in Covina Islands that are within 500 feet of I-210 to the north along Baseline Road, and near industrial uses to the southeast on Arrow Highway, where they would be exposed to increased levels of air pollution.

VS 2 – Diverse, Walkable Communities

RESIDENTIAL NEIGHBORHOODS AND HOUSING DIVERSITY

Policy NWC-3: Affordable Housing. Support opportunities to provide low-income and affordable housing options in the Northwestern Communities. Consider vacant lots in the northern portion of the community between Gladstone Street and Vincent Avenue in East Irwindale.



Policy NWC-4: Annexation. Discourage annexations of the Northwestern Communities that would involve smaller islands that may cause an inefficient configuration for fair distribution of community services. Where feasible, further investigation may be needed to determine the long-term viability of smaller, unincorporated islands, like Covina Islands and East Irwindale, remaining independent of their city neighbors.

Policy NWC-5: Central Walkable Districts. Support creation of redeveloped mixed-use commercial nodes and walkable districts at large, underutilized public/semi-public parcels, such as the Tri-Community Griswold Adult Education Center in East Irwindale and the Edison easement in Covina Islands, both of which can be enhanced as a central open space corridor.

Policy NWC-6: Pedestrian Improvements. Support improving pedestrian infrastructure along major intersections. Consider intersections at Cypress Street and Lark Ellen Avenue in East Irwindale—which would support youth at the school on the southwest corner and a daycare southeast of the intersection—and the frontage roads east, south, and west of the Covina Boulevard and Hollenbeck Avenue intersection in Covina Islands.

COMMERCIAL CENTERS AND CORRIDORS

Policy NWC-7: Downtown Corridor. Enhance Arrow Highway in the northern portion of East Irwindale as a pedestrian-oriented downtown and commercial corridor.

Policy NWC-8: Existing Commercial Centers. Strengthen and enhance existing commercial centers on Irwindale Avenue, Vincent Avenue, Lark Ellen Avenue, and Azusa Avenue in East Irwindale, and on Barranca Avenue and Arrow Highway to provide retail needs for residents of Covina Islands.

Additional revitalization and adaptive reuse opportunities exist at the following commercial nodes in East Irwindale:

- Southwest corner of Gladstone Street and Azusa Avenue, within the major transit area and at the northeast entrance to the community;
- Arrow Highway, west of Lark Ellen Avenue and east of Clydebank where it backs onto the water channel. This area is also close to the active transportation route and proposed bike paths;
- South side of Renwick Road, east of Clydebank Avenue; this area contains deep lots, backs onto the public easement area, and is located near the Valleydale Park;
- Southwest corner of Edna Place and North Vincent Avenue;
- San Bernardino Road and N. Irwindale, where a commercial center is located.

Policy NWC-9: Healthy Food. Explore opportunities for smaller grocery stores within commercial centers in both communities to increase access to healthy food options. In East Irwindale, focus grocery stores along Arrow Highway and Vincent Avenue.

MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy NWC-10: Village Centers. Support development of a village center in the northern portion of the East Irwindale at Arrow Highway and Clydebank Avenue, within one mile of major transit (Arrow Highway and Azusa Avenue) and in Covina Islands along Barranca Avenue, south of I-210, and near Gladstone Street and Hollenbeck Avenue where access to amenities, services, and connections through greenways is high.

Policy NWC-11: Social Gathering Area. Support additional social gathering areas near existing schools through enhanced public park and open space amenities in the Northwestern Communities. Prioritize locations in the northern portion of East Irwindale within one mile of major transit at Arrow Highway and Lark Ellen Avenue, near Ellington Elementary School, Valleydale Elementary School, and Gladstone High School; and in the southern portion of East Irwindale at Irwindale Avenue and San Bernardino Road, near Manzanita Elementary School.

PUBLIC AND SEMI-PUBLIC FACILITIES

See Land Use Policy LU-3.18.

Policy NWC-12

Policy NWC-12: Joint-Use Facilities in East Irwindale. Support partnerships with schools in the community—Ellington Elementary School to the north and Manzanita Elementary School to the south—to jointly use their facilities and resources, including parks, playgrounds, libraries, community centers, daycare facilities, and other resources, to increase access to recreational and other amenities for nearby residents.

PARKS, OPEN SPACES, AND TRAILS

Policy NWC-13: Park Needs. Support creation of new parks and open space in the southern portion of the Northwestern Communities, near San Bernardino Road between Irwindale Avenue and Vincent Avenue in East Irwindale, and along Rockvale Avenue at Orkey Street, toward the western portion of Covina Islands. Explore opportunities to provide additional parks and open space amenities in the Northwestern Communities to fill the need for parks that are accessible from residential neighborhoods on foot.

VS 3 – Connected and Active Communities

Policy NWC-14: Complete Streets. Support complete streets development from neighborhoods leading to commercial centers on Arrow Highway, Cypress Street, Vincent Avenue, and Irwindale Avenue in East Irwindale, and major transit and commercial centers at the following nodes in Covina Islands: Arrow Highway and Azusa Avenue, Barranca Avenue and Azusa Avenue, Gladstone Street and Hollenbeck Avenue, and Gladstone and Barranca Avenue.

Policy NWC-15: Waterways and Trails. Support development of urban trails and greenways along Big Dalton and San Dimas Washes to enhance community connectivity and connect residential neighborhoods to the village center on Arrow Highway in East Irwindale and in the northern and southern portions of Covina Islands, as well as connecting to active transportation infrastructure and transit stops. Consider repurposing vacant land adjacent to the waterways for the development of pathways and greenways.

Policy NWC-16: Coordinate with Adjacent Cities. Work with the City of Azusa to create urban pathways connecting residential neighborhoods in Covina Islands to Gladstone Park to the west on Pasadena Avenue, to provide greater access to parks and open space for residents.

See Chapter 7, *Mobility Element*, for related policies.

Policy NWC-14

VS 4 – Shared Community Identity and Character

Policy NWC-17: Street Beautification. Beautify and reinforce East Irwindale's and Covina Islands' identity and character through added street trees, lighting, community signage, bike lanes, public art, bioswales, greenways, and pocket parks. Prioritize beautification of major corridors that lead to commercial centers, major transit, and provide entrance to East Irwindale, including Arrow Highway, Cypress Street, Lark Ellen Avenue, San Bernardino Road, Irwindale Avenue, and Vincent Road; and major corridors that traverse and provide entrance to Covina Islands, including Arrow Highway, Gladstone Street, Barranca Avenue, and Citrus Avenue.

See Community Character and Design Policy CC-1.8.

Policy NWC-19

Policy NWC-18: Frontage Roads to Greenways. Support readapting select existing frontage roads in Covina Islands as urban greenways to provide attractive buffers between major streets and residential neighborhoods.

Policy NWC-19: Community Gateways. Mark prominent community entrance points with special design and architectural enhancements. Prioritize the entrances on major corridors near major transit, including Arrow Highway, Citrus Avenue, Lark Ellen Avenue, San Bernardino Road, and Cypress Street in East Irwindale; and at Gladstone Avenue, Citrus Avenue, Barranca Avenue, Arrow Highway, and Cypress Street in Covina Islands

VS 5 – Thriving Economy and Workforce

Policy NWC-20: Retail Industry. Promote new retail businesses within commercial centers, and vacant and underutilized sites to add to the community’s retail diversity and bring more shops to East Irwindale and proposed commercial centers in Covina Islands.

Policy NWC-21: Employment Center. Provide resources for the community by creating employment centers around top industries and business uses, such as an industrial employment center on Arrow Highway, east of Barranca Avenue.

Policy NWC-22: Business Retention and Growth. Support the retention and growth of local retail shops, market, and small businesses through economic development strategies that enable businesses to easily and efficiently navigate the permitting process, gain access to resources, and adapt to fluctuating markets.

VS 6 – Sustainable Built and Natural Environment

Policy NWC-23: Waterways. Maintain, protect, restore, and enhance the existing waterways—Big Dalton Wash, Little Dalton Wash, and San Dimas Wash— where feasible, as natural resources and assets that contribute to the community identity, beautification, and culture.

8.16 Southwestern Communities

A. INTRODUCTION

The unincorporated communities of South San Jose Hills, Valinda, and West Puente Valley—referred to here as the Southwestern Communities—are located in the south and southwestern part of the Planning Area. The communities largely consist of subdivisions of single-family homes built in the middle of the 20th century. The need for greater housing type diversity has led to increased housing costs and potentially larger households. There are also adjacencies between industrial and residential uses along Valley Blvd. and near the City of Industry and Baldwin Park that present issues for residential areas, as well as walkability and connectivity. Included below is further detail on each of the communities.

- South San Jose Hills
- Valinda
- West Puente Valley

Southwestern Communities

South San Jose Hills

South San Jose Hills is approximately 1.5 square miles with a population of 22,252 and is characterized by single-family residential subdivisions with multi-family uses. Residential garage conversions are prevalent which can indicate a need for more rental housing, greater need for income generation, and/or a desire for inter-generational homes. Intensive industrial uses are located south of the community in Industry, with some industrial and commercial uses located within the community along Valley Boulevard. The community is bordered by the West Covina on the north and east, La Puente to the west, and Industry to the west and south.

Valinda

Valinda is approximately 2 square miles with a population of 23,702 and is characterized by single-family residential subdivisions with limited multi-family residential. The community contains limited commercial uses on Amar Rd. and Azusa Ave., with proximity to busy commercial corridors, including Hacienda Blvd. and Amar Rd. that continue into La Puente and Industry. Residential areas experience impacts from proximity to industrial uses in adjacent cities. The Puente Creek Channel runs through the southern part of Valinda has the potential to become an amenity with improvements and the proposed connection to the San Jose Creek and San Gabriel River Trail. The community shares boundaries with Industry and La Puente to the west

and south, and West Covina to the north and east. The unincorporated communities of South San Jose Hills and Valinda are located to the east and west.

West Puente Valley

West Puente Valley is approximately 1.9 square miles with a population of 25,061 and is characterized by single-family residential subdivisions. There are limited commercial areas, but they can provide neighborhood serving uses with potential for enhanced pedestrian connections. The community experience impacts from proximity to industrial uses from the shared boundaries with Baldwin Park to the north and west, and Industry to the east and south. The Southern Pacific railroad right-of-way runs along parts of the western boundary and acts as a barrier to mobility. Boundaries are shared with West Covina to the north, and La Puente to the east and south. The unincorporated communities of Valinda and Avocado Height are located to the east and south. Walnut Creek and Puente Creek Channels both run through the community and have the potential to become recreational assets.

B. COMMUNITY CHALLENGES OPPORTUNITIES

Southwest Communities

The following presents a summary of challenges and opportunities for South San Jose Hills, Valinda, and West Puente Valley, comprising the Southwest Communities, learned from community feedback and an analysis of existing conditions in the community (see **Table SWC-1, Southwest Communities Challenges and Opportunities**). These challenges and opportunities serve to inform the preparation of community-specific land use, zoning, policies, and programs for the Southwest Communities.

TABLE SSJH-1 Southwest Communities Challenges and Opportunities

1. Residential

- **Lack of Housing Type Diversity.** Similar to other communities in the ESGV, the southwest communities lack a diversity of housing types. This can create pressure on the existing housing stock, leading to affordability concerns and unintended land use outcomes, like overcrowding.

TABLE SSJH-1 Southwest Communities Challenges and Opportunities

- **Residential Garage Conversions.** South San Jose Hills has increased residential garage conversions. Their prevalence in South San Jose Hills may indicate existing instances of overcrowded housing, a desire for intergenerational living, or a need to generate supplemental income. In circumstances in which residential garage conversions are unpermitted, there needs to be a process to update these conversions so meet requirements for the health and safety of the public.

2. Land Uses

Residential Proximity to Industrial Uses. Residential areas interface with or are in the vicinity of industrial uses, both in unincorporated areas and in adjacent jurisdictions. Local industrial properties have negative spillover affects into residential areas or the public realm. South San Jose Hills has industrially zoned property along Valley Blvd. There are existing freight rail rights-of-way and the Valley Boulevard freight corridor. An interface of residential and industrial uses can result in health, safety, and quality of life impacts on local residents.

South San Jose Hills Industrial/Commercial Uses and Opportunity Area. General Plan identifies an Industrial Flex District stretching along Valley Boulevard and bordered to the north by low- to medium-density residential neighborhoods, and to the south by heavily industrialized parcels in Industry.

Much of this area is zoned C-M (Commercial Manufacturing), which allows for less intensive industrial uses and other non-industrial uses. Auto repair, auto sales, churches, a mobile home park, and a large self-service storage facility are some of the existing non-industrial uses in the area. There is an opportunity to encourage the development of this area as a supportive commercial use district to the nearby high-employment work sites south of Valley Boulevard in the City of Industry.

West Puente Valley Industrial Island. A cluster of industrial parcels noncontiguous with the rest of the West Puente Valley is located west of the community boundary and east of the Planning Area boundary. This cluster is bounded by I-605 to the west and Walnut Creek to the north.

Jobs/Housing Balance. There is a deficit of jobs available in the area compared to the population. This means that most residents must travel outside of the community for work.

Parking Impacts. There is concern over the number of parked cars in the community, and the lack of available street parking. Higher utilization of street parking in single-family neighborhoods may also correlate to overcrowded housing or high rates of intergenerational living. There are also spillover parking issues near commercial areas.

Senate Bill 535 Disadvantaged Community Designation. The central and southern portions of Valinda, central and western portions of South San Jose Hills, and much of West Puente Valley are classified in the top 25% of CalEnviroScreen 3.0 scores, which is defined as “disadvantaged” under Senate Bill 535. This score indicates a high need for mitigation of relevant hazards in the community, and a need for funding for projects in the community to relieve environmental inequities.

TABLE SSJH-1 Southwest Communities Challenges and Opportunities

3. Commercial Areas

Commercial Area Use and Design. Commercial developments often consist of commercial structures pushed to the back of the lot with parking in the front. This design style is car-oriented and does not prioritize the needs of pedestrians or bicyclists, which creates access barriers for these users. Retail options are limited, with little orientation toward a singular walkable environment for pedestrians.

Commercial Façades. The façades of the commercial properties in the community need enhancement. Upkeep of façades often comes at a significant cost to property owners and tenants, who usually have little influence on the physical structure their business occupies.

Food Markets. There are limited small markets and few stores that serve healthy food within walking distance to residents.

Third Places. There are few “third” places—spaces other than the workplace and the home where people congregate—within the community. The Southwest Communities lack shared places where community members can gather and socialize.

Street Vending. Street vending is a common occurrence and causes a perceived impact on brick-and-mortar stores. This may be a sign that there are not enough commercial properties/establishments in the community to support consumer demand. Street vending is common in parts of communities where there are few traditional retail alternatives, or the alternatives are too costly or inefficient for their needs.

South San Jose Hills - Nogales Street/La Puente Intersection. There are major land uses at this intersection. Nogales High School is located to the west of the intersection, while a commercial shopping center is located east of the intersection. Northeast commercial parcels are in the city of Walnut, which presents an opportunity for cross jurisdictional partnership for redevelopment.

Valinda - Hacienda Plaza. Hacienda Plaza is a substantial shopping center located in La Puente, across Hacienda Boulevard from the Valinda community boundary. The arterial is in County right-of-way and is complete with a frontage road on the Valinda side. Commercial parcels are located on the Valinda side, and some of the properties appear to need enhancement. This area could be a candidate for a significant revitalization project that mixes housing and community amenities.

West Puente Valley - Sunset/Amar Neighborhood Center. The intersection of Sunset and Amar Roads in the community could be enhanced as a neighborhood gathering space. Commercial parcels exist on all four corners of the intersection, with three located in unincorporated West Puente Valley. Commercial parcels at this intersection should be designed and oriented to pedestrian activity. Commercial parcels in West Puente Valley are limited but can provide neighborhood-serving uses with the potential for enhanced pedestrian connections.

TABLE SSJH-1 Southwest Communities Challenges and Opportunities

4. Community Character and Identity

Wayfinding and Community Identity. The communities are surrounded by incorporated cities, and because of the similar nature of development in the surrounding area, the boundaries of the community are difficult to discern. The location of neighborhood amenities and resources are not centrally marked, meaning that finding these locations requires familiarity with the community layout. The communities do not have a sense of place or identify compared to surrounding areas.

Walking Areas. Sidewalks are often built to a minimum width. Portions of walking paths lack shade trees, shade structures, and sufficient plantings. This lack of sun protection, combined with uninterrupted residential walls along major arterials, create an uninviting environment for pedestrians. The ESGV will see disproportionately higher temperatures in the future related to climate change, which will disproportionately affect communities without a tree canopy adequately sized to protect pedestrians.

Safety. Community members indicated that several public spaces including parks, are perceived as unsafe. Environmental design features, including pedestrian-scale lighting and clear sightlines, may be needed in areas that feel unsafe.

5. Parks and Open Space

Park Needs. Based on the 2016 Park Needs Assessment, approximately 78% of residents of these communities live in neighborhoods with high and very high parks needs, with only an average of 0.7 acres of parkland per 1,000 residents, far below the County average of 3.3 acres. Strategies need to be considered to meet the significant need for recreational space in these communities.

Walnut Creek and Puente Creek Channel. Walnut and Puente Creek Channels connect to some portions of the communities. These channels contain unutilized pathways that could be enhanced to improve pedestrian connections. Walnut Creek connects to the San Gabriel River, and Puente Creek connects to San Jose Creek, which in turn connects to the San Gabriel River. Where feasible, pathways along these channels should be revitalized into pedestrian greenways. This has the potential to become a community amenity with beautification and improvements.

Multi-use School and Church Sites. Several school and church properties in West Puente Valley consist of playing fields and open space amenities. To satisfy the need for additional access to open space, multi-use agreements could be forged between the County and local school districts or churches to allow for community use of school amenities outside of traditional school hours.

TABLE SSJH-1 Southwest Communities Challenges and Opportunities

6. Mobility

- **Connectivity.** Consisting of non-connecting streets and large arterial corridors, the residential areas are primarily designed to prioritize auto-use over other methods of transportation. In addition, railroad tracks, busy roads, and other barriers act as obstacles for pedestrians or bicyclists to travel to parts of the community. As a result, it can be challenging for residents to walk, bike, or take transit to nearby amenities.
- **Transit Access.** Transit access and usage in the community is minimal. Residents have expressed interest in expanding transit access in the community to reach local destinations. These local destinations are often centralized, walkable areas with opportunities for leisure and shopping. These amenities are lacking in Valinda, so residents must seek them elsewhere.
- **Street Maintenance.** Community members would like more frequent street maintenance.
- **Car Congestion.** Traffic congestion is high in the community, with traffic pushed onto local streets from the freeways.
- **West Puente Valley - Puente Avenue and Amar Road Frontage Streets.** Arterial streets in the community, including Puente Avenue, Sunset, and Amar Road, have segments with frontage roads that run parallel to them. These streets serve as a “membrane” that transfers arterial traffic to residential streets. Much of the frontage road space, including the median, is underutilized, and can be repurposed as a pocket park or bioswale to improve groundwater recapture. Underutilized areas can also be populated with street trees. These streets are part of the Los Angeles County Vision Zero Action Plan collision concentration corridors. If feasible, these frontage streets could provide room for additional safety infrastructure.

Land Use

The **South San Jose Hills, Valinda, and West Puente Valley Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the Southwestern Communities.

C. COMMUNITY-SPECIFIC POLICIES

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

VS 1 – Sustainable Growth Patterns

Policy SWC-1: Complete Communities. Enhance community access, connectivity, services, and amenities within walking distance of schools and residential neighborhoods with multi-use pathways. Focus amenities and services along the communities’ primary roads leading to community centers and amenities—Amar Road, Azusa Avenue, Nogales Street, Sunset Avenue, and Temple Road.

See Land Use Policy LU-1.2.

Policy SWC-1

VS 2 – Diverse, Walkable Communities

COMMERCIAL CENTERS AND CORRIDORS

Policy SWC-2: Existing Commercial Centers. Support efforts to strengthen and enhance existing commercial centers along major corridors, including Amar Road, Azusa Avenue, Nogales Street, Temple Street, and Valley Boulevard.

Policy SWC-3: Commercial Centers and Corridor Revitalization. Support identification of commercial areas where improvements and revitalization can result in multi-use benefits, such as enhanced access, active transportation pathways, aesthetic and community identity markers, urban greening, parks and open spaces, sustainable designs, and public health support. Revitalization along cross-jurisdictional roadways, such as Amar Road, can serve residents of the larger community and increase access to shared resources and amenities.

Policy SWC-4: Healthy Food. Explore opportunities to add small grocery stores along major corridors that are accessible by walking. Prioritize adding healthy food options within neighborhoods with low access to healthy food options, such as some neighborhoods near central corridors of Glendora Avenue, Amar Road, Azusa Avenue, Temple Avenue, and Valley Boulevard.



MIXED-USE DEVELOPMENT AND VILLAGE CENTERS

Policy SWC-5: Village Centers and Social Gathering Areas.

Support creation of village centers and social gathering areas to meet community needs for more spaces and opportunities for community gathering. Prioritize options for a new community center in West Puente Valley, where currently none exist. Prioritize social gathering areas along major corridors near residential neighborhoods, commercial corridors, and schools, especially along Amar Road and Valley Boulevard.

INDUSTRIAL AND EMPLOYMENT USES

Policy SWC-6: Strengthen Employment. Strengthen industrial employment and job centers, especially along Valley Boulevard where opportunities exist to enhance the corridor as a pedestrian-oriented employment and commercial corridor.

PARKS, OPEN SPACES, AND TRAILS

Policy SWC-7: Open Spaces. Create new open space areas and enhance existing open space amenities near schools and neighborhoods. Improve access to these areas through connective urban pathways between residential areas, commercial services, and other community amenities along primary roads, including Amar Road, Azusa Avenue, Nogales Street, Temple Street. Prioritize new open space areas within community areas where none exist within a mile for residents, and where access is currently limited.

Policy SWC-8: River Pathways. Explore opportunities to connect the Puente Creek and Walnut Creek Channels to the San Gabriel Valley River Trail with new multi-use trails and greenery to enhance active transportation, expand regional trail connectivity, and provide an attractive pathway and water feature for the local community to enjoy.

Policy SWC-9: New Multi-Use Trails. Promote the creation and integration of multi-use trails, walkways, and bicycle paths throughout the Southwestern Communities—including walking loops along streets that utilize environmentally sustainable surfaces—and connect to community amenities, gathering areas, parks, nearby transit stops, and other local destinations. Ensure multi-use trails are well-maintained in a safe and clean manner.

VS 3 – Connected and Active Communities

Policy SWC-10: Safe Travel Speeds. Support implementation of design interventions to prevent speeding, especially on identified collision concentration corridors.

Policy SWC-11: Transit Connectivity. Seek to provide more transit connectivity along arterials. A community circulator or micro-transit could provide connections to a nearby transit hub and community amenities like parks and trails. This transit/micro-transit should meet Americans with Disabilities Act accessibility requirements.

VS 4 – Shared Community Identity and Character

Policy SWC-12: Concrete Masonry Wall Beautification. Promote visual continuity of private walls that face rights-of-way, and primary and secondary roads and highways. Identify possible options and design strategies to beautify the concrete masonry walls using uniform paint, design, or other devices or decorative materials and landscaping. Engage community members in decision-making, for community input, and participation in the selection and implementation of improvements.

Policy SWC-13: Business and Job Opportunities. Support marketing to top employment industries that match Southwestern Communities resident skillsets, including manufacturing, health care, retail, and transportation. Support industries that provide synergies with businesses located in the community's commercial and industrial-zoned areas. Support training, education, and job opportunities for the advancement of the local workforce.

Policy SWC-14: Retail Industry. Support the growth or addition of local businesses that add to the communities' retail diversity and help revitalize commercial corridors along major roads, including Valley Boulevard, Azusa Avenue, Amar Road.

VS 6 – Sustainable Built and Natural Environment

Policy SWC-15: Sensitive Uses along Rail Lines. Discourage sensitive uses, including health facilities, hospitals, schools, playgrounds, and senior centers, near railroad rights-of-way.

8.17 San Gabriel Mountains Foothill Communities

A. INTRODUCTION

- East Azusa
- Glendora Islands
- North Claremont
- Northeast La Verne
- Northeast San Dimas
- West Claremont

Northwestern Communities

The unincorporated communities of East Azusa, Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas, and West Claremont—referred to here as the San Gabriel Mountains Foothill Communities—are all located in the foothills of the San Gabriel mountains in the northernmost part of the planning area bordering the Angeles National Forest. They share similar geographic features with topographic variation, and canyons containing natural drainage channels. The unincorporated communities consist of noncontiguous boundaries with land uses that are made up primarily of undeveloped land, designated open space, water resources, with some residential development along the wildland/urban interface in East Azusa and West Claremont. Further details on each of the communities is included below.

East Azusa

East Azusa consists of three separate geographic areas totaling approximately 275 acres in area, with a population of 234. The northernmost sections are primarily made up of designated open space, undeveloped land, and some agricultural uses. The southernmost section contains single-family residential uses in a developed subdivision. The unincorporated areas share boundaries in part with the cities of Azusa and Glendora, and the Angeles National Forest. The San Gabriel River runs through the north part of East Azusa. The northern section mostly falls within the San Gabriel Canyon SEA. The designation continues into Azusa and Glendora due to the presence of rare plant and animal species.

Glendora Islands

Glendora Islands totals 229.5 acres with a population of 7, and shares boundaries with the City of Glendora and the Angeles National Forest. The area largely consists of designated open space and recreational uses. One noncontiguous privately-owned property is developed with a residence. The Glendora Wilderness Park and Brodiaea Reserve owned by the City of Glendora and the Glendora Community

Conservancy makes up most of the area. The rare and endangered plant, threadleaf brodiaea (*Brodiaea filifolia*), found in this area is endemic to Southern California.

North Claremont

North Claremont totals 541 acres in area with a population of 149. The area shares boundaries with the City of Claremont to the south, east, and west, and the Angeles National Forest to the north. It contains a residential community, in a noncontiguous area to the south, and open space to the north. The residential area is part of a historic arts colony named Padua Hills, built at the base of the Claremont Wilderness Park. The land has steep slopes with varied vegetation and waterways flowing south through the canyons. The San Dimas Canyon/San Antonio Wash SEA is designated on the northern parcel. The SEA continues into the City of Claremont.

Northeast La Verne

Northeast La Verne is approximately 1.9 square miles with a population of 104. It shares boundaries with La Verne to the west, Angeles National Forest to the north, Claremont to the east, and unincorporated West Claremont to the south. Much of the land consists of undisturbed natural areas with designated open space and water resources. Marshall Creek and several smaller creeks run south eventually entering Puddingstone Reservoir. Most of Northeast La Verne is within the San Dimas Canyon/San Antonio Wash SEA. The SEA boundary continues into the Angeles National Forest and San Dimas, La Verne, and Claremont.

Northeast San Dimas

Northeast San Dimas is a natural, unpopulated area consisting of two properties owned by the LA County Flood Control District and designated as a water resource area. It encompasses approximately 53 acres. The Angeles National Forest shares its north and west boundaries. The City of La Verne shares its eastern boundary. Northeast San Dimas is found downslope of the San Dimas Reservoir. The San Dimas Canyon/San Antonio Wash SEA is designated on the eastern parcel. This area contains some of the best examples of riparian habitat for birds. The lower slopes around San Dimas Canyon support one of the largest populations of coastal cactus wren

(*Campylorhynchus brunneicapillus*), a federally threatened species. Large mammals also move along the drainages through the area.

West Claremont

West Claremont is an approximately 1.2 square mile community of 1,166 people consisting of two noncontiguous areas that partly share boundaries with the City of Claremont on all sides, La Verne to the west and south, and unincorporated Northeast La Verne to the north. The majority of land in West Claremont is used for single residences with some government and institutional uses, and a small area of agriculture. The residential areas also feature equestrian uses and are located near the Marshall Canyon Equestrian Center. Much of West Claremont lies in the San Dimas Canyon/San Antonio Wash SEA.

B. COMMUNITY CHALLENGES AND OPPORTUNITIES

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

TABLE SGMFC-1 San Gabriel Mountains Foothill Communities Challenges and Opportunities

1. Wildland/Urban Interface

Limiting Wildland/Urban Interface and Habitat Fragmentation.

Development continues to threaten encroachment into previously undeveloped areas, increasing the threat of habitat fragmentation and wildfire hazards resulting from expanding the wildland/urban interface. Recent development for residences and religious or institutional campuses has taken place within the wildland/urban interface, with considerable negative impacts to natural resources and wildlife

Wildlife Movement and Wildlife-Vehicle Collisions. Development encroaching into habitat areas impacts wildlife movement and increases habitat loss and fragmentation. The increased presence of roads results in collisions and increased danger to wildlife.

Fire Hazard Zones. Most of the structures built within the wildland/urban interface in the ESGV are within the Very High Fire Hazard Severity Zones (VHFHSZs). As wildfire risks mount due to climate change, communities that have developed within the wildland/urban interface and VHFHSZ face significant challenges. Further development in these high-risk areas should be avoided.

TABLE SGMFC-1 San Gabriel Mountains Foothill Communities Challenges and Opportunities

2. Preservation of Biological Resources

San Gabriel Canyon and San Dimas Canyon/San Antonio Wash SEAs.

Five of the unincorporated communities contain lands with rare and increasingly threatened natural resources designated as part of two different SEAs. However, there are also threatened biological resources on lands outside of the SEAs. The San Gabriel Canyon SEA is in the west part of the Planning Area, partly located in East Azusa. The San Dimas Canyon/San Antonio Wash SEA is partly located on Northeast La Verne, Northeast San Dimas, North Claremont, and West Claremont. It is bordered by the Angeles National Forest; however, generally to the south, the borders are mostly defined by the edge of suburban/exurban development. The wide range in elevation, topography, slope, and geology allow for many different habitats to be found in the SEAs, including grasslands, riparian, shrublands, woodlands, and forests with many different plant sub-communities within each type. Several rare and threatened species, as well as significant habitat areas, exist throughout the SEAs that are in need of preservation.

3. Preservation of Significant Ridgelines

Significant Ridgeline Protections. The area contains significant ridgelines that are also used for wildlife movement and serve as firebreaks in wildfires. For wildlife, habitat, and safety issues, development along ridgelines should be avoided. As with other communities located in the foothills, significant ridgelines should be identified, and protection requirements should be developed.

4. Preservation of Wildlife Movement Corridors and Linkages

Habitat Linkages and Corridors. Habitat linkages are an important resource to ensure regional biodiversity, species movement, and habitat connectivity. The South Coast Missing Linkages Project, the California Department of Fish and Wildlife, and the California Department of Transportation have designated a wildlife linkage from the undeveloped northern section of North Claremont through San Bernardino County as one of 11 critical landscape linkages in California.

5. Preservation of Riparian Woodlands, Wetlands, Streams, and Natural Drainage Channels

Riparian Areas Preservation. Riparian corridors, wetlands, streams, and natural drainages are found across the San Gabriel Mountains Foothill Communities. The protection of riparian areas, creeks, and natural drainages in their unaltered states provides irreplaceable ecosystem services, habitat, and water quality protections.

Community-Specific Riparian Areas. The northern section of North Claremont has a concentration of riparian areas, creeks, and natural drainages from water gathered in Chicken Canyon, which then flows downhill through the Padua Hills residential community. The Live Oak Wash flows through Northeast La Verne and downhill into Live Oak Reservoir in West Claremont. Thomas Creek flows into Thomas Creek Channel and downhill through West Claremont's western section. The San Gabriel River runs through the northern section of East Azusa in a largely natural state until it is channelized farther downhill near development.

TABLE SGMFC-1 San Gabriel Mountains Foothill Communities Challenges and Opportunities

6. Critical Habitat for Rare, Threatened, and Endangered Species

Rare, Threatened, and Endangered Wildlife. The U.S. Fish and Wildlife Service has designated parts of East Azusa and Glendora Islands as critical habitat for endangered and threatened species. The San Gabriel River runs through the northern section of East Azusa and is habitat for the federally endangered southwestern willow flycatcher (*Empidonax traillii extimus*). This section of East Azusa is designated as part of the San Gabriel Canyon SEA. In addition, the lower slopes in and around San Dimas Canyon in Northeast San Dimas support one of the largest populations of the coastal cactus wren (*Campylorhynchus brunneicapillus*) in the county. The federally threatened California gnatcatcher (*Poliophtila californica*) has been documented in the Glendora foothills.

Rare, Threatened, and Endangered Plants. The Glendora Islands are home to a rare and endemic plant, thread-leaved brodiaea (*Brodiaea filifolia*). However, the area designated as critical habitat by the U.S. Fish and Wildlife Service is not part of a designated SEA. The presence of these rare species on lands in the ESGV is a clear indication that just beyond the developed areas lies habitat and wildlife whose survival is severely threatened.

7. Multi-Jurisdiction Collaboration on Protection of SEAs, Habitat Conservation, and Wildlife Linkages

Protection of Biological Resources Across Jurisdictional Boundaries. The San Gabriel Canyon SEA, designated on the northern portions of East Azusa, continues into adjacent jurisdictions, including the cities of Azusa, Duarte, Monrovia, Arcadia, and Glendora. The San Dimas Canyon/San Antonio Wash SEA, designated on portions of Northeast San Dimas, West Claremont, Northeast La Verne, and North Claremont, continues into adjacent jurisdictions, including the cities of San Dimas, La Verne, and Claremont. In some cases, these jurisdictions may not yet have adopted a comparable program for protection of biological resources. In the past, some property owners have sought annexation to avoid the regulatory review and controls of the SEA program. Coordinated efforts to preserve and protect priority conservation areas is key to prevent further habitat fragmentation and loss.

8. Hazards

Hazard Areas. The San Gabriel Mountains Foothill Communities have designated VHFHSZs on almost all of their lands. The few areas outside of the VHFHSZ are the flatter, residential areas away from the base of the hills. The western part of East Azusa is designated as a dam inundation area. The hills and canyon areas of all the communities are designated as landslide hazard areas. Liquefaction hazard areas are found in the Padua Hills residential area, in the southern part of North Claremont, and in the central part of West Claremont. The increased threat of hazards poses risks to residents, wildlife, and natural resources in all these communities.

Land Use

The **San Gabriel Mountains Foothill Communities Land Use Maps**, found in Appendix E, *Land Use Maps*, present land use designations and establish the general location and diversity of each land use in the San Gabriel Mountains Foothill Communities.

C. COMMUNITY-SPECIFIC POLICIES

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

All policies in the ESGVAP Elements are applicable at the community-specific level. Refer to Chapter 2, *Land Use Element*, and Chapter 5, *Natural Resources, Conservation, and Open Space Element*, for policies particularly relevant to the San Gabriel Mountains Foothills Communities. Refer to Chapter 9, *Implementation Programs and Actions*, for actions and programs that serve to implement the plan’s policies.

VS 1 – Sustainable Growth Patterns

Policy SGMFC-1: Preservation Areas. Maintain sustainable preservation of the San Gabriel Mountains Foothill Communities neighborhoods and facilities. Any future development should preserve the character of the developed communities and be considered only for locations in the southern portions of East Azusa and West Claremont, away from natural resources and hazard areas.



VS 3 – Connected and Active Communities

Policy SGMFC-2: Improved Access in East Azusa. Support enhancing access from East Azusa neighborhoods to the nearest major transit stop, at Foothill Boulevard and Citrus Avenue, in the southwest, as well as to commercial services and other services and amenities.

VS 4 – Shared Community Identity and Character

Policy SGMFC-3: Equestrian District Designation. Engage community members in West Claremont to assess support for designating an equestrian district in the area.

Policy SGMFC-4: Street Beautification. Beautify and reinforce community identity and character through added native drought-tolerant street trees, lighting, community signage, bike lanes, public art, and other strategies. Focus beautification efforts on Sierra Madre Avenue in East Azusa, and on Base Line Road in West Claremont.

Policy SGMFC-5: Natural Resource Preservation. Protect and preserve natural and biological resource areas, including those identified in the San Gabriel Canyon and San Dimas Canyon/San Antonio Wash SEAs and those found on lands outside of the designated SEA.

Policy SGMFC-6: Biological Resources Protection. Ensure the protection of biological resources and critical habitats for endangered species that occur on private lands. Support collaborations with organizations, institutions, agricultural enterprises, businesses, and property owners to preserve the biological resources located on private lands.

Policy SGMFC-7: Preserve Marshall Creek. Preserve Marshall Creek’s riparian area and natural streambed in an unaltered state.

Policy SGMFC-8: Hydrologic Resource Areas. Preserve Webb and Live Oak Canyons’ riparian oak woodland and natural drainages and creeks, enhance the riparian corridor habitat, and maintain high-water quality.

Policy SGMFC-9: Water Quality. Ensure implementation of water quality best management practices on properties with equestrian uses, horses, and livestock.

Policy SGMFC-10: Multi-Jurisdiction Collaboration. Collaborate with other local agencies, such as the Watershed Conservation Authority and the National Forest Service, and nongovernmental organizations on the planning, acquisition, and management of lands containing biological resources in the San Gabriel Mountain foothills for their protection and preservation to maintain maximum biodiversity and protection of biological resources.

Policy SGMFC-11: Preserve Views. Preserve scenic vistas and views of the San Gabriel Mountains, landforms, and natural resources from trails and public access points.

Policy SGMFC-12: Dam Inundation Areas. Avoid new development in dam inundation areas in the western portion of East Azusa, north of Sierra Madre Avenue.