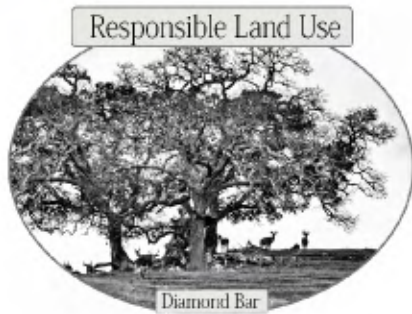

Diamond Bar General Plan Update

Task #8 Proposals

Prepared for: General Plan Advisory Committee
Prepared by: Responsible Land Use, a non-profit benefit corporation
Date: September 13, 2018, GPAC meeting #8



Circulation and Community Character & Placemaking Elements

GPAC 8: Circulation and Community Character

Category: Circulation

Policy	Comments
<p>TRANSPORTATION NETWORK AND STREET DESIGN</p> <p>Guiding Policies</p> <p>CR-G-1 Plan, develop, and-maintain a comprehensive, coordinated transportation system that balances different modes and ensures the safe, efficient, and convenient movement of people and goods. <i>(New)</i></p> <p>CR-G-2 Maintain a street typology system <u>classification</u> that considers the broad role of streets as corridors for movement, but also reflects a Complete Streets concept that enables safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses, including neighborhood schools. <i>(New)</i></p>	<p>Comment: How do these guiding policies reflect Resource Conservation policies? (see Marin County GP Transportation Element Goals). All elements should be given equal status (OPR Guidelines).</p> <p>Guiding policies should include minimizing environmental disruption and condemnation of land for transportation projects.</p> <p><i>(See Marin County GP Goal TR-4: Minimize environmental disruption and energy use related to transportation. TR.4.1 Limit environmental disruption and condemnation of land due to transportation projects.)</i></p> <p>Guiding policies should prioritize reducing fossil fuels and single occupancy vehicle use over infrastructure changes/street widening since studies show that widening roads induces more travel. (See Marin County GP Transportation)</p>
<p>CR-G-5 Track the use of future transportation options such as Transportation Network Companies (TNCs), ride sharing, and autonomous vehicles (AVs), and adjust City requirements, such as roadway design or parking standards as needed to ensure safety and access for all users and modes. <i>(New)</i></p> <p>TNCs are companies that pair passengers with drivers, such as Uber and Lyft.</p>	<p>Comment: Guiding policies should include minimizing environmental disruption and condemnation of land for transportation projects.</p> <p><i>(See Marin County GP Goal TR-4: Minimize environmental disruption and energy use related to transportation. TR.4.1 Limit environmental disruption and condemnation of land due to transportation projects.)</i></p> <p>Guiding policy should prioritize reducing fossil fuels and single occupancy vehicle use over infrastructure changes/street widening since studies show that widening roads induces more travel. (See Marin County GP Transportation)</p>

Implementing Policies	
<p>CR-I-2 When redesigning streets, plan for the needs of different modes, such as by including shade for pedestrians, safe pedestrian-friendly crossings/intersections, lighting at the pedestrian scale, bike lanes, signage visible to relevant modes, transit amenities, etc. <i>(New)</i></p>	<p>Add provision for providing sheltered transit stops with posted schedules, maps and reduced cost transit passes.</p>
<p>CR-I-3 Ensure Require that new street designs and efforts to retrofit existing streets in residential neighborhoods minimize traffic volumes and/or speed as appropriate without compromising connectivity for emergency vehicles, bicycles, pedestrians, and users of mobility devices. <i>(New)</i></p>	<p>Comment: Ensure is passive and creates doubt about who is responsible for it. City should require this to be effective and enforceable.</p>
<p>CR-I-4 Plan for and provide new connections within the Transit Oriented, Neighborhood, Town Center, and Community Core Overlay mixed-use areas to create finer-grained, pedestrian-scaled circulation networks that support the development of connected and accessible neighborhoods. <i>(New)</i></p> <p><i>See Chapter 7: Community Character and Placemaking Element for more detailed policies related to designing for connectivity in mixed-use development areas.</i></p>	<p>Comment: Connection should facilitate alternative modes of travel which include creation of protected bike lanes, pedestrian overpasses, public shuttle services, bike/pedestrian trails that link to parklands</p>
<p>CR-I-5 Ensure Require coordination between the timing of new development and the provision of transportation infrastructure needed to serve that development. New and redeveloped commercial areas would also plan for public charging infrastructure for electric and hybrid vehicles. <i>(New)</i></p>	<p>Comment: Require this prior to or concurrent with any new development since without infrastructure support, the new development project would make no sense and contradict goals.</p> <p><i>(See Marin County GP TR.I.5: Require necessary transportation improvements to be in place, or otherwise guaranteed to result in their timely installation, before or concurrent with new developments. In evaluating whether a transportation improvement is necessary, the County shall consider alternatives to the improvement consistent with Policy TR-1.1, Manage Travel Demand, and the extent to which the improvement will offset the</i></p>

	<i>traffic impacts generated by proposed and expected development and restore acceptable traffic levels of service.)</i>
<p>CR-I-6 Require that all new development <u>study the impact of Vehicle Miles Traveled (VMT)</u> identify and implement congestion mitigation measures to ensure that new projects do not significantly increase <u>local city</u> congestion based on defined LOS standards. <i>(Based on Current GP Strategy 3.2.1)</i></p> <p><i>Mitigation measures could include improvements based on the results of traffic impact analyses or Transportation Demand Management (TDM) Plans.</i></p>	<p>Comment: Legally define “significant increase” to be clear. Provide LOS standards that will be upheld. Though VMT can help reduce greenhouse gas emissions, slow traffic conditions due to poor LOS also generate air pollutants. Both measures are necessary and should work together to achieve a balanced approach.</p> <p>(see Marin County GP TR.I.e and Chino Hills GP Circulation)</p>
<p>VEHICULAR CIRCULATION</p> <p>Guiding Policies</p> <p>CR-G-6 Ensure smooth traffic flows by maintaining <u>or improving</u> traffic levels of service that balance operational efficiency, technological and economic feasibility, and safety. <i>(New)</i></p>	<p>Comment: Include protection of neighborhood character, environment and natural resources/lands.</p>
<p>CR-G-7 Encourage reduction in vehicle miles traveled (VMT) as part of a strategy to reduce greenhouse gas emissions. <i>(New)</i></p>	<p>Comment: Include reduction of vehicle trips generated to reduce congestion and reduce greenhouse gas emissions.</p>
<p>CR-G-8 Create and maintain programs for funding transportation improvements, with fair and equitable sharing of transportation improvement costs. <i>(Current GP Circulation Objective 3.2)</i></p>	<p>Comment: Identify who is sharing the cost and define what is an “equitable” share and how it should be determined.</p>
<p>Implementing Policies</p> <p>Operations</p>	<p>Comment: Legally define the level of congestion to be allowed base on LOS standards. This policy as written is too general and not enforceable.</p>

<p>CR-I-12 Maintain a standard of Level of Service xxx [forthcoming based on traffic analysis] during peak hour conditions on all streets in the City’s jurisdiction, with exceptions as noted in Table CR-1 (forthcoming). <i>(New)</i></p> <p>The objective of this performance standard is to acknowledge that some level of traffic congestion during the peak hour is acceptable and indicative of an economically vibrant and active area, and that infrastructure design decisions should be based on the conditions that predominate during most of each day.</p>	<p>How can the public have any idea what this specifically means until the appropriate research has been completed? Why wasn’t the meeting to approve circulation language postponed until the research has been completed and the table, CR-1, created?</p> <p>We also take issue with the legally undefined word “acceptable” here. Traffic congestion during peak hours is already “unacceptable” for residents in most areas of the city. The word “acceptable” needs to be carefully and legally defined so that we can ascertain the true intent of this policy.</p>
<p>CR-I-13 Allow exceptions to LOS standards upon findings by the City Council that achieving the designated LOS would: <i>(New)</i></p> <ul style="list-style-type: none"> • Be technologically or economically infeasible; or • Compromise the City’s ability to support other important policy priorities, including but not limited to: <ul style="list-style-type: none"> – Promoting alternate modes of transportation; – Ensuring pedestrian, bicycle and automobile safety, comfort, and convenience; – Reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions; and – Preserving and enhancing character of the community. 	<p>Comment: CR-I.12 and CR-I-13 with their unclear exceptions contradicts other policies and makes them ineffective since it allows for congestion with the <u>unsupported assumption</u> that congestion is a sign of economic gain and would benefit community character.</p> <p>These “exceptions” lack clear, legally definable standards based on scientific study. Congestion leads to economic losses i.e. longer travel times, waste of gas, money, wastes resources. These losses are quantifiable and need to be analyzed.</p> <p>Legally define what “technologically and economically infeasible” for this to be clear. Also, address the safety issue of evacuation needs during an emergency</p>
<p>CR-I-19 Prevent the creation of new local roadway connections that would significantly increase traffic and congestion in existing neighborhoods. <i>(Based on Current GP Strategy 1.3.1)</i></p>	<p>Comment: Legally define “significant increase”. LOS standards should be established and followed to protect existing neighborhoods. Both Chino Hills and Marin County General Plans include a Table with LOS Service descriptions as the basis for determining significant impacts.</p>

Inter-Jurisdictional Coordination

CR-I-26 Initiate regional traffic mitigation efforts with Los Angeles County, San Bernardino County, and the cities of Brea, Chino Hills, and Industry by forming a task force to evaluate alternative travel corridors through the [southern and](#) easterly portion of the Sphere of Influence. *(Based on Current GP Strategy 1.1.4)*

Comment: Yes, this same policy also shows up in the 1995 General Plan. However, this policy in this General Plan should be stricken for three reasons:

One, because it lacks the caveats listed below from the 1995 General Plan:

1.1.4 Initiate regional traffic mitigation efforts with the cities of Brea and Chino Hills by forming a task force, assisted by technical personnel to evaluate alternative travel corridors through the easterly portion of the Sphere of Influence. Efforts will generally include:

- (a) Recognition of environmentally sensitive areas;
- (b) Identification of the types of environmentally sensitive roadways which will be considered;
- (c) Avoid any roadway within the Significant Ecological Area - (SEA15).
- (d) Land use constraints and development limitations which may be in place or imposed;
- (e) Contribution to congestion based on development and anticipated growth projections;
- (f) Prioritization of alternatives based on available documentation, studies, reports, etc.;
- (g) Identification of alternative funding sources for studies, design, construction and maintenance such as, but not limited to:
 - (1) Los Angeles; Orange and San Bernardino Counties;
 - (2) State of California;
 - (3) Federal Government;
 - (4) Local funding such as Prop C or redevelopment funds;
 - (5) Development; and
 - (6) Private.
- (h) Identification and formulation of a short and long range plan of action to address the by-pass issue.

Two, planning for roadways through Tres Hermanos and other Sensitive

	<p>Ecological Areas goes against resource conservation policies. It also induces more vehicle trips which would increase green-house gases and compound the effects of Climate Change. The idea that building a road up through Tonner Canyon would diminish Diamond Bar’s pass through traffic has long been proven false. It would be wiser to work with other counties to promote alternative modes of travel to mitigate traffic.</p> <p>Three, Los Angeles County has already determined that a road through Tonner Canyon is infeasible as no road currently shows up on any of Los Angeles County roadway plans.</p> <p>This old proposal should finally be allowed to die the natural death it deserves.</p>
<p>PARKING</p> <p>Guiding Policies</p> <p>CR-I-37 Establish dedicated parking <u>and charging</u> requirements for Electric Vehicles. <i>(New)</i></p>	<p>Comment: Electric vehicles will become more and more common in the future.</p>
<p>Category: Community Character and Placemaking</p>	
<p>OVERALL CHARACTER AND DESIGN</p> <p>Guiding Policies</p> <p>CC-G-1 Maintain a distinctive City identity comprised of pedestrian-oriented mixed-use focus areas--the Town Center, Neighborhood, Transit Oriented, and Community Core Overlay mixed-use areas—and other employment and shopping areas integrated with existing neighborhoods, augmented with parks, and connected by an attractive and safe street network. <i>(New)</i></p>	<p>Comment: This definition of our city’s character runs counter to residents’ input on surveys and public comments. Shopping areas seems to be the focus of current General Plan language instead of the quiet rural atmosphere and family friendly community people have asked for.</p> <p>The natural open spaces which are essential to our sense of place are at risk of being eroded into nothing. The quiet neighborhoods are at risk of being engulfed in congestion, pollution and noise.</p> <p>Moreover, in TOD area, the parcels designated for redevelopment would actually take away valuable employment centers that already exist. There is only so much commercial/shopping that a city can sustain. We need jobs <u>beyond retail</u> that people can walk to.</p>

<p>CC-G-7 Ensure that hillside development is sensitive to topography, views, native ecology, and significant natural landforms or features <u>and avoids significant impacts to wildlife corridors, sensitive habitats, and aesthetics.</u> <i>(New)</i></p>	<p>Comment: Why is this section not in Land Use and Resource Conservation? This is about hillside development, not Community Character and Placemaking. This policy impacts more General Plan areas than just Community Character and Placemaking.</p> <p>Comment: Developing hillsides would cause the loss of views and cause loss of natural landforms and features which are essential defining features of our city's country-living character. This contradicts resource conservation policies and should be placed in the Land Use and Conservation Element. The only places with hillsides left for development are the ecologically sensitive natural open space areas in high fire zones with unstable soils.</p> <p>It is also unclear how Community Character and Placemaking will address emergency access and evacuation.</p>
<p>Implementing Policies</p> <p><i>City Identity</i></p> <p>CC-I-4 Continue to support Diamond Bar's community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include seating, bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates and theme rails. <i>(New)</i></p>	<p>Comment: The best way to support community identity is by preserving the natural open spaces left, especially city-owned natural open spaces. Diamond Bar's identity has always been about its natural open spaces, not its shopping areas. Signage is advertising, not community character. The land with its history and natural features speaks to our true identity.</p>
<p>CC-I-27 Establish reduced minimum commercial parking requirements for all development within new mixed-use land use designations. Reduced parking requirements should be supported by proximity to transit, shared parking, and technologies that, once mainstreamed, reduce the need for conventional parking layouts. <i>(New)</i></p>	<p>Comment: This should only be allowed when it has been proven that mass transit has reduced the need for parking.</p>

<p>CC-I-37 Ensure the protection of views of hillsides and ridges from public streets, parks, trails, and community facilities by requiring a visual impact analysis for new development that identifies potential impacts to visual resources as well as feasible measures to mitigate any potential impacts. <i>(New)</i></p>	<p>Comment: Why is this section not in Land Use and Resource Conservation? It impacts more General Plan areas than just Community Character and Placemaking.</p> <p>Comment: This is internally inconsistent since protecting views is not possible if the hillsides and ridges are allowed to be developed. This contradicts CC-G-7.</p> <p>Why is there no clear limits or standards for how hillsides are developed listed here? See Brea and Chino Hills General Plans for appropriate hillside development language.</p>
<p><i>Hillside Development</i></p> <p>CC-I-38 Minimize the visual prominence of hillside development by taking advantage of existing site features for screening, such as tree clusters, depressions in topography, hillside plateau areas, and other natural features. Align and construct roadways along natural grades to minimize visibility of roadways from other areas within the city. <i>(New)</i></p> <p>CC-I-39 Allow alternative lot layouts and/or development standards if such approaches help to preserve contours and other natural features. <i>(New)</i></p> <p>CC-I-40 Ensure that development in hillside areas is compatible with surrounding natural areas by requiring that development: <i>(Moved & edited from draft LU Element)</i></p> <ul style="list-style-type: none"> • Minimizes excavation, grading, and earthwork to retain natural vegetation and topography; • Preserves existing vistas of significant hillside features such as ridgelines, particularly from public places; • Does not create unsafe conditions; • Incorporates and is sensitive to natural contours and land forms in its site design, including hydrological 	<p>Comment: Responsible Land Use has previously provided comments and improved language suggestions for Land Use and Resource Conservation that address hillside development.</p> <p>WE REITERATE, this policy contradicts LU-G-5 and RC-G-3. It is not possible to minimize destruction of vegetation, topography and habitat when destroying hillsides for development.</p> <p>This language still places no limits on hillside development. RLU suggested adopting a hillside management policy such as Brea’s Hillside Management Ordinance that specifies allowable density based on slope.</p> <p>These policies belong back in the Land Use and Conservation Element. Slope management impacts many more General Plan areas than Community Character and Placemaking.</p>

<p>features;</p> <ul style="list-style-type: none"> • Prioritizes the avoidance of existing native vegetation and habitats within undeveloped hillside areas; • Permits fuel modification as part of the Fire District’s approved fuel modification program; • Utilizes planting palettes consisting of drought tolerant, fire resistant, plants with colors similar to those of native materials in the surrounding area; and • Groups plants within swale areas to more closely reflect natural conditions within landform graded slopes. <p><i>See the Land Use and Resource Conservation elements for additional policies regarding hillside management and preservation.</i></p>	
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<p>TRANSIT ORIENTED MIXED USE FOCUS AREA</p> <p>Development opportunity within the TOD-MU is located principally within two clusters of parcels currently occupied by light industrial uses: one directly adjacent to the Metrolink station and the other west of South Lemon Avenue. High-density housing that leverages access to the neighboring transit facilities (Metrolink Industry Station and Foothill Transit City of Industry Park & Ride) and supporting commercial uses is envisioned for this area. Development should be designed to promote multi-modal access within neighborhoods and to the station and incorporate parks and commercial uses facing key corridors. New development should be compatible with potential noise and air pollution sources such as SR-60 and Union Pacific Railroad right-of-way, while also respecting surrounding residential neighborhoods.</p>	<p>Comment: Proposed high density housing by the Industry stop will not necessarily improve transit ridership as proven by current research. Any housing units built in this area will typically be purchased by those in higher income brackets who use automobiles as their primary mode of transportation. These folks historically do not use rapid transit. Indeed, when high end homes are built along transit lines, history has shown that transit ridership in those areas actually decreases. Building high density housing in our proposed transit area will only increase vehicle trips and aggravate an already congested traffic in the area. Being adjacent to the major freeway entrances and interspersed between arterial roadways, the area is not a walkable destination. Moreover, the existing light industrial/business plazas, if properly supported, would provide current residents with more varied and walkable job opportunities and services than proposed commercial/retail shops. Additionally, there is no valid reason to expect more metro link trains per day at the Industry station since this line is already heavily congested with freight traffic. The demand for freight on this line is only projected to increase over time. The only way to get more Metrolink trains at the Industry station would be to build another set of tracks. However, there is currently no room in the rail corridor to put them.</p> <p>This TOD plan is simply NOT FEASIBLE.</p>
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<p>Guiding Policies</p> <p>CC-I-68 Develop specific building height and other development standards through Implementation mechanisms such as the City's zoning ordinance or a master planning process. Until such time as specific standards are developed, building heights should not exceed 45 feet. <i>(New)</i></p>	<p><i>Comment: Specific development standards should be incorporated into the policy. Other mixed-use areas have limited height to 35 feet. Why is it 45 feet for TOD area? The height and density would not be compatible with the adjacent neighborhoods.</i></p>
<p>CC-I-69 Promote street connectivity where feasible to facilitate movement for all modes of transportation as the area transitions from industrial uses to residential and supporting commercial uses. This may include connecting Earlgate Street with Yellow Brick Road, and connecting Penarth Avenue and Pinefalls Avenue over the channel to a new east-west right-of-way north of the channel. <i>(New)</i></p>	<p><i>Comment: Where aren't suggested areas for this to occur shown on any map? There needs to be a clear maps and drawings to make this understandable. Connecting Penarth to Pinefalls is confusing since it is in the middle of a residential tract.</i></p>

Resources

City of Chino Hills General Plan

<https://www.chinohills.org/DocumentCenter/View/11275>

County of Marin General Plan

https://www.marincounty.org/-/media/files/departments/cd/he/cwp_cd2.pdf