



CITY OF
walnut  General Plan



CITY OF
walnut General Plan

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Chapter 1

Introduction



CITY OF
walnut  General Plan



CHAPTER 1

INTRODUCTION

WALNUT GENERAL PLAN: FRAMEWORK FOR DECISION MAKING

The City of Walnut planned for the establishment of a series of master-planned communities within its borders, eventually fortifying its small-town character amid the bustle of Los Angeles County. The City planned for these communities to incorporate character-defining designs inclusive of natural open spaces, flowing creeks, an extensive trail network, local parks, distinctive residential neighborhoods, and community-centered commercial and light industrial areas. As the City has grown, these features have remained constant and will continue to define Walnut well into the future.

The Walnut General Plan guides decision making about how our community will continue to grow and how we will preserve the features and qualities we value. This General Plan establishes the policy framework for our land use regulations and will guide our decisions regarding investments in public infrastructure and facilities, how we allocate funding for public services, and initiatives and strategies we will pursue in order to protect local environmental resources. This General Plan reflects the values of residents, business owners, and our elected officials, and—through clearly stated goals, policies, and implementation actions—provides a

Introduction

Contents

- Walnut General Plan: Framework for Decision Making
- Walnut: The City's Foundation
- Public Engagement Process
- The Vision for Walnut
- User Guide

comprehensive strategy that achieves our community's vision.

This plan covers a timeframe extending through 2040. Some policy directives may have a near-term implementation horizon, while others require longer periods to achieve. Through the annual budgeting process, appropriate time frames for implementing our goal will be achieved.

Under State law, every goal and policy in this plan has equal weight. The City recognizes that the interests of residents of a particular neighborhood, or business owners in a particular district, may need to be balanced with the overall needs and potentially greater

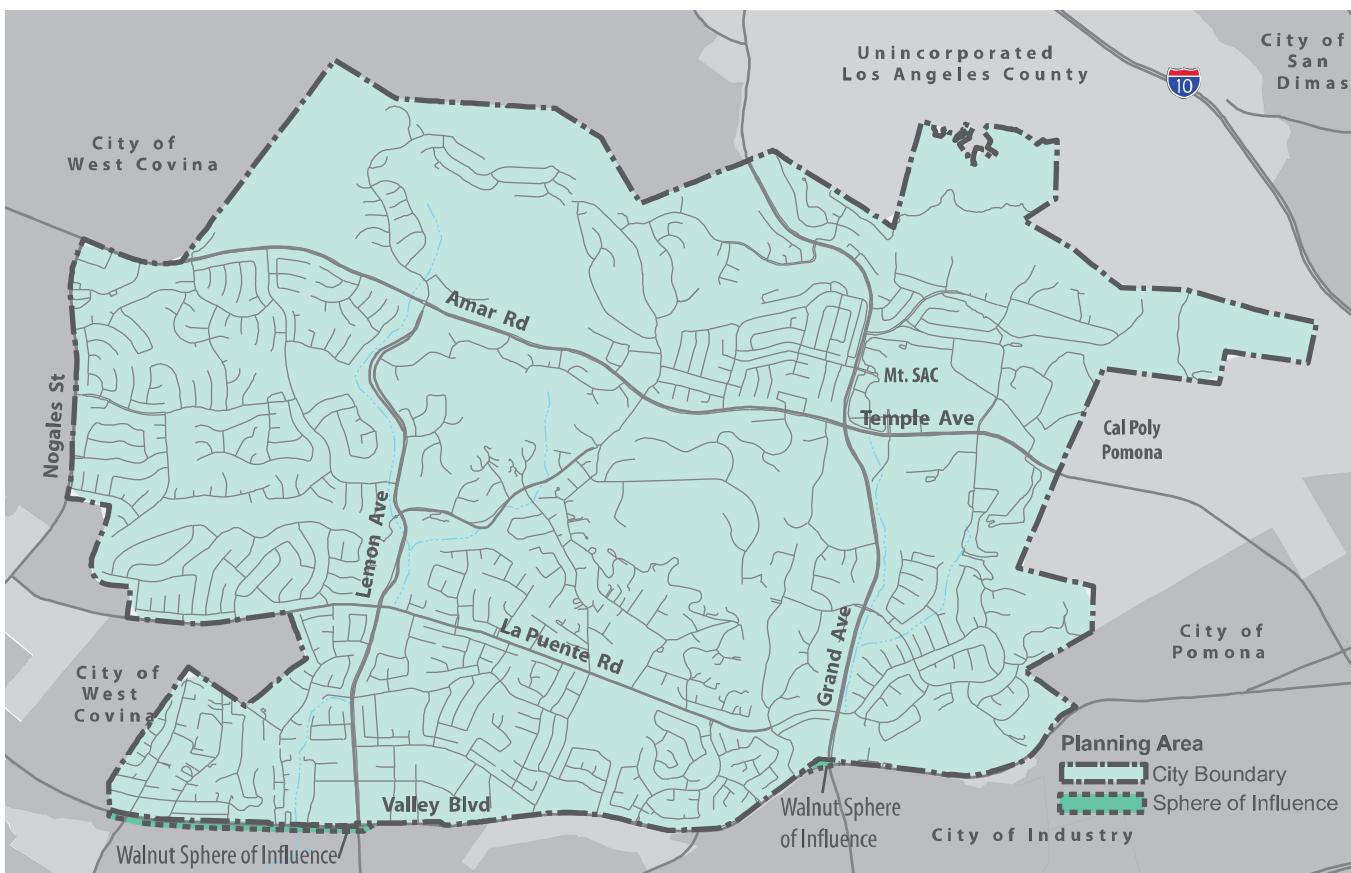
community goals. These are conscious choices that the City makes in the interest of maintaining the quality of life for everyone in the City of Walnut.

WALNUT: THE CITY'S FOUNDATION

Location and Planning Area

The City of Walnut is located in the eastern part of the San Gabriel Valley and Los Angeles County, adjacent to the cities of Diamond Bar, Industry, Pomona, West Covina, and San Dimas, and immediately west of California State Polytechnic University, Pomona. The City's corporate limits encompass approximately 8.9 square miles. Figure I-1 shows the planning area, and Figure I-2 shows the regional context of Walnut. The Industry Metrolink station is located on Brea Canyon Road, just south of the City.

Figure I-1: Planning Area



Source: Los Angeles County Local Agency Formation Commission, 2016.

Walnut Profile

Walnut consists predominantly of low-density residential development, with a scattering of commercial centers, light industrial, and public and institutional uses. The City is also home to Mt. San Antonio College (Mt. SAC), one of the largest community colleges in California. While the original settlement of the area now incorporated as Walnut dates to the mid-1800s, growth continued through several decades since that time. In the 1990s, growth plateaued, and only a few large vacant parcels remain undeveloped. As of 2018, Walnut had nearly 31,000 residents and just over 9,000 housing units. Local businesses and institutions provide approximately 9,300 jobs, with the highest employment sector being education (see Figure I-3: Community Profile Summary).

Figure I-2: Regional Location (2017)

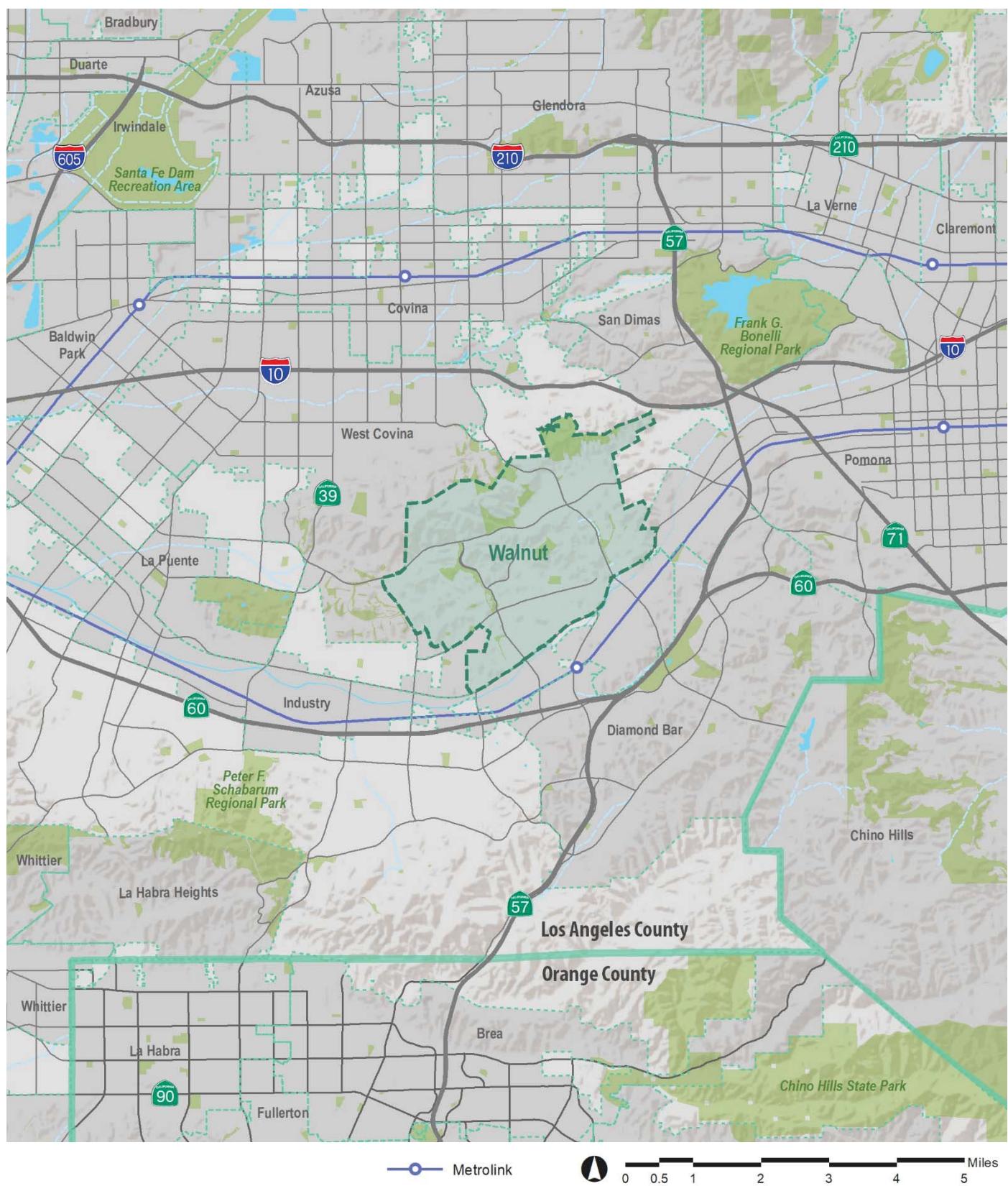
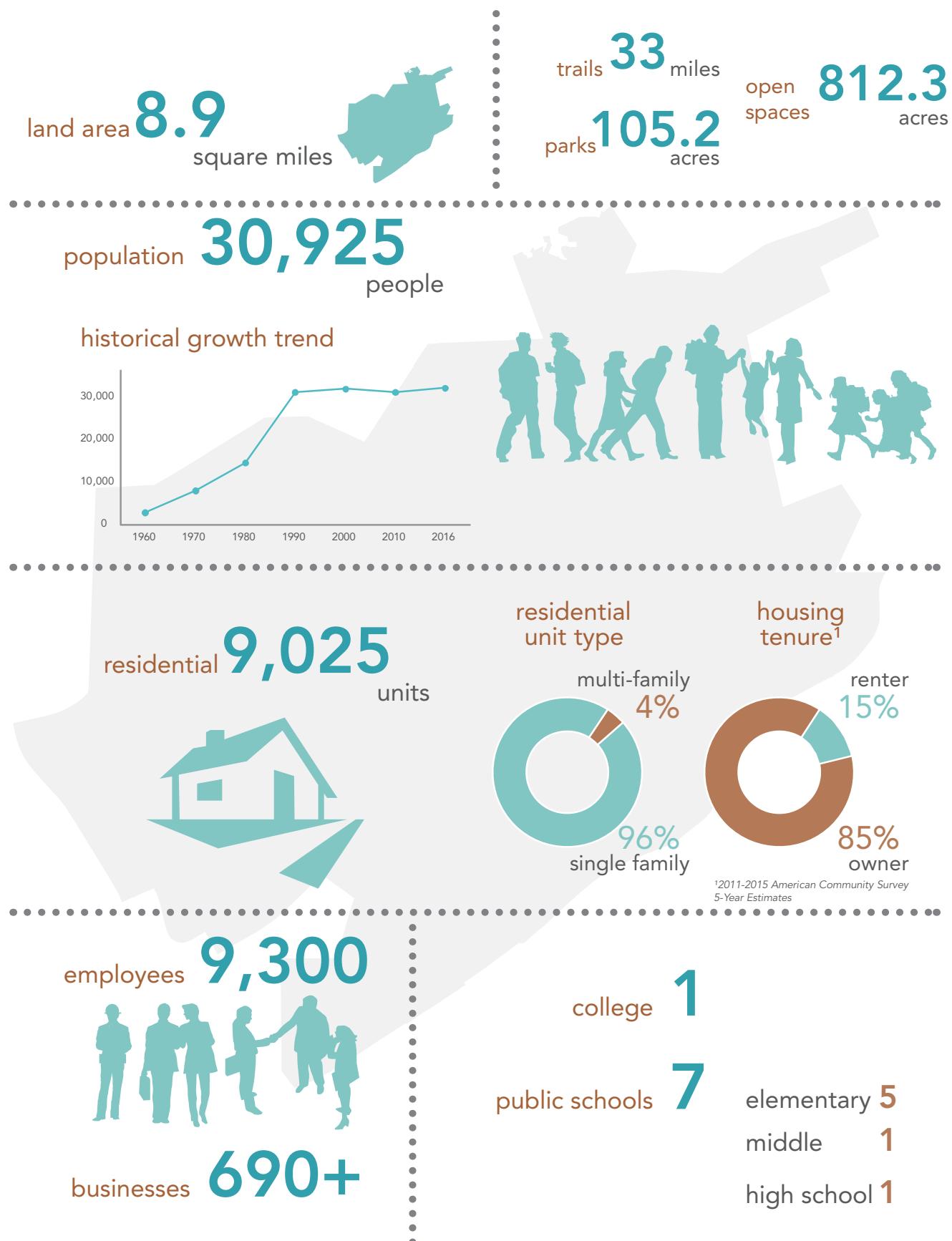


Figure I-3: Community Profile Summary





Community meeting focusing on West Valley Boulevard and Citywide mobility opportunities

PUBLIC ENGAGEMENT PROCESS

In 2016, the City initiated the process to plan for the ensuing two decades and beyond, building on the foundation established by the original master plan and 1978 General Plan. With limited vacant land available for new development, the community recognized the need to carefully plan for the remaining vacant properties. Planning was equally important for the recycling of aging properties over time.

This will assist in accommodating emerging housing and business trends. The GPU includes many activities that engage the community in the planning process, such as: targeted visioning events, implementing the use of community volunteers, workshops, and public meetings with the City Council and Planning Commission. A combination of questionnaires, neighborhood conversations, community-wide meetings, and web-based interaction contributed to the ideas addressed in this General Plan.

Stakeholder Interviews

To kick-off the community engagement program, the City conducted a series of interviews to solicit candid feedback regarding the challenges, opportunities, and

values critical to the City. The interviews served the dual purpose of gaining insight from community members and informing the public of the Walnut General Plan Update and the parallel effort to prepare the West Valley Specific Plan. The sessions were designed to be interactive, allowing participants to share a wide range of perspectives. Two days of stakeholder interviews were conducted in March 2016, with a total of 34 participants involved.

Community Intercept Events

Two intercept events were held at popular community gathering places. Community intercepts—particularly those at popular community gathering places—involve community members of all ages and facilitate for the capture of the ideas of residents who may not normally participate in more conventional public involvement activities. The intercept events engaged the community in the planning process in a casual, informal way. Participants were asked to share their ideas in an open-ended fashion, with questions crafted to encourage wide-ranging comments, perspectives, and discussions.

Walnut Grassroots Visioning Outreach

The Walnut Grassroots Visioning Outreach was a community-driven process designed to reach groups

and residents who typically might not attend City-sponsored meetings. With the help of "Grassroots Guides" (community volunteers representing a diverse selection of local community groups and organizations) the City could connect with residents who represent the diversity of the community that they live in. This process allowed the City to obtain valuable feedback through a larger number of participants. Thus, allowing for the planning process to extend the reach of engagement, communication, education, and solicitation.

A key component of the Walnut Grassroots Visioning Outreach was a brief questionnaire. Participants could respond using comment cards or an online survey. The online tool resulted in a greater response rate.

Joint City Council/Planning Commission Public Workshops

Four Joint City Council/Planning Commission Public Workshops were held. For these workshops, public notices were sent out and the public was invited to attend.

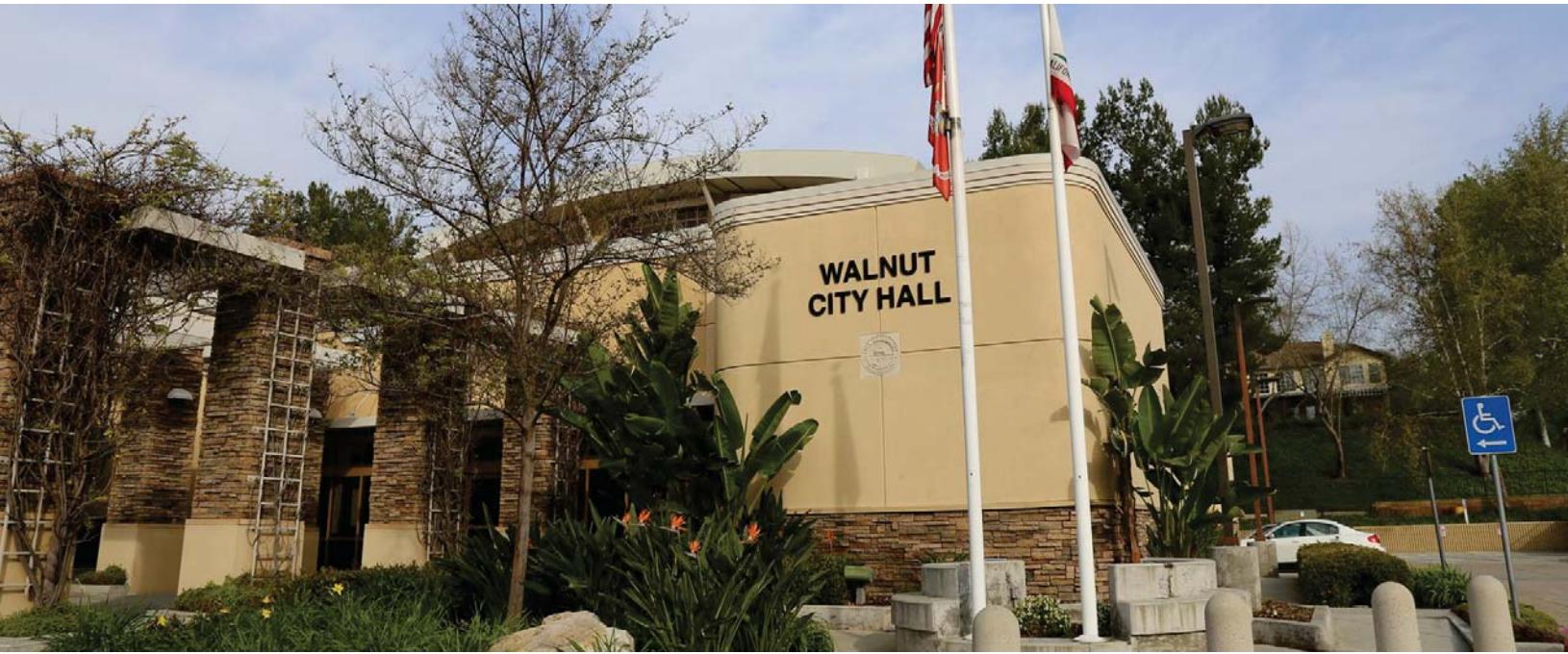
- **June 29, 2016.** The first workshop provided an overview of the outcome of the initial public engagement that has occurred prior to the meeting. Those who were present at the workshop provided additional comments, and discussion that will lead to future work plan and visioning for the General Plan.
- **October 19, 2016.** The workshop was designed to open discussion and allow input on different land use alternatives for key focus areas in the City. The workshop presented a set of land use alternatives to the Council Members and Planning Commissioners in the following focus areas: (the Walnut Hills Plaza, the site at La Puente Road and Grand Avenue, the WVSP area), and two discussion areas (City Maintenance Facility and the Mount San Antonio Shopping Center). Each of the focus areas were presented as a range of alternatives that vary in density, mix of uses, and intensity.
- **November 9, 2016.** A summary of the previous October workshop was provided. The outcome of the discussion led to exploring further input on La Puente Road and Grand Avenue, and the WVSP. Several land use alternatives to both sites were

discussed. The preference for the La Puente and Grand Avenue site was for a commercially-oriented development. However, discussion for WVSP was deferred to the next scheduled joint workshop.

- **March 6, 2017.** The workshop objectives were to follow-up on the public comments made during the first West Valley workshop held January 23, 2017, discuss options and alternatives presented in the WVSP Alternatives, and direct staff to implement selected options and alternatives.

Community Workshop

On January 23, 2017, a public workshop was held at the Walnut Senior Center, focused on the future of West Valley Boulevard and transportation issues Citywide. The outcome of the discussion helped formulate the Circulation Element of the General Plan and further developed the urban form and character desired for the West Valley Specific Plan area.



Key Engagement Themes

As a result of the public engagement process, key themes regarding opportunities and challenges emerged.

Preserve the City's Rural Character

The community stressed the importance of maintaining Walnut's rural lifestyle, open spaces, quality parks, attractive trails, and an excellent school system. Prevailing opinions supported continuing the City's "dark skies" policy and implementing "quiet zone" strategies to minimize excessive train noise.

Improve Traffic Congestion

A common theme repeated throughout the public engagement process were ways to minimize traffic congestion on key roadways during peak hours and around schools, including Walnut High School, Suzanne Middle School, and Mt. San Antonio College.

Maintain Quality Schools

The community expressed the importance of maintaining the high-quality school system and offering more educational services and activities for school-aged children.

Community Gathering Events

Residents strongly support the City sponsored community events and expressed a desire for more events and additional spaces where these events can be held. They emphasized the importance of the community coming together and supporting cultural values.

Limit Development in the Center of Walnut

Residents overwhelming desire to maintain Walnut's existing land use policies in the interior of the City. New and more change intense development is appropriate along major boulevards and thoroughfares.

Maintain Trails System

The community emphasized the value of Walnut's comprehensive trail system and identified the importance of maintaining and preserving the entire trail system for aesthetic and community health reasons.

Neighborhood-serving Commercial Uses

The public strongly supported attracting more high-end restaurants and revitalize existing commercial centers, which would better serve Walnut residents. They also believed that shopping centers should include community gathering spaces, where visitors can enjoy and relax consistent with a small downtown setting.

Preservation of Historic and Cultural Resources

The community expressed its desire to identify, promote, and preserve Walnut's cultural and historical resources.

Parks and Recreation

The community noted the excellence of Walnut's parks and recreation resources and emphasized the importance of maintaining these places as clean and safe play opportunities for children and relaxing environments for all.

Preserve and Maintain Open Spaces and Natural Resources

As an overarching theme, the community opined that the City's open spaces, hillsides, natural landscaping creeks, trails, and parks should be preserved and maintained.

Coordination with Mt. San Antonio College

The community recognized the importance of cooperating with Mt. San Antonio College, particularly as the college looks to expand its campus and uses. Public input identified the need for college staff to share campus development projects with the City and to work closely with adjoining residential neighborhoods that bear the direct impact of new campus developments.

Long-Term Fiscal Sustainability

The community stated that the City should continue to maintain fiscal sustainability and to limit funds removed unnecessarily from the City's reserves. Many residents expressed the opinion that the City needs to look for new creative and innovative funding options and resources to pay for increasing costs for community services, aging infrastructure, and amenities.

Aquatics Facility and Community Center

The public expressed a desire for an aquatics facility and a new community center. Some community members also expressed a desire to include an amphitheater for community events.

Clean Up Valley Boulevard

Many noted that Valley Boulevard is a gateway into the City and expressed the need to clean up Valley

Boulevard by facilitating redevelopment of older commercial uses and replacing unsightly industrial and auto-related businesses that front the thoroughfare.

Major Development Projects in Adjacent Cities

The community expressed concern about potential large-scaled developments planned near Walnut's boundary and increasing local traffic congestion. Residents stressed the importance of City staff to work diligently with surrounding jurisdictions to limit negative impacts of new development on Walnut's neighborhoods.

Expanded Housing Opportunities

The high cost of housing in Walnut concerns many residents, particularly because their adult children cannot afford to purchase a home in the community. A new and different type of housing aimed at younger adults was considered highly desirable.



Looking east toward the Snow Creek neighborhood in the foreground and the San Gabriel Mountains in the distance

THE VISION FOR WALNUT

The Walnut General Plan Vision and Guiding Principles reflect the priorities and ideas voiced by the Walnut community. The Vision expresses the community quality the City will always strive to maintain.

The Guiding Principles provide the overarching policy directive for all goals and policies in this General Plan.

Our Vision

Formed on the foundation as a quaint equestrian community, Walnut is proud of its friendly small-town character and setting among natural open spaces, creeks, trails, and parks, all framed by the San Jose Hills.

Our quiet, well-maintained neighborhoods, distinguished schools, protected natural environment, commitment to public safety, and outstanding community services create an exceptional quality of life.

The urban forest and natural habitats provide an abundance of greenery, allowing wildlife and natural vegetation to flourish, and provides opportunities for residents to connect with nature.

We take pride in our community services, facilities and centers, and public infrastructure. We continually anticipate long-term maintenance needs and will fund these facilities through diverse revenue streams.

Our compact business and commercial districts provide places for both local businesses and national chains. Flexible land use regulations accommodate evolving trends and consumer demands.

As an active, participatory community, we engage in local government, participate in community events, and celebrate activities and social gatherings within vibrant public spaces.

Walnut offers an unparalleled place to live and enjoy life.

General Plan Guiding Principles

Maintain Small-Town Community

Walnut will continue to be a small-town community with an abundance of natural open spaces, vibrant parks, and an expansive multi-use trail system. While housing will predominantly consist of low-density residential neighborhoods throughout Walnut, new housing along Valley Boulevard can take the form of attached, high-quality developments that offer new residents home-buying opportunities. Walnut recognizes and supports its equestrian heritage and rural character as a defining attribute.

Ensure Public Safety

Public safety remains a high-level priority, and the City takes pride in providing the services to maintain a safe and healthy environment for its residents, providing protection from natural and human-caused hazards. We will continue to work with the law enforcement community to develop innovative solutions to eliminate crime within our neighborhoods.

Quality Community Services

We will maintain the quality community services and public spaces that are the pride of Walnut. These are places where neighbors, friends, and families come together and celebrate the strong sense of community through local activities and community events. City programs and community facilities will be maintained and developed in a fiscally sustainable manner and will be designed to meet evolving community needs.

Support Economic Diversity and Vitality

Land use policies will support economic diversity and vitality, allowing Walnut residents convenient access to enjoy local shopping, commercial services, and quality restaurants within well-designed centers that provide gathering spaces. Walnut's commercial and industrial districts add revenue sources for the City, thus helping to support and maintain of City services and amenities.

Support Lifelong Learning

Highly rated public schools and lifelong learning facilities will continue to be a solid foundation that supports value of neighborhoods and an educated populace. These high-achieving schools reflect the

community's commitment to supporting the education system. Libraries, community facilities, and recreation programs will be provided to enrich the lives of all residents.

Preserve Community Resources

Natural, cultural, and historical resources will be preserved and protected for future generations to enjoy and cherish. Multi-use trails, natural habitat, creeks, and historic resources will be preserved and protected through sustainable approaches and innovative strategies that are efficient and cost effective. Green building approaches will contribute to resource conservation. The City will pursue its commitment to identifying and inventorying historical resources and providing educational and interpretive signage.

Embrace Accessibility

As an accessible community with limited traffic congestion, Walnut will maintain a local transportation network that allows residents to easily traverse the City. Our sidewalks and trails will be interconnected, accessible, and safe. Designated streets will be retrofitted as "complete streets" to accommodate users of different ages and abilities, from pedestrians and bicyclists to transit riders. New businesses, property owners, and institutions must adequately mitigate the traffic impacts they cause. Walnut will consider state-of-the-art transportation solutions to create safer streets and alternative access around educational facilities.

Ensure Responsive Government

Walnut will have a transparent, participatory government that is fiscally responsive and involves residents in addressing local concerns. We will actively consult with local organizations, agencies, and educational institutions to create a stronger and informed community, with the goal of enhancing communications and fostering relationships. We will strive for maximum participation, inclusion, and accountability.

USER GUIDE

Statutory Requirements

California law requires that each city and county adopt a General Plan for the “physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The role of the General Plan is to act as a community’s “constitution,” leading to rational decisions regarding long-term physical development and incremental change. Walnut’s General Plan expresses the community’s development and conservation goals, and embodies public policy relative to the distribution of future land uses.

Every General Plan is also required to address a collection of seven “elements” or subject categories. The City has the authority to address these elements in whatever organization makes the most sense for Walnut. The following table (Table I-1) identifies how the sections of the plan address each State-required element.

Table I-1: State-Required and Optional Element Topics

General Plan Chapter	State-Required Elements or Topics
Introduction	Not Applicable
Land Use and Community Design	Land Use
Housing	Housing
Circulation	Circulation
Conservation, Open Space, and Recreation	Conservation, Open Space
Community Facilities and Infrastructure	Circulation
Public Safety	Safety
Noise	Noise

Key Terminology: Goals, Policies, and Implementation Programs

Each topical chapter, or “Element,” of the Walnut General Plan includes an introduction, foundation section, a summary of key opportunities, and objectives looking forward. Each Element includes topical goals and policies. The Implementation Plan includes implementation actions that consists of specific action items to implement the goals and polices. Goals, policies, and implementation actions are defined as:

- **Goal:** a broad statement of values or aspirations needed to achieve the vision.
- **Policy:** a more precise statement that guides the actions of City staff, developers and policy makers necessary to achieve the goal.
- **Implementation Action:** a specific task or action item that the City will undertake to implement the policy and work toward achieving the goals.

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Chapter 2

Land Use and

Community Design





CHAPTER 2

LAND USE AND COMMUNITY DESIGN

INTRODUCTION

The Land Use and Community Design Element establishes the framework for Walnut to manage strategic, targeted land use changes while preserving the predominantly low-intensity residential character of the City. The Land Use Element specifies the types of development intensities and land uses Citywide. The Community Design section within the Element complements the Land Use discussion by providing guidance as to how development will look with respect to the established community aesthetic, while also protecting natural and scenic resources, and supporting sustainable principles. The overarching objectives are to retain the low-intensity residential scale of the City, provide places for business that support local needs while diversifying the City's revenue sources, preserve parks and natural open spaces, and ensure that public institutions in Walnut continue to make a positive contribution to Walnut's quality of life.

The Land Use and Community Design Element promotes new development opportunities at key locations while ensuring compatibility with established low-density neighborhoods. This Element:

- Reinforces the orderly pattern of development that has defined Walnut since incorporation

Land Use and Community Design Contents

Land Use

- Introduction
- Foundation for Land Use
- Land Use: Forward to 2040
- Land Use Plan
- Implications of Land Use Policy
- Land Use and Zoning Consistency
- Land Use Goals and Policies

Community Design

- Foundation for Community Design
- Community Design Plan
- Community Design: Forward to 2040
- Community Design Goals and Policies

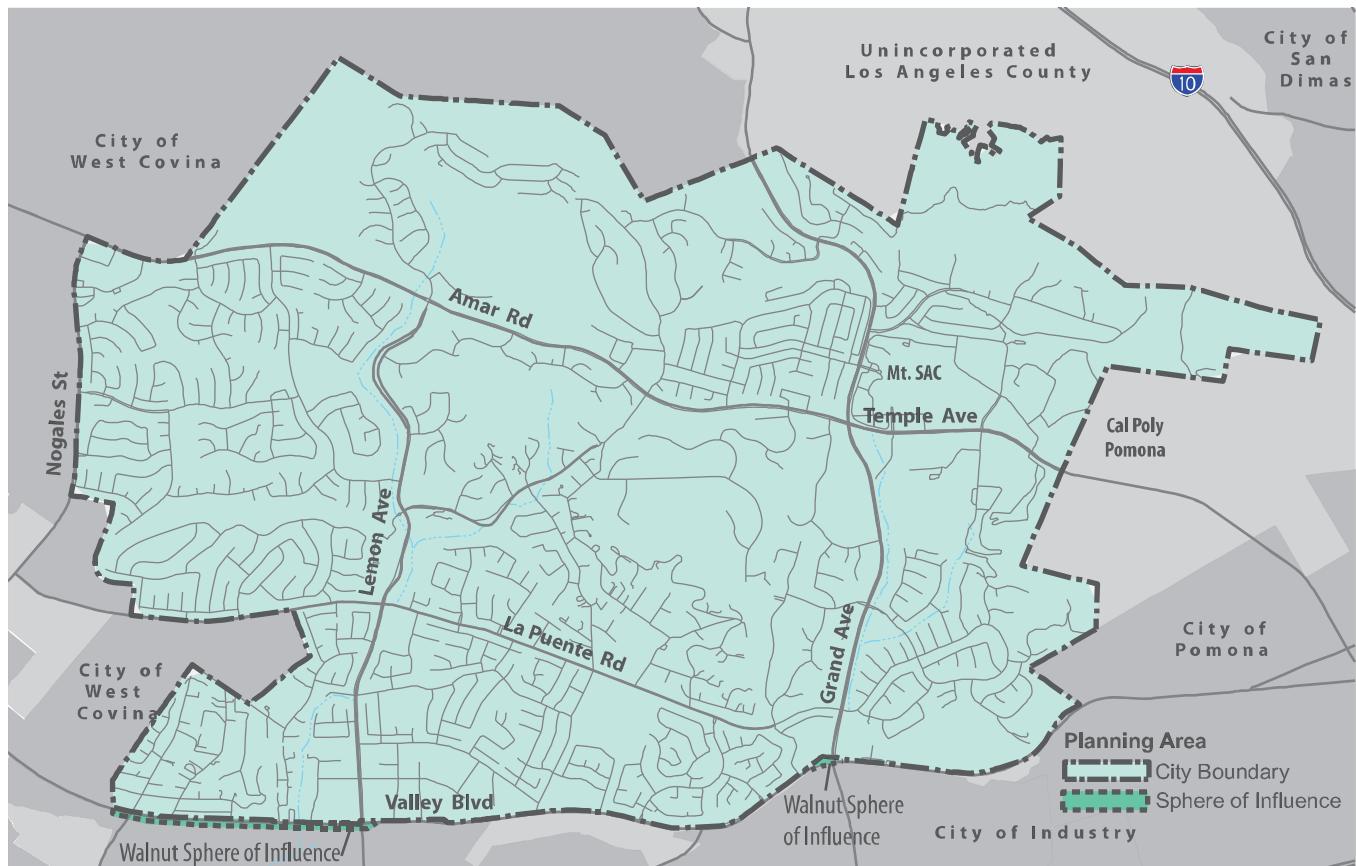
- Establishes a land use classification system that implements land use policies and identifies acceptable land uses and their general locations
- Promotes consistency with standards for residential density and nonresidential building intensity for existing and future development
- Accommodates business diversity in order to provide a solid tax base and employment opportunities, with the intent to attract visitor/tourist spending, and to hedge against periodic economic downturns
- Increases housing opportunities
- Provides for open space, park areas, and public spaces for passive and active recreational pursuits
- Encourages development approaches that respect the existing environment

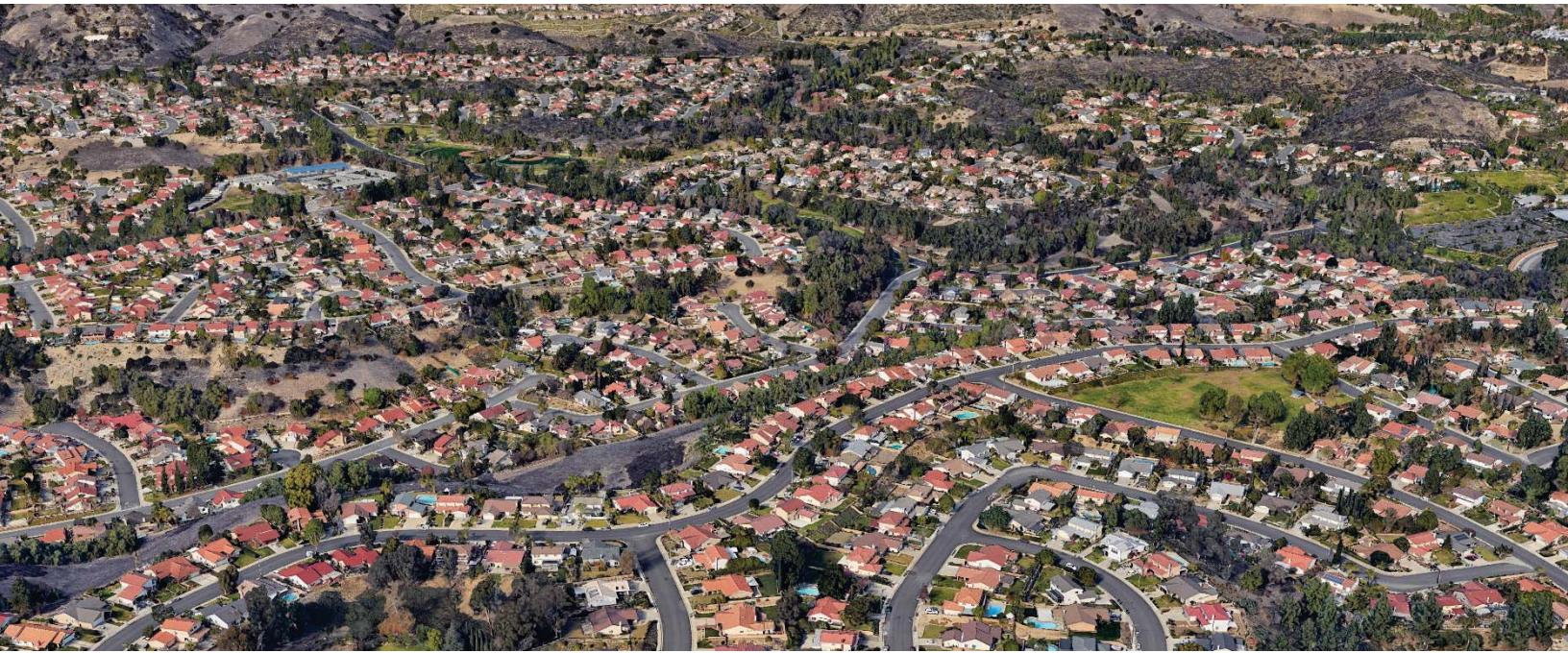
Critically, the policies and development strategies respond to Statewide objectives that tie land use and circulation planning. These policies and strategies also

encourage healthy lifestyles and help address climate change.

The Land Use and Community Design Element applies to all properties within Walnut City limits, as well as properties within Walnut's sphere of influence, as established by the Los Angeles County Local Agency Formation Commission (LAFCO). Together, these areas define the "Planning Area" shown in Figure LCD-1.

The Public Safety Element identifies areas subject to flooding pursuant to the requirements of Section 653029(a) of the California Government Code.





Low-density residential development patterns that follow the hillside terrain

FOUNDATION FOR LAND USE

Planning Context

Walnut's topography varies from gradual slopes to steep terrain. The major areas of steep terrain occur primarily in the eastern, central, and northern sections of the City. The City's steepest and highest terrain is known as Buzzards Peak, a 1,375-foot-high point at the City's northern edge. Lemon Creek and Snow Creek are two key defining water features in the City. These two water courses flow through existing neighborhoods and open spaces ultimately feeding into the San Gabriel River watershed via San Jose Creek located just south of Valley Boulevard.

Amid the dense urban landscape of the San Gabriel and Pomona valleys, Walnut stands apart with its abundance of natural features, such as: the hillsides, creek corridors, and rich animal and plant habitats. Existing open space and conservation easements protect much of this land. Preservation of hillside and natural environments not covered by easements will be strengthened by this Element. Walnut will strive to preserve these natural areas through land use and development design decisions.

Neighborhoods and Districts

Walnut is composed of distinctive neighborhoods and districts. Each one exhibits unique characteristics representing the era during which they were developed. A majority of Walnut's residents prefer not to see dramatic change, particularly in the established and well-maintained single-family neighborhoods. However, both residents and commercial interests recognize that targeted commercial and industrial districts on West Valley Boulevard, Amar Road/Nogales Street, and Grand Avenue will need focused attention to address the dynamics of a changing retail environment and the City's desire to maintain the community aesthetic. The planned transformation of these targeted areas through 2040 will strengthen the surrounding neighborhoods and districts.

Land Use and Economics

This Element seeks to diversify and amplify the City's tax base through policies and programs that retain existing businesses and healthy commercial centers, while also facilitating the revitalization of less-than-vibrant business centers and corridors. The land use and economic development policies address the need to prevent



Three Oaks neighborhood

further retail sales leakage by promoting exciting retail and shopping environments that reflect the tastes and lifestyles of Walnut residents.

Economic vitality and fiscal stability are the twin pillars that support land use and community design policies. As Walnut's population grows and ages, demands on community resources will only increase. To maintain and enhance the quality of life, the City will ensure that existing businesses are encouraged to reinvest and grow in Walnut, and that the City continues to attract new businesses and investment.

Urban Form

The Land Use component ensures that new development results in attractive physical environments that support walkability, connected neighborhoods, inviting multimodal streets, and new neighborhood centers. The community design in Walnut will continue the pattern of lower-scale buildings and design features, architectural styles, and landscape treatments that are consistent, contain high-quality design and materials that are traditional in nature, and are sustainable. While innovation is encouraged, new development will respect established forms and styles, while blending with nearby commercial centers and residential neighborhoods.

Mt. San Antonio College Wildlife Sanctuary

The Mt. San Antonio College Wildlife Sanctuary is 10 acres of protected and cultivated preserve for trees, shrubs and flowers, birds, and other animals that use the preserve as a migratory refuge and breeding ground. The sanctuary was established in 1964 to conserve the natural habitat of Walnut Valley. The community recognizes the Sanctuary as a prominent piece of the City's cultural and historical identity.

Voorhis Ecological Reserve

The Voorhis Ecological Reserve was established informally in the 1970s and formally dedicated in June 1983 on the outskirts of the California Polytechnic University, Pomona campus. The reserve is comprised of "Box Canyon", a substantially-sized canyon behind one of the classroom buildings, northwest of the main campus. The area has been designated by Los Angeles County as a "Significant Ecological Area" and portions of the reserve are regarded as significant by the California Department of Fish and Wildlife.

Development History

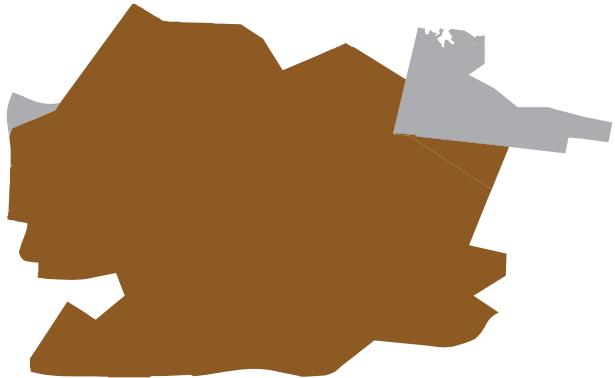
Prior to Incorporation (1959)

While Walnut's history of permanent colonial settlement dates back to the Spanish mission era and subsequent ranches of the 1800s, the town was formally recognized in the early twentieth century, when the local post office was renamed "Walnut" (originally called Lemon).¹ Through the early part of the twentieth century, development patterns consisted mainly of large lot rural home sites. More suburban development patterns started in the 1950s, just prior to incorporation (1959). The City's first residential communities began to cluster around the hillsides to the southwest around Gartel Drive and Fuerte Drive. In 1938, Cal Poly Pomona was established along the City's northeast boundary and Mt. San Antonio College began classes in Walnut in 1946.²

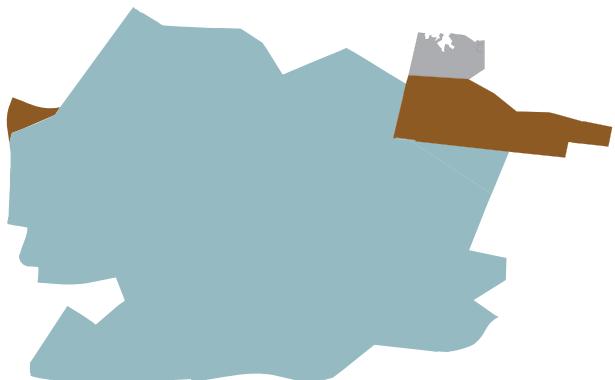
1959-1980

When the City incorporated in 1959, with similar borders in 2017, only 934 residents lived in 282 single-family homes. Several new residential neighborhoods emerged along Grand Avenue, such as Collegewood and Walnut Heights. West Valley Boulevard served as the sole commercial district area until the late 1960s. When the 1978 General Plan was adopted, Walnut's population had grown to 8,561, and 76 percent of land area in Walnut was still undeveloped. Prior to this, developers had ignored the residential potential of Walnut, thinking that the hilly terrain would be hard to develop. This circumstance allowed the young City to carefully plan how new neighborhoods and commercial districts would integrate into the community over time. One significant outcome of the 1978 General Plan was that the new land use policy reduced the potential population from approximately 90,000 residents to about 30,000.

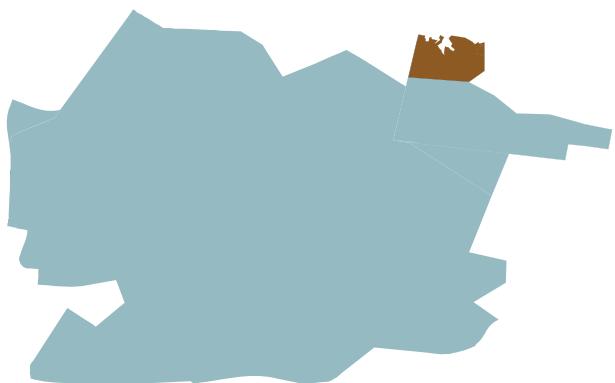
Figure LCD-2: City Annexations
(1959 to 2000)



1959 Incorporation and Annexation



1964 and 1973 Annexations



2000 Annexation

Source: Los Angeles County Public Works 2017.

¹ California Place Names. Gudde, Erwin G., 1969

² Images of America, Walnut. City of Walnut and the Walnut Historical Society, 2012.



Grand Avenue, looking south with the Mt. SAC Gym in the background (circa 1950s)

1980-2017

More than 61 percent of the buildings in Walnut were built between 1980 and 2012.³ When the population reached 30,008 residents in 1989, the City finally achieved the planned population limit established in the 1978 General Plan. The era's development took the form of residential planned developments that filled in much of the remaining vacant land with a suburban street network, schools, and parks. New roads were built and/or extended, such as Lemon Avenue, Amar Road, Mountaineer Road, and Meadowpass Road.

By 2000, Walnut became one of the first cities in the continental United States with an Asian-American majority population.⁴ In 2015, 64.2 percent of the population was Asian American, 19.4 percent Latino, and 11.9 percent Non-Hispanic White.⁵

Although the projected population limit was achieved in 1989, development continued to occur on hillside properties (e.g. Three Oaks subdivision) as well as other types of infill projects. This cumulatively added more housing options such as: Walnut Esplanade, Walnut Grove Senior Housing, and Shea Homes.

³ Los Angeles County Assessor, 2016.

⁴ The Rise of the Majority-Asian Suburb, The Atlantic, August 2012.

⁵ American Community Survey, U.S. Census Bureau, 2015.

Land Uses (2017)

The City of Walnut was thoughtfully and intentionally created to be a community containing quality homes with an emphasis on low-scale single-family neighborhoods linked by an extensive trail network. Other land uses, such as commercial and industrial, were located along major thoroughfares. As of 2017, single-family residential homes housed 96 percent of Walnut's residents (see Figure LCD-3). Commercial and industrial uses made up just four percent of the City area.

Residential

The primary distinction between seemingly identical single-family residential uses is the age of development, which can roughly be divided among pre- and post-World War II, and post-1970s developments.

A majority of the City was developed during the 1980s, and given Walnut's terrain, extensive grading made the hillsides buildable. Diversity in form and architecture can be found in these neighborhoods because they were constructed by different development companies. Some common features included rectangular shaped lots, cul-de-sac streets, and residences near neighborhood-defining parks and public schools.

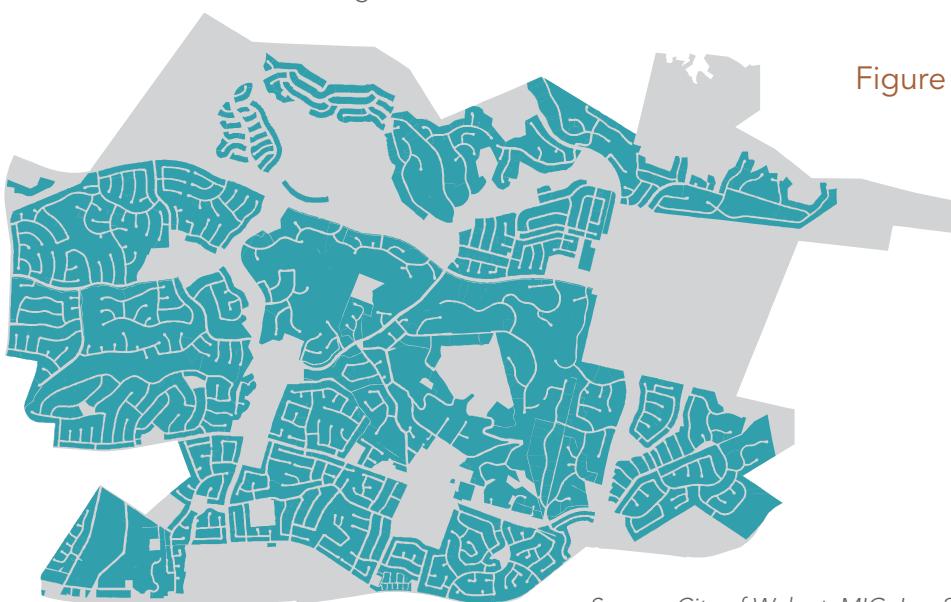
As vacant land diminished in the easier-to-build areas, newer neighborhoods were constructed on the steeper hillsides, where the densely vegetated slopes posed more significant wildfire risks. Newer developments such as the Three Oaks neighborhood are surrounded

by dedicated open spaces partly to provide fuel modification zones.

Multi-family residential uses historically have been fairly limited in the City (with the Walnut Heights apartment complex representing the only multi-family housing type), but rising housing costs and consumer demand for more diversified housing products resulted in construction of townhomes and senior housing. The specific plan process for multi-family residential was streamlined in 1999 to allow for a broader housing mix and complementary commercial uses. This General Plan accommodates for the possibility of more diverse housing along Valley Boulevard, Nogales Street, and Amar Road, within easy walking distance to commercial shops and restaurants.



Residential neighborhood



Source: City of Walnut, MIG, Inc. 2017.

Figure LCD-3: Residential Uses (2017)

Commercial

Walnut has several shopping centers, such as: The Village, The Village at Snow Creek, Walnut Hills Village, Mt. San Antonio Center, Walnut Hills Plaza, and Lemon Creek Village. Tenant mixes tend to fluctuate, but any center can provide space for retail, restaurant, financial, personal services, education, medical offices, and fitness businesses. As Walnut's population slowly continues to grow, new opportunities may present themselves for use of commercial tenant spaces. Flexible zoning regulations can address and respond to local market demands.

Industrial

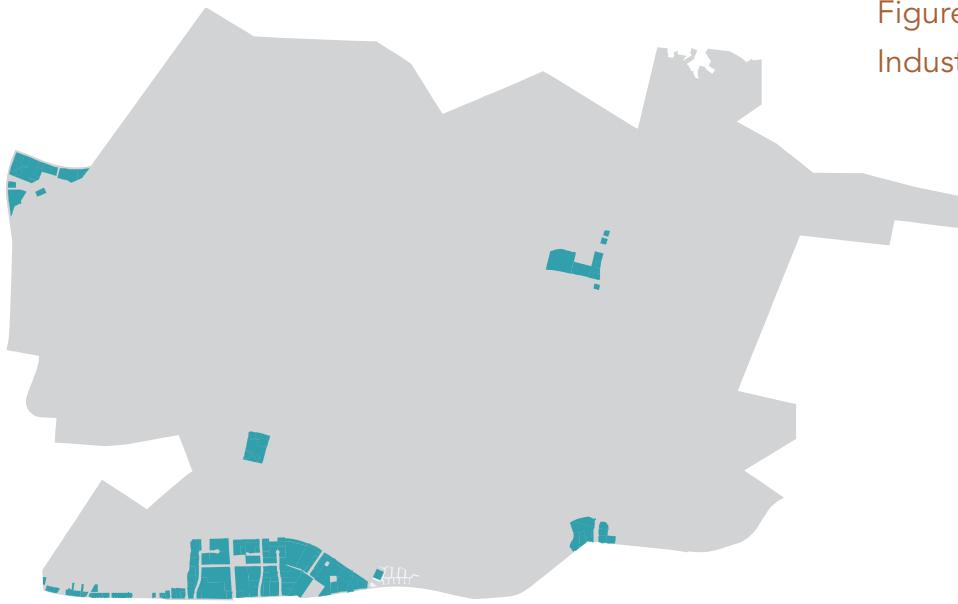
Industrial land uses occupy a larger building footprint than commercial and office uses in Walnut, although they remain a relatively small portion of the overall land uses in the City. Almost all Walnut's industrial land uses are located on parcels by Carrey Road to the north, and Valley Boulevard to the south (see Figure LCD-4).

Low-impact light industrial uses such as light manufacturing are the predominant types of industrial businesses. These buildings are well-maintained. The surrounding public infrastructure is adequate to serve these types of activities.



Walnut Hills Village shopping center

Figure LCD-4: Commercial and Industrial Uses (2017)



Source: City of Walnut, MIG, Inc. 2017.

Parks/Open Spaces

In 2017, natural open space areas and parks covered 19 percent of the land area in Walnut (see Figure LCD-5). These areas are designated for programmed recreational activities, passive recreation, and habitat; they contribute substantially to Walnut's identity. The parks are well distributed throughout the City and are connected by more than 35 miles of trails.



Snow Creek Park trail

Figure LCD-5: Parks and Open Spaces (2017)



Source: City of Walnut, MIG, Inc. 2017.

Schools, Public Facilities, and Institutions

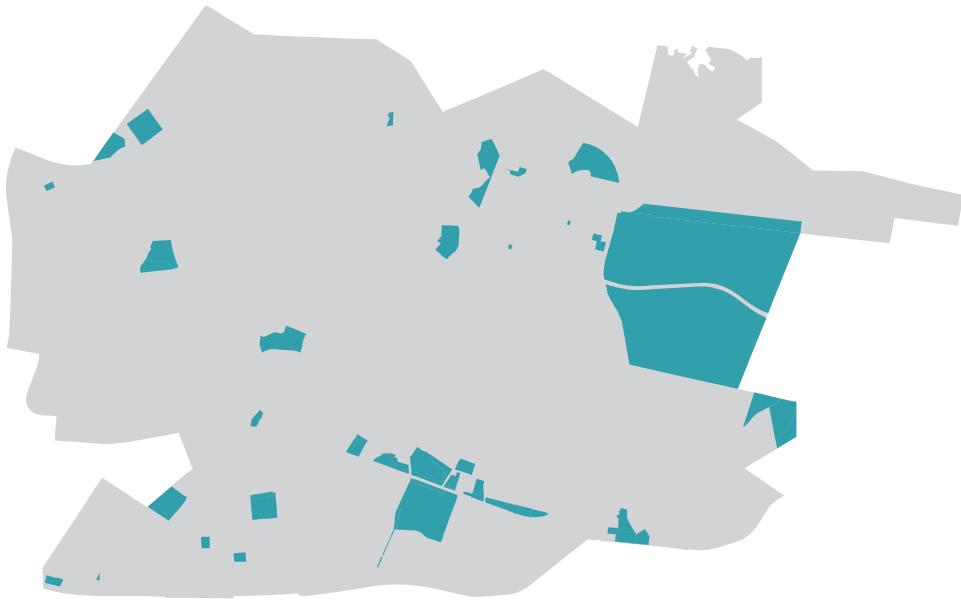
The Civic Center complex, located on La Puente Road just west of Grand Avenue, includes: City Hall, the Walnut Gymnasium/Teen Center, the Walnut (Los Angeles County) Public Library, and the Walnut Senior Center (see Figure LCD-6). This central location in the City allows all residents to easily access these community resources. The City Maintenance Yard is located on Valley Boulevard just east of Grand Avenue and the Los Angeles County Sheriff's Walnut/Diamond Bar station is located on Valley Boulevard just east of Grand Avenue. Two fire stations serve Walnut: Fire Station No. 61 and Fire Station No. 146, both operated by the Los Angeles County Fire Department.

Educational facilities form the largest group of land uses in the City after residential, parks, and open space. The designation includes facilities for recreational and intramural athletic sites, research, and laboratories. These facilities are more than twice the size of all the combined areas of commercial and industrial land uses in the City. At over 391 acres, Mt. San Antonio College (Mt. SAC) is the largest public facility in Walnut (see Table LCD-1).



Mt. San Antonio College monument sign

Figure LCD-6: Schools, Public Facilities, and Institutional Uses (2017)



Source: City of Walnut, MIG, Inc. 2017.

Table LCD-1: Existing Land Use Distribution (2017)

Land Use (2017)		Number of Parcels	Net Acres	Percent of Total	2017 Baseline		
					Housing Units	Estimated Population	Non-Residential Square Feet
Residential	Single-Family	8,758	2,894.9	58.1%	8,709	29,215	--
	Multi-Family (Condos)	45	6.7	0.1%	45	133	--
	Multi-Family (Senior Condos)	154	6.5	0.1%	108	320	--
	Multi-Family (Apartments)	2	5.2	0.1%	163	484	--
Commercial/Industrial	General Commercial ¹	103	84.7	1.7%	--	--	705,480
	Office	26	22.4	0.5%	--	--	81,720
	Light Industrial	79	97.5	2.0%	--	--	1,543,800
Parks/Open Space	Developed Park	16	73.5	1.5%	--	--	--
	Open Space (Public)	106	878.8	17.6%	--	--	--
	Open Space (Easement)	3	7.7	0.2%	--	--	--
Public Facilities/Institutional	Public Facilities	27	66.4	1.3%	--	--	--
	Mt. San Antonio College	3	391.5	7.9%	--	--	--
	Public Schools	12	112.2	2.3%	--	--	--
	Religious Institutions	16	37.0	0.7%	--	--	--
Vacant Lands		78	294.7	5.9%	--	--	--
Total		9,428	4,979.7	100.0%	9,025	30,152	2,331,000

Source: Los Angeles County Assessor, 2014 and MIG, Inc., 2017. California State Dept. of Finance, Population Research Unit, 2017.

Note: 1). General Commercial also includes private schools, private educational learning centers, and tutoring centers



Rural character defined by low-density homes nestled on hilltops

LAND USE: FORWARD TO 2040

Community Scale

Walnut's Rural Character

Walnut is one of Los Angeles County's least dense City, with a population density of around 3,333 persons per square mile. However, the population density is considered urban by both the State and the U.S. Census. Walnut's rural character is grounded in the reinforcement of a common civic identity, community venues and events, and the connectiveness and neighborly qualities created by the trail systems and distinct neighborhoods. The defined rural character of Walnut dictates that the City will preserve low-intensity uses and densities and low-profile buildings; natural open spaces, parks, and trails; and an ambience of a rural lifestyle.

The development scale policies in this General Plan are largely implemented through Zoning regulations and Specific Plans, which establish, but are not limited to: standards for minimum lots sizes, building heights, lot coverage, and setbacks. These standards—combined with the design guidelines in the Specific Plans and the

design review process—ensure that new development provide ample open space and buffers to incorporate design features that reflect the community and rural aesthetic of Walnut.

Long-Term Economic Stability and Fiscal Sustainability

As of 2017, commercial and industrial uses covered just under 200 acres (about four percent of all land area). These businesses provide local jobs and meet residents' needs for shopping, dining, personal services, and entertainment. As noted above, the limited market area surrounding Walnut limits the ability of property managers to attract commercial tenants. However, the Land Use Plan includes areas designated exclusively for commercial use and mixed-use development to encourage a continued presence of businesses that contribute to the homey, small-town character of Walnut while also providing much needed tax revenues.

Revenue Base

The high level of public services, well-kept public parks, and other public spaces can exist only with a predictable, sustained level of revenue. Since incorporation, City leaders have been fiscally prudent,

resulting in healthy reserves. From 2015-2017, 37 percent of revenues to the City were derived from property taxes (City of Walnut, 2017). The remaining sources included intergovernmental transfers, other fees and taxes (such as the landscaping and lighting district fees), and lastly, sales taxes. Some revenues are restricted and can only be spent for earmarked purposes (for example, the lighting and landscaping fees). Revenues that are unrestricted go into the City's General Fund. Increasing General Fund revenues gives the City flexibility on how it may wish to spend for local services and programs. From a land use perspective, accommodating a broad range of uses capable of generating higher property and sales tax revenues translates directly to increased General Fund monies. Thus, this Land Use and Community Design Element is a key economic development planning tool.

Successful Commercial Centers

Even though Walnut residents enjoy high average household incomes and high home values, the City's taxable retail sales per capita is the lowest within the immediate region. As indicated by the community through the engagement process for this General Plan, Walnut suffers from a retail environment that is incongruous from the available buying power and taste of its residents. Apart from food services, the City experiences "retail sales leakage" of almost all common retail categories sending millions of its residents' money to retail coffers in adjacent cities. In 2017, the amount of leakage annually was valued at \$304 million (City of Walnut, 2017).

Flexibility, coupled with the City's business development strategy of "Retain, Enhance, Draw, and Improve", assures that emerging revenue opportunities are welcomed and that the City does not fall victim to overcommitting to outdated economic strategies.

Community Health

The investments the City makes in its highly regarded network of parks, recreation centers, trails, and open spaces have made it one of the healthiest communities in the region. The 2017 *Kaiser Permanente Community Health Needs Assessment – Baldwin Park* surveyed the comparative health outcomes and healthy habits of San Gabriel Valley cities and ranked Walnut as either average or excellent compared to the regional norm.

Healthy Community for All Ages

In combination with land use policies, Walnut's demographic profile of mostly Asian American and Hispanic population means that, per the Los Angeles County Department of Public Health, Walnut has a life expectancy of 86.6 years—the second highest of all communities in Los Angeles county including both incorporated and unincorporated areas (*Life Expectancy in Los Angeles County, 2017*). This General Plan continues long-established land use policies that promote walking, use of parks, and engagement in civic life, all of which contribute to healthy living. The high life expectancy of Walnut residents means that demand for local senior housing and health facilities will rise, as residents look to stay in the community, but downsize to homes that are easier to maintain and are closer to local goods and services.

Demographics

To understand the possible demographic composition of Walnut in 2040, we must look to see how the City has changed during the twenty-first century. In 2000, the population of 30,004 was relatively young, with almost 65 percent of residents under age 44. Fully one-half of all households had children under the age of 18 (a testament in part to the quality of local schools). A relatively low percentage of resident (6.9 percent) were over 65. By 2010, the population had dropped slightly (to 29,172 residents), 52.4 percent of residents were under age 44, 40.9 percent of the households had school-aged children, and the 12.2 percent of the population were elderly.



Walnut school-age children participating in a recreational event

In 2015, the U.S. Census released estimated data that reported a population of 29,970, a further decline in households with school-aged children, and an increase in the elderly population (15.1 percent).

Because the housing stock was relatively constant during this time period, it can be surmised that many people living in Walnut stayed in their homes, thus resulting in an overall population aging in place.

Older Americans

The maturing of Walnut's population of long-term residents can be expected to continue. According to the U.S. Census, an additional 33 percent of Walnut residents will reach retirement age before 2040. This also reflects national trends.

Millennials and Generation Z

Adults who were born during the 1980s and 1990s—the Millennials—will begin to replace Baby Boomers as the largest segment of the population. The documented changes in habits and values of Millennials motivate the City's planning priorities responsive to this generation's

needs and policy preferences. Generation Z refers to people born from the mid-1990s to mid-2000s, many of whom will become adults during the life of this General Plan. Millennials who move to Walnut for the schools and quality of life may be looking for housing that is more attainable. Generation Z residents, who may be children of Millennials, may also be looking to stay in the community or return here after college.

School Age

The two school districts that serve Walnut residents, Rowland Unified and Walnut Valley Unified, saw cumulative enrollments drop during the 2010's.⁶ Walnut Valley Unified had a very moderate decrease from 14,720 in 2010 to 14,519 in 2017. Rowland Unified had a 10% decrease in enrollment between 2010 and 2017, however, Stanley G. Oswalt Academy—located in Walnut—saw a 13 percent increase in this same period. For schools to remain healthy, the student populations need to remain at higher (but manageable) levels. This means that the housing stock in Walnut needs to

⁶ California Department of Education, Ed-Data, Education Data Partnership, School District Enrollment, 2009 - 2017.

provide opportunities for households with children of all income levels to live here.

LAND USE PLAN

The Land Use Plan responds to the community's desire to maintain Walnut's long-established land use patterns and low-scale development character. It also serves to preserve open spaces and natural features, maintain local-scale commercial centers, provide opportunities for low-impact industrial businesses, and broaden housing opportunities. This Land Use Plan will guide the development, maintenance, and improvement of land and properties for the life of this document. The Land Use Plan, illustrated in Figure LCD-8 and outlined throughout the following section, will preserve the qualities and characteristics that define Walnut.

Land Use Classifications

The land use classifications shown in Figure LCD-8 and described below use the following terms/metrics to define the level of development permitted.

- **Lot Coverage.** For commercial, industrial, mixed-use, and other similar uses lot coverage describes the intensity to which a property is or

can be developed. The lot coverage describes the total square footage of the building footprint of all structures on a lot divided by the buildable area of that lot.

- **Density.** The term density refers to the development capacity of residential areas. Density is described in terms of dwelling units per acre of land (DU/AC) and is calculated by the net area (NA) of a property multiplied by the max number of dwelling units per acre as prescribed in the General Plan Land Use Designation (see Figure LCD-7). The calculation is demonstrated by the following formula:

$$NA \text{ (in acreage)} \times \text{max DU/AC} = \text{max permitted units.}$$

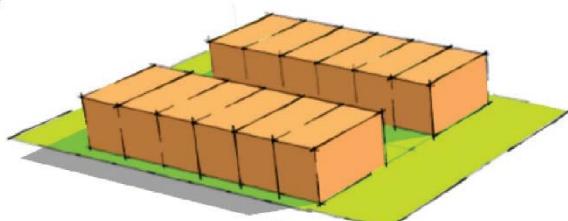
- **Net Area.** For the purposes of land use, net area is described as the total area of a site for residential or nonresidential development, excluding street rights of way, and other publicly dedicated improvements such as but not limited to, parks, open space, and stormwater detention and retention facilities.

Figure LCD-7: Density

Density (Units per Acre)

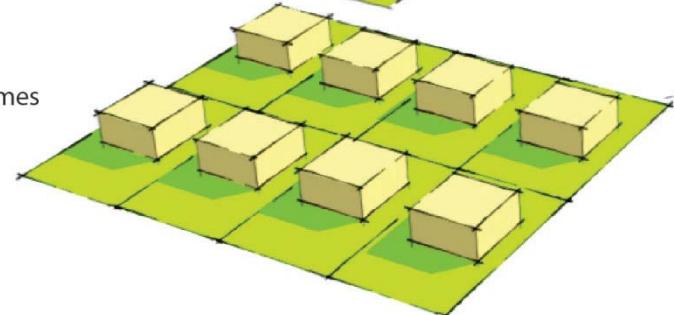
Medium Density Residential

Townhomes
6 to 14 units/acre
1 to 3 Stories



Low Density Residential

Single-Family Homes
2 to 4 units/acre
1 to 2 Stories



Residential Designations

The residential designations apply to properties intended to support only residential uses and institutional and recreational uses (such as schools, fire stations, and public parks). Maximum residential yield is calculated by multiplying the maximum dwelling unit density by the size of the lot in acres, excluding any public rights-of-way.

In addition to these residential designations, specific plans may be adopted that allow for higher density residential development, provided that definitive community benefits are included as part of the development plan.

Very Low Density Residential

The Very Low Density Residential designation applies to hillside areas with larger lots that are generally over 25,000-square-feet in size. A maximum of one detached single-dwelling unit is permitted as the primary residence, with accessory dwelling units permitted consistent with the requirement of the City's Municipal Code and State Law.

- **Density:** 0.5 to 2.0 Dwelling Units/Acre
- **Building Height:** 2 Stories Maximum
- **Population Density:** 1.71 to 6.84 Persons/Acre

Low Density Residential

This category promotes a suburban lifestyle of detached single-family homes. This designation consists of lot sizes generally ranging from 12,000-square-feet to 20,000-square-feet. A maximum of one detached single-dwelling unit is permitted as the primary residence, with accessory dwelling units permitted consistent with the requirement of the City's Municipal Code and State Law.

- **Density:** 2.1 to 4.0 Dwelling Units/Acre
- **Building Height:** 2 Stories Maximum
- **Population Density:** 7.18 to 13.68 Persons/Acre

Low Medium Density Residential

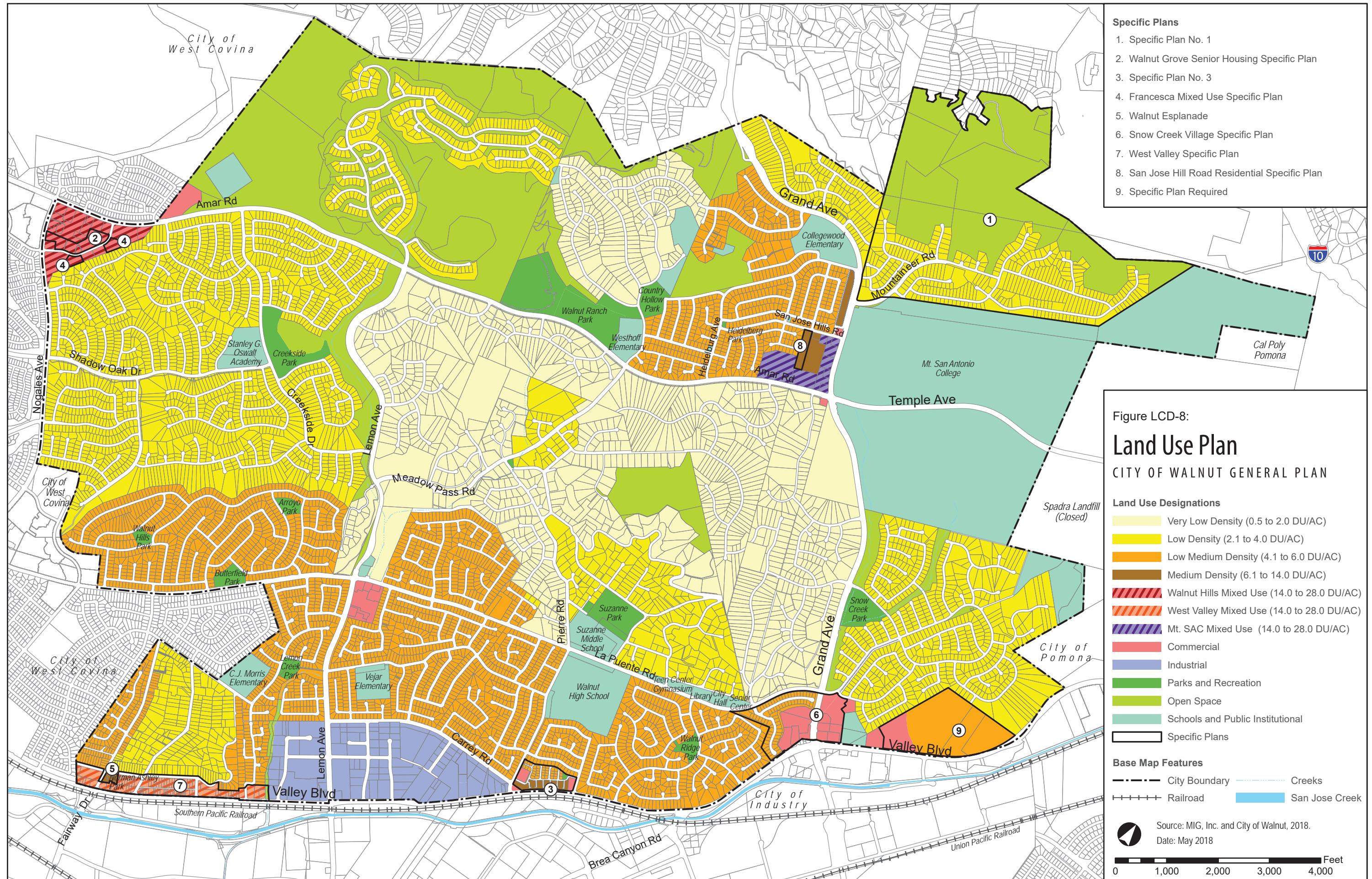
The designation applies to the predominate residential development approach in Walnut: suburban neighborhoods of detached housing. A maximum of one detached single-dwelling unit is permitted as the primary residence, with accessory dwelling units permitted consistent with the requirement of the City's Municipal Code and State Law.

- **Density:** 4.1 to 6.0 Dwelling Units/Acre
- **Building Height:** 2 Stories Maximum
- **Population Density:** 14.02 to 20.52 Persons/Acre

Medium Density Residential

This designation provides for both detached and multiple-unit residential developments including but not limited to: single-unit residences, townhouses, condominiums, and senior housing facilities, etc. (as permitted by Zoning).

- **Density:** 6.1 to 14.0 Dwelling Units/Acre
- **Building Height:** 2 Stories Maximum*
- **Population Density:** 20.86 to 47.88 Persons/Acre



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Mixed-Use

Mixed-use development refers to an integration of residential and commercial uses as part of a cohesive development plan, with the residential component either in the same building as the commercial (vertical mixed use) or on an adjacent lot with a clear relationship to the commercial use (horizontal mixed use). Mixed-use projects must include a viable neighborhood-serving retail and service component. A specific plan is required to implement land use policy within the areas designated Mixed Use.

West Valley Mixed Use (WVSP)

The WVSP will guide the transformation of Valley Boulevard between the west City limit to Lemon Creek, with the objective of creating a mixed-use district containing a variety of housing, parks and open spaces, and low-scale commercial services and retail. Residential densities and building heights along Camino De Rosa will be of lower scale to provide an appropriate transition and relationship to lower-density residential neighborhoods to the immediate north.

- **Density:** 14.0 to 28.0 Dwelling Units/Acre
- **Lot Coverage:** Up to 0.80 Maximum or specified by a specific plan
- **Building Height:** 2 to 3 Stories Maximum

Walnut Hills Mixed Use

Located at the City's northwestern gateway at the border with West Covina. Walnut Hills is a mixed-use district consisting of a balanced mix of higher-density residential uses and commercial businesses that meet both local and more regional retail needs. Residential development approaches can include a mix of residential types.

- **Density:** 14.0 to 24.0 Dwelling Units/Acre
- **Lot Coverage:** Up to 0.80 Maximum or specified by a specific plan
- **Building Height:** 3 Stories Maximum

Mt. SAC Shopping Center Mixed Use

Located across the campus of Mt. San Antonio College, this area's established shopping centers are some of the oldest in the City. With its gateway location to the City and short distance from burgeoning communities that surround it, the Mt. SAC Shopping Center Mixed Use designation offers flexibility in the application of appropriate site and building design on future developments of this area.

- **Density:** 14.0 to 28.0 Dwelling Units/Acre
- **Lot Coverage:** Up to 0.80 Maximum or specified by a specific plan
- **Building Height:** 2 to 3 Stories Maximum

Commercial

The Commercial designation accommodates commercial services, retail, professional and creative offices, restaurants, entertainment, hospitality, and similar uses that support local and regional needs. Businesses should have limited impact on adjacent residential areas, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Commercial development should be designed and intended to accommodate and encourage pedestrian access and connectivity, and must be compatible with surrounding development in terms of scale, building design, materials, color, and overall enhanced architecture.

- **Lot Coverage:** Up to 0.50 Maximum or per specific plan guidelines
- **Building Height:** 2 Stories Maximum

Industrial

The Industrial designation allows for light manufacturing, commercial storage, craftsman and artisan assembly and production, and limited vehicle service repair. Limited commercial retail and office uses are allowed as well. Prohibited uses include commercial warehousing, trucking and transportation-related businesses, large-scale utilities and energy production activities, and heavy manufacturing.

- **Lot Coverage:** Up to 0.60 Maximum or per specific plan guidelines
- **Building Height:** 2 Stories Maximum

Parks and Recreation

This designation applies to areas set aside for active and passive recreation, including public and private parks of all sizes, sports fields, recreational facilities, plazas, and trails.

- **Intensity:** N/A
- **Building Height:** 2 Stories Maximum

Open Space

The Open Space designation applies to public properties set aside for habitat preservation, natural resource protection, and hazards management (for example, slope protection and fire protection zones), as well as private properties with deed restrictions applied for similar purposes. Allowed uses are limited to those strictly complementary to natural resource preservation, enhancement, and management, such as hiking, biking, and equestrian trails and/or related improvements.

- **Intensity:** N/A
- **Building Height:** 1-Story Maximum for Support Facilities

Schools and Public Institutional

The Schools and Public Institutional designation applies to public and quasi-public uses such as, but not limited to: schools (public and private), colleges and universities, libraries, fire and police stations, water reservoir sites, and the City Hall complex. In addition to the City's facilities, multiple agencies with primarily public-serving administrative and operational uses have facilities in Walnut. The building intensity is highly variable and tied to each individual use.

Table LCD-2 summarizes the Land Use, identifying build out projections for housing units, estimated population, and non-residential building square feet.

Table LCD-2: Land Use Plan Summary

Land Use Designations	Acres	Percent of Total Acres	Residential Density/ Commercial and Mixed-Use Intensity	2040 Build-out Projections		
				Housing Units	Estimated Population	Non-Residential Square Feet
Very Low Density Residential	943.24	18.9%	0.5 to 2.0 DU/AC	1,497	4,886	--
Low Density Residential	1,316.79	26.5%	2.1 to 4.0 DU/AC	3,973	13,232	--
Low Medium Density Residential	827.35	16.6%	4.1 to 6.0 DU/AC	3,774	12,560	--
Medium Density Residential	47.1	0.9%	6.1 to 14.0 DU/AC	471	1,629	--
Walnut Hills Mixed Use	32.6	0.7%	14.0 to 28.0 DU/AC 80% Lot Coverage	400	1,349	138,600
West Valley Mixed Use	21.0	0.4%	14.0 to 28.0 DU/AC 80% Lot Coverage	400	1,349	129,100
Mt. SAC Shopping Center Mixed Use	18.6	0.4%	14.0 to 28.0 DU/AC 80% Lot Coverage	286	964	102,100
Commercial	55.9	1.1%	50% Lot Coverage	--	--	660,000
Industrial	131.9	2.6%	60% Lot Coverage	--	--	1,518,500
Parks and Recreation	105.2	2.1%	N/A	--	--	--
Open Space	812.3	16.3%	N/A	--	--	--
Schools and Public Institutional	665.9	13.4%	N/A		--	--
Total	4,977.9	100.0%		10,801	35,969	2,548,300

Source: City of Walnut and MIG, Inc., 2017.

Mixed-Use Focus Areas

The General Plan includes three mixed-use focus areas: West Valley Mixed Use, Walnut Hills Mixed Use, and Mt. SAC Shopping Center Mixed Use. These areas are located at three west City gateways (see Figure LCD-9). The plan envisions walkable mixed-use districts that incorporate plazas and open spaces, historic and cultural landmarks, and year-round events. The mixed-use designations create opportunities for new housing products near shops and restaurants, with relatively easy access to transit routes.

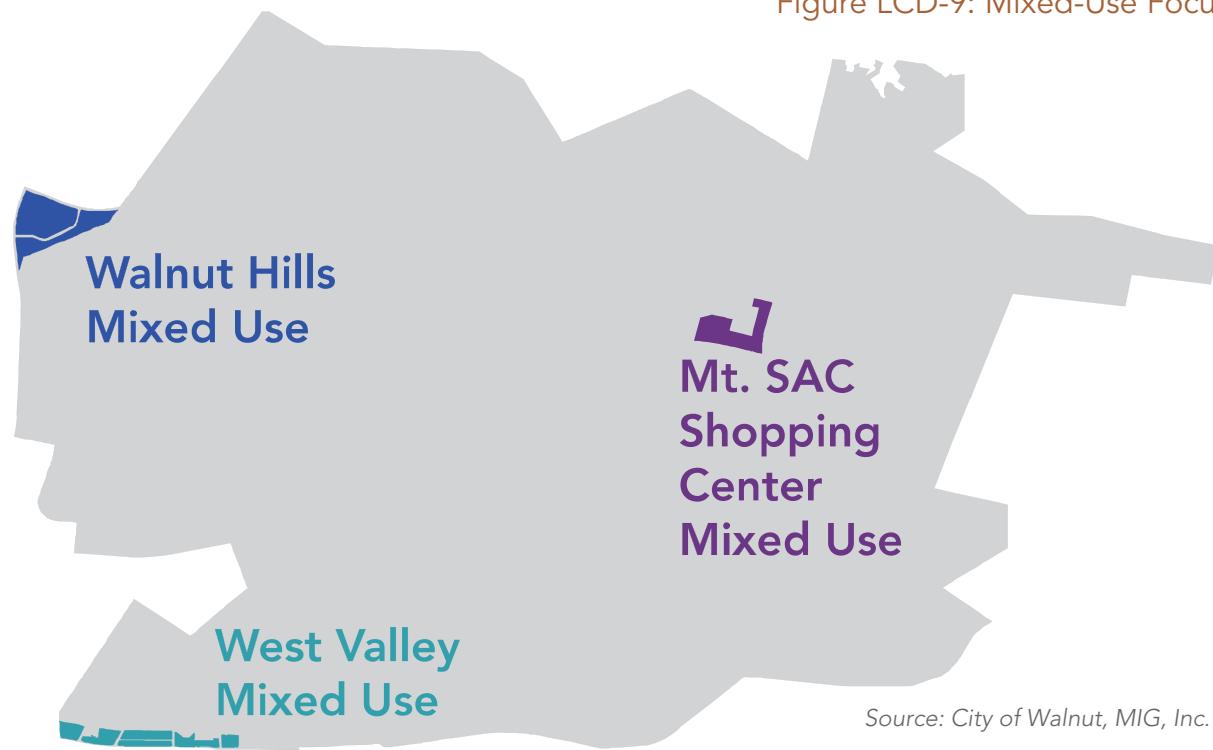
West Valley Mixed-Use District

West Valley Boulevard is the oldest business district in the City. Historically, predominate uses have been quasi-industrial in nature. Buildings show signs of age, and lingering vacancies have contributed to the underutilization of the area between Lemon Creek and the western City boundary.

The area's strength is its gateway location along the busy Valley Boulevard corridor, which links Walnut to neighboring cities and more distant destinations. The Metrolink Industry station is less than one mile away, and several bus stops along Valley Boulevard serve regional and local routes.

The gradual transformation of West Valley Boulevard will preserve Walnut's small-town identity by allowing a modestly scaled mix of neighborhood-supporting retail, commercial services and offices, unique dining destinations, a range of housing options, and accessible transportation choices and public spaces. Through a Specific Plan, the City can manage a dynamic interaction of new uses that integrate well with long-established single-family neighborhoods north of Camino De Rosa.

The WVSP outlines and illustrates the development of an enjoyable and pedestrian-friendly mixed-use environment, with landscaped buffers along the street frontage and pedestrian/bicycle crossings on Valley Boulevard to provide ready access to regional trails along the river. The implementation plan may require that developers contribute to infrastructure upgrades.



Walnut Hills Mixed-Use District

The Walnut Hills Mixed-Use district encompasses properties at the City's Amar Road/Nogales Street gateway, including all properties fronting along Francesca Drive.

The Walnut Hills Plaza Shopping Center occupies a prominent corner location. This commercial center was once anchored by a major grocery store, which was converted to a 24-Hour Fitness in 2017. The shopping center's decline reflects changes in retail shopping trends. Establishing the Walnut Hills Mixed-Use designation will allow for additional residential development, as well as office spaces. A balance of residential and commercial/office uses must be maintained throughout the district. Clear and well-designed pedestrian connections must be made to link uses. Public plazas and green spaces will reinforce the community-serving nature of the district and provide places that can be used for public gatherings and events.

Mt. SAC Shopping Center Mixed-Use District

The Mt. SAC Shopping Center Mixed-Use District applies to the northwest corner of Amar Road/Temple Avenue and Grand Avenue. This designation encourages reinvention of an older commercial center as a mixed-use environment that takes advantage of intense pedestrian and vehicle activity to and from Mt. SAC and the surrounding neighborhoods. New development and uses will consist of neighborhood-serving commercial businesses exhibiting high-quality design, together with compatible residential development that transitions in scale to adjacent, established neighborhoods. Development will include "placemaking" features—pedestrian amenities, inviting plazas and open spaces, connectivity to adjacent trails, and dynamic programmable spaces—to inject new life into this important gateway.

Specific Plans

Specific plans can provide flexible land use guidelines that, when applied, enhance the development. Guidelines shall be applied to development in revitalizing underutilized and/or transitional commercial properties or areas (see Figure LCD-10). Specific Plans which have been adopted is as follows:

Specific Plan #1 (Timberline)

Specific Plan #1 was adopted by the City Council in 1981, and includes a gross area of 636 acres, comprised of open space and single-family residential homes.

Snow Creek Village Specific Plan

The Snow Creek Village Specific Plan was adopted in January 2001 and provides for the orderly development of 37.7 acres with a mix of residential housing, senior assisted living, and commercial uses.

The residential component consists of 15.9 acres of low density single-family homes. The senior assisted living land use designation includes 6.5 acres and the commerical area is 15.3 acres of general commercial retail/restaurant uses.

Walnut Grove Senior Housing Specific Plan

The Walnut Grove Senior Housing Specific Plan was adopted in July 2001 and is comprised of 6.4 acres developed with 108 age-restricted attached condominiums.

Francesca Mixed-Use Specific Plan

The Francesca Mixed-Use Specific Plan was adopted in March 2008, and is comprised of non-contiguous lots totaling 3.23 acres. This area was approved for age-restricted senior housing condominiums and general, neighborhood, and retail commercial uses.

Walnut Esplanade Specific Plan

The Walnut Esplanade Specific Plan was approved in January 2015 and is comprised of 1.12 acres of detached single-family dwelling units.

Specific Plan #3 (Cornerstone)

Specific Plan #3 was adopted by the City Council in May 2015. Specific Plan #3 is intended to facilitate new mixed-use development in a key corridor of the City. The 11.37 acre Specific Plan area is comprised of both attached 67 townhomes and 31 single-family detached dwelling units, and permits neighborhood commercial, office, retail, and restaurant uses.

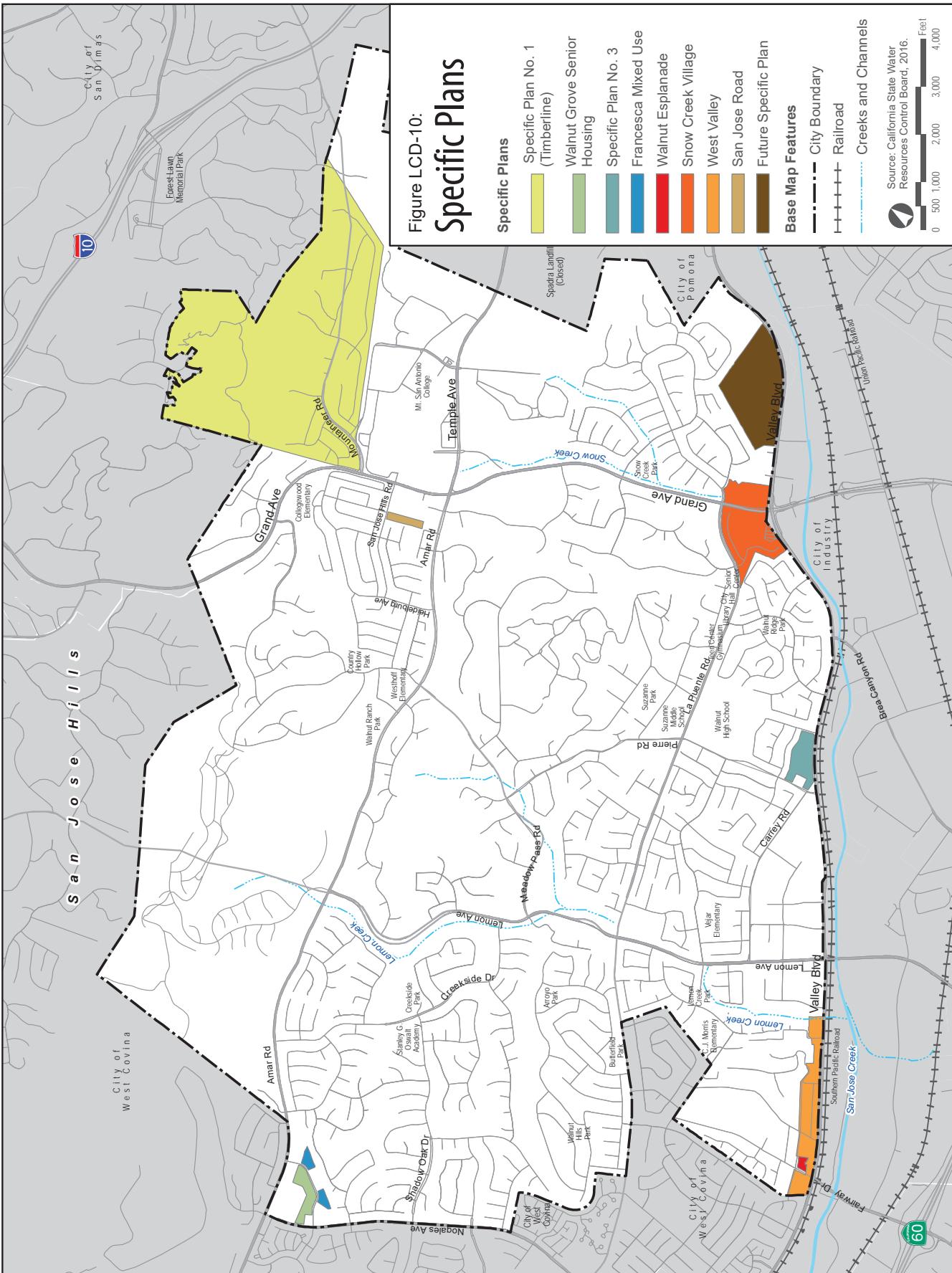
San Jose Hills Road Residential Specific Plan

The San Jose Hills Road Residential Specific Plan was adopted in March 2017. The Specific Plan is a 116,250-

square-foot area that was approved for 20 single-family dwelling units.

Future Specific Plan (MU/HOO-3)

MU/HOO-3 consists of 49.18 acres of land generally bounded by the Walnut City Yard to the west and single-family uses along the east. The intended minimum density for the site ranges from 12 to 36 dwelling units per acre and includes a commercial portion where uses will be determined by a future Specific Plan.



IMPLICATIONS OF LAND USE POLICY

Most of Walnut is not planned for major land use transition. However, some areas along the City edges (such as along Valley Boulevard and the western portion of Amar Road) can accommodate land use changes. As properties within these transition areas change over time from one use to another, land uses and intensities will gradually shift to align with the intent of this Land Use and Community Design Element.

Table LCD-3 summarizes the projected dwelling units, estimated population, and estimated square footage for 2017, and what the Land Use Plan will yield at full implementation.

LAND USE AND ZONING CONSISTENCY

The relationship between the General Plan land use designations and zoning districts is shown in Table LCD-4. This table identifies the zoning districts that implement the General Plan Land Use Plan.

Table LCD-3: Land Use Plan Buildout

	Dwelling Units	Population	Square Feet of Commercial/Industrial Uses
Baseline Conditions (2017)	9,025	30,152	2,331,000
Full Implementation (Buildout): General Plan Land Use Policy	10,801	35,969	2,574,570
Capacity for Additional Development	1,776	5,813	243,570

Source: City of Walnut, MIG, Inc. 2017.

Table LCD-4: General Plan Land Use and Zoning Districts Compatibility Matrix

General Plan Land Use Designations		Zoning Districts					
		Residential		Commercial		Other	
		R-1 One-Family Residential	RPD Residential Planned Development	R-2 Two-Family Residential	R-3 Multiple Family Residential	C-P Commercial and Professional Office	C-1 Light Commercial
Residential	Very Low Density Residential						
	Low Density Residential						
	Low Medium Density Residential						
	Medium Density Residential						
Mixed Use	Walnut Hills Mixed Use						
	West Valley Mixed Use						
	Mt. SAC Shopping Center Mixed Use						
Commercial	Commercial						
Industrial	Industrial						
Other	Parks						
	Open Space						
	Public Institutional						
		C3-SP Heavy Commercial and Specific Plan Overlay		M-1 Light Manufacturing Specific Plan		Mixed Use Housing Opportunity Overlay	

LAND USE GOALS AND POLICIES

Walnut will retain its small-town community character of well-kept neighborhoods, small commercial districts, an abundance of natural open spaces, parks, and an expansive multi-use trail system. While housing predominantly will consist of low-density residential neighborhoods, new housing within the City can take the form of attached, high-quality developments that offer new residents various home-buying opportunities.

GOAL LCD-1: A balanced community with a mix of land uses that supports thriving businesses, all modes of transportation, complete neighborhoods, and healthy lifestyles

Policy LCD-1.1: Zoning Consistency

Revise and update the Zoning Code, Subdivision Code, Specific Plans, and other City regulations to ensure they are consistent with and support the Walnut General Plan Land Use and Community Design Element goals, vision, and policies.

Policy LCD-1.2: Mixed-Use Zones

Create use regulations and development standards for new mixed-use Zones that correspond to the mixed-use land designations. Ensure that the Zones support goals for accommodating a variety of revenue-enhancing activities that support a sustainable combination of retail, office, professional services, residences, institutional, academic-affiliated institutions, and innovative industrial business that will sustain value-added services and the maintenance of the existing infrastructure. Specifically address compatibility issues that may be associated with mixed-use projects.

Policy LCD-1.3: Residential Planned Developments and Specific Plans

Keep residential planned developments and specific plan regulations current to ensure that development proposals encourage complete neighborhoods and integrated planned developments that include revenue

and employment-generating uses, diverse housing types, parks and open spaces, and active transportation/pedestrian connectivity and facilities.

Additionally, continue to prohibit the further subdivision of lots in Residential Planned Development in order to preserve the rural character of existing and future Residential Planned Developments Zones.

Policy LCD-1.4: Aging-Friendly Homes

Encourage the application of universal design (such as aging-friendly and barrier-free elements) within new residential buildings.

Policy LCD-1.5: Sustainability

Promote land use and development projects that demonstrably reduce greenhouse gas emissions, water usage, and electricity and natural gas demand.

LCD-1.6: Commercial Compatibility with Residential Zones

Ensure that commercial uses are built and operated to minimize conflicts with adjacent residential uses. Operational activities to consider for compatibility include, but are not limited to: hours of operation, intensity of operations, adequacy of security infrastructure, parking and traffic impacts, and lighting.

Policy LCD-1.7: Transitional Areas

Require developments in Mixed-Use areas to incorporate pedestrian walkability/connectivity and to minimize and gradually reduce structure size and scale, activity intensity, and density closer to predominantly low-density residential neighborhoods.

Policy LCD-1.8: Housing Choices

Encourage a variety of housing choices, including live-work units, courtyard housing, and mixed-use buildings with vertical and/or horizontal residential types.

Policy LCD-1.9: Neighborhood-Serving Commercial

Promote opportunities for smaller neighborhood-serving commercial uses as part of having complete neighborhoods. Such opportunities can include sit-down restaurants, local retail, public spaces within

shopping centers, and neighborhood-oriented retail areas that provide goods and services to support daily life.

Policy LCD-1.10: Complete Neighborhoods

Encourage the creation of complete neighborhoods that place the accessibility of quality-of-life enhancing retail and commercial uses within walking and biking distance.

Policy LCD-1.11: Pedestrian Connections

Provide convenient and accessible pedestrian connections, through design and complete street elements, between residential areas and nearby commercial areas.

LCD-1.12: Gathering Spaces

Encourage public gathering spaces with flexible areas that allow for passive social gatherings and spaces for public events throughout the City. Consider encouraging in commercial and mixed-use developments a central town square with additional plazas and greens for community gathering spaces, public art, and community events.

Policy LCD-1.13: Community Facilities

Ensure adequate provision of community-serving facilities such as recreation facilities, child daycare facilities, places of worship, schools and other educational institutions to serve current and future residents.

Policy LCD-1.14: Unique Places

Promote and preserve Walnut's distinct neighborhoods, unique places, and overall rural character.

Policy LCD-1.15: Infill

Utilize land assembly strategies and incentives to promote compatible infill developments.

Policy LCD-1.16: Code Enforcement

Continue and strengthen current code enforcement activities to ensure vacant and underutilized properties are well-maintained and retain a high-quality exterior design.

Policy LCD-1.17: Public Participation

Ensure that land use and development decisions are being made with the participation of residents, property owners, local organizations, and neighborhood groups.

GOAL LCD-2: A distinctive residential character that preserves neighborhoods and open spaces

Policy LCD-2.1: Neighborhood Quality and Character

Ensure that Zoning regulations and design guidelines protect the character of long-established single-family neighborhoods through limitations of building heights, setbacks, and lot coverage, and through provisions requiring landscaping, architectural integrity, and property maintenance.

Policy LCD-2.2: Open Space Easements

Ensure that private open space areas created during the land division process as undevelopable areas due to environmental constraints (for example, steep or unstable slopes, high-fire hazards, prime biological habitat) have enforceable, deed-recorded easements that define the use limitations.

GOAL LCD-3: Successful commercial and industrial businesses that provide opportunities for local employment and contribute to a strong local economy

Policy LCD-3.1: Vibrant Commercial Centers

Promote the revitalization, upgrading, and beautification of commercial retail centers and the conversion of strip commercial areas to coordinated, complementary retail and service uses.

Policy LCD-3.2: Business Collaborations

Collaborate with local businesses to provide assistance in improving the physical and economic conditions of existing commercial and industrial developments.

Policy LCD-3.3: Promote Local Businesses

Work with commercial, office, and industrial business owners to promote businesses in Walnut.

Policy LCD-3.4: Pedestrian-friendly Environments

Accommodate outdoor cafes and neighborhood-serving uses as a means of promoting pedestrian activity and commercial center vitality. Ensure that access and noise considerations relative to surrounding uses are sufficiently addressed.

Policy LCD-3.5: Stay Ahead of Trends

Coordinate with large commercial center property owners and/or leasing partners to align commercial assets with the desired City vision and emerging market trends.

LCD-3.6: Façade Upgrades

Target design upgrades and other façade enhancements that maintain the City's standards for high-quality and prevailing desired design aesthetics. Help landowners and landlords recognize that quality, maintained, and up-to-date places promote occupancy of tenant spaces that have been vacant for long periods of time.

Policy LCD-3.7: Diversified Businesses

Encourage a variety of businesses to locate in Walnut, including quality grocery stores, local retail stores, health and personal services, and restaurants.

Policy LCD-3.8: Industrial Business Mix

Retain attractive and functional areas for industrial businesses that provide jobs for highly skilled manufacturing and research and development. Encourage and create local revenue sources that further support industrial and other business sectors that will provide benefits to residents of the City.

GOAL LCD-4: Fiscally sustainable City government that preserves and enhances the quality of life for its residents, workers, and visitors

Policy LCD-4.1: High Sales Tax Producing Retail Uses

Pursue high sales tax producing retail uses (such as lifestyle and hybrid centers) within established shopping centers, provided the development is compatible with the surrounding area in terms of building scale, design, and traffic.

Policy LCD-4.2: Cost Recovery

Ensure that fee schedules (such as but not limited to permit fees, development impact fees, building permit fees, and mitigation fees) are structured for full cost recovery in order to support City services.

Policy LCD-4.3: Fiscal Impact of Converting Commercial Uses

Evaluate the fiscal impacts of the conversion of office/commercial uses to residential use.

Policy LCD-4.4: City-owned Land and Resources

Maximize revenue from the utilization of City-owned land and resources.

Policy LCD-4.5: Efficiency in Providing City Services and Infrastructure

Accommodate a diversity of uses that create a tax base which sufficiently allows the City to maintain efficient operations in the delivery of services and maintenance of public infrastructure, including community centers, parks, roads, storm drainage and other infrastructure.

GOAL LCD-5: Land use and development patterns that promote a healthy community

Policy LCD-5.1: Community Health through Land Use Planning

Maintain and promote the pattern and linkage of land uses Citywide that allows Walnut residents to enjoy a healthy lifestyle.

Policy LCD-5.2: Land Uses with Potential Public Health and Safety Impacts

Limit to the greatest extent possible, the over-concentration of businesses that may contribute to adverse public health and safety conditions, such as but not limited to alcohol sales uses and cannabis production, processing, retailing, and wholesaling.

Policy LCD-5.3: Community Gardens

Encourage formation of community gardens, and allow urban agriculture within residential areas (for non-commercial use only).

Policy LCD-5.4: Healthy City

Develop health-focused programs that weave together the goals, policies, and strategies in all Elements, such as complete streets policies, sustainability, and suburban greening/urban forest.

Policy LCD-5.5: Aging in Place

Support and expand senior housing development and supportive in-house assisted facilities for Walnut's residents. Coordinate such senior-oriented uses with the availability or construction of multimodal and universal access facilities as described in the Circulation Element and with other aging-focused components of the General Plan.

Policy LCD-5.6: Multi-Generational Households

Ensure that Zoning regulations accommodate the needs of multi-generational households.

Policy LCD-5.7: Reduce Vehicular Trips and Miles Traveled

Coordinate land use patterns with the Circulation Element to improve and protect air quality, reduce vehicular trips, and promote walkability.

Policy LCD-5.8: Amenities that Promote Healthy Living

Encourage developments to provide access, facilities, and amenities that connect to trails, encourage walking, and/or other facilities that promote healthy living.

GOAL LCD-6: Strategically located and dynamic mixed-use environments that offer neighborhood-serving amenities, new and emerging housing types, and engaging public spaces

Policy LCD-6.1: Mixed-Use

Encourage mixed-use development where appropriate within the City.

Policy LCD-6.2: Mixed-Use Commercial Component

Require that new mixed-use development projects include a substantial viable, commercial component. Consider innovative incentives and startup funds to help improve long-term longevity of commercial uses.

Policy LCD-6.3: Mixed-Use Street Interface

Ensure development enhances pedestrian activity by providing active uses, walkability, and connectivity within mixed-use districts. Include appropriate design features along a majority of the building street frontage, within residential areas. Residential developments should include architecturally enhanced main entrances, lobbies, front stoops and porches, open space and other similar features.

Policy LCD-6.4: Mixed-Use Building Transition

Provide design and development standards that require mixed-use buildings to be remodeled to more closely approximate the scale of the surrounding area. Setbacks, landscaping, and/or building transitions should buffer abutting single-family residential areas, and all development lighting should be mitigated to not negatively affect adjacent uses.

COMMUNITY DESIGN

The City's overarching planning objective is to maintain Walnut's cohesive, low-scale, rural character, small-town community that is well integrated into the natural open spaces and rolling hills. This is accomplished by establishing a policy framework for community design that the City will use to review development applications, as well as standards the City will set for all development within the City. These policy directives will ensure that continued investment in the community will also enhance the physical environment.

The Land Use and Community Design Element contains goals and policies that support community design to promote quality design for features such as but not limited: buildings, structures, paths, corridors, neighborhoods, landmarks, natural features, creeks, urban forests, and significant landscaping.

FOUNDATION FOR COMMUNITY DESIGN

More than 50 percent of all buildings in Walnut were built between 1981 and 1990 (Los Angeles County Assessor, 2016). This boom period produced many high-quality subdivisions of tract homes. As a result, many neighborhoods are of a common age and a relatively uniform architectural style. Homes are a balanced mix of one and two stories, with some subdivisions having unique front porches located above street-facing garages. Older residential developments in the southwest portion of the City, dating to the 1960s, have a distinctly different style, with larger lots, lower-scale homes, ranch-style architecture, and even horse stables. Almost all neighborhoods contain parks and green spaces integrated into the community design.

Due to the relative newness of most residential development, architecture with contributing historic features are minimal. Instead, Walnut has a wealth of homes and neighborhoods designed to mimic some aspect of a true historical style—various iterations of Mediterranean/Spanish architecture are common.

Commercial center architecture reflects the prevailing "country-style" aesthetic, using wood, stucco, and design features that nod towards rustic. Arcaded

pathways provide shaded pedestrian travel and well-defined connections between tenant spaces. Newer developments, such as Snow Creek Village, are characterized by design treatments consisting of cornices, bricks, stacked stones, and a Mediterranean inspiration. Parking lots are landscaped to provide shade and enhance design.

Industry development is defined by single-story rectangular buildings arranged around common driveways and loading courts, with architectural treatments minimized. Newer developments display a bit more flair, both in terms of façade enhancement and landscape treatments.

COMMUNITY DESIGN PLAN

Walnut's public realm treatments reveal the community's desire and care for a quality visual environment. Well-designed streetscapes, gateways, median-placed street signs, parks, trails, and community buildings exist through the City, with maintenance funded largely collected via landscaping and lighting districts. When you drive into Walnut from an adjacent community, you clearly sense the beginning of a distinct place.

Gateways, Paths, Corridors, and Landmarks

Gateways

Gateways are entry points into the City, neighborhoods, and business districts; they identify a distinct area and can provide way-finding signage to key locations in Walnut. Creative approaches for defining these entry points include special landscape treatments, monument signage, lighting, upgraded sidewalk treatments, public art, and distinctive architectural design or materials. Walnut has two types of gateways (see Figure LCD-11):

- **Major Gateways** are key entry statements into the City. Specialized signage helps define City identity and the sense of arrival.
- **Minor Gateways** are located on corridors or local streets, typically used to identify neighborhoods.

Corridors

Corridors are passages (streets, sidewalks, trails, and creeks) that people—and local wildlife—use to get from one place to another within the community and to neighboring areas. Walnut has three major types of corridors: Landscape Corridors, Trail Corridors, and Creek Corridors. Figure LCD-11 identifies the corridor locations.

- **Landscape Corridors** are highly visible components of Walnut's Cityscape. These corridors benefit from extensive landscape improvements or the natural habitat. They also function as an extension of the community's open space network.

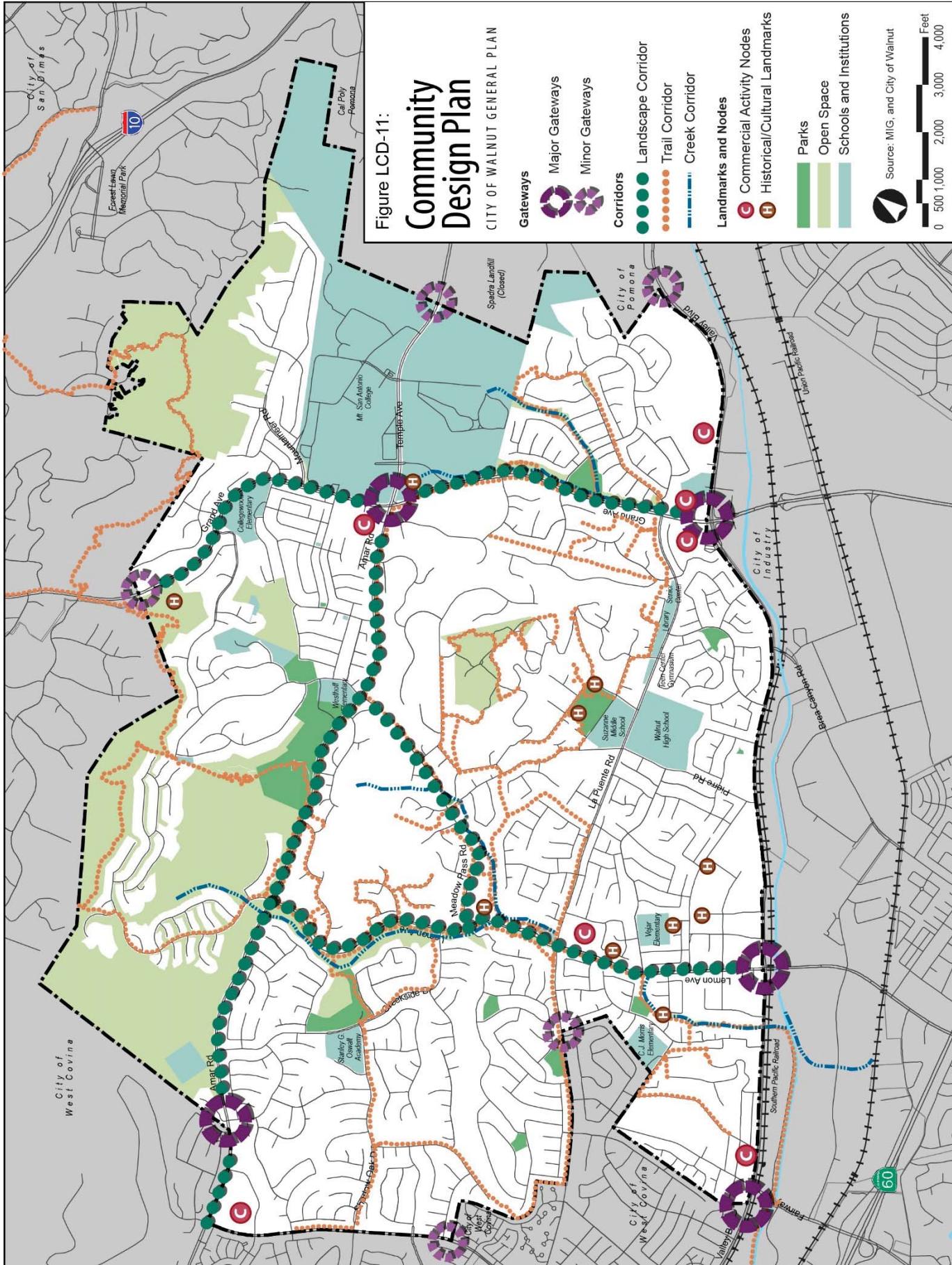
- **Trail Corridors** establish a community-wide network of connections between parks, open spaces, and schools, thereby creating wonderful connectivity within the community. Typically, these include the trail and sidewalk network and are more accommodating of pedestrians and equestrians. The Conservation, Open Space, and Recreation Element provides details on the trail system.
- **Creek Corridors** are natural corridors throughout the City. These waterways consist of natural drainageways and riparian habitat that provide foraging areas for wildlife and natural drainage for urban runoff.

Landmarks and Nodes

A landmark is a physical element that provides a point of reference or serves as a community identity marker. A landmark can be a historic or cultural structure or a natural feature that helps identify an area.

A node is an important point where people gather and/or where paths converge, thus providing higher levels of pedestrian activity. Commercial activity nodes, for example, are places where the community comes together to shop or eat. Open spaces, parks, and schools are nodes as well. Walnut has three types of nodes:

- **Commercial activity nodes** are focal points of highest activity, provide immediate access to destination locations, and/or have a concentration of specialty uses.
- **Historical and cultural landmarks** are historical resources that celebrate Walnut's history.
- **Parks, open spaces, and schools** are key activity nodes where the community congregates for recreation and learning.



COMMUNITY DESIGN: LOOKING FORWARD

This community design section establishes policies that will promote new development and physical improvements which reflect this community's rural character and insistence on lasting, high-quality design.

Maintaining Small-Town, Rural Character

Walnut, which values its small-town, rural character, is framed by open spaces and natural landscapes. The surrounding San Jose foothills, open spaces and parks, and natural creeks create a context for the built environment. Building forms and materials reflect the textures and colors of the natural environment, thereby allowing new structures and landscapes to blend well with the geography of their surroundings. New development approaches will feature low-scale buildings and pedestrian-friendly design for residential and commercial developments. Mixed-use and

commercial development will be designed to transition appropriately to low-scale residential neighborhoods.

Preserving Hillsides and Scenic Resources

The hillsides in Walnut contain irreplaceable scenic and biological resources. They provide critical habitat for plants and wildlife, watershed capacity to prevent flooding in downstream areas, a vegetative environment that helps cleanse the air of pollutants, recreational opportunities for residents, and sustaining a natural environment that provides a contrast to the built environment. The City balances the needs of property owners in hillside areas with those of the environment and the community by allowing low-density residential and other uses in these areas, while requiring

Lush, attractive streetscapes and mature trees help maintain rural character and promote scenic resources





Quality residential development

preservation of natural habitat and riparian corridors in the selection of building sites.

Moving Toward a More Pedestrian-Friendly Environment

Moving forward to 2040, new Walnut neighborhoods will cluster around mixed-use centers that provide a local economic base, employment opportunities, and encourage greater employment self-containment. Infrastructure will continue to encourage walking and cycling, with trail and sidewalk connections provided where appropriate. Any enhancements of pedestrian facilities will incorporate design features that emphasize the established rural aesthetic (e.g., paving treatments, barrier fencing, street furniture and lighting).

Prioritizing Sustainable Design

Sustainable design means public and private realm structures and site planning that help assist in reducing energy usage, water consumption, water pollution, and solid waste generation.

Walnut will ensure that sustainable design is context sensitive, which includes but not limited to, protecting hillside and habitat areas from large-scale energy

generation facilities and further expansion or creation of landfills within and outside its borders.

Requiring Quality Development

With new development and rehabilitation of existing buildings, Walnut seeks to create unified and harmonious building compositions, promote quality architecture with high quality materials, and promote diversity of design that reflects community character and ultimately Walnut's small town rural character. Design standards and guidelines will be used and relied upon to implement Citywide design objectives.

COMMUNITY DESIGN GOALS AND POLICIES

GOAL LCD-7: Community character that reflects Walnut's distinctive small-town identity and character

Policy LCD-7.1: Small-Town, Rural Character

Apply design requirements that maintain and enhance Walnut's small-town, rural character.

Policy LCD-7.2: Consistent Community Scale

Require new structures to be designed at a low-scale to reflect established residential neighborhoods, commercial centers, hillside terrain, open spaces, and natural areas.

Policy LCD-7.3: Residential Additions

Require new residential construction, including large additions, to respect the scale and character of nearby structures by minimizing abrupt or excessive difference in appearance, size, scale and/or massing.

Policy LCD-7.4: Night Sky

Preserve the value of the community's night sky and avoid unnecessary light and spill-over of glare from signage, buildings, and landscape illumination and other sources of outdoor lighting.

Policy LCD-7.5: Pedestrian Scale

Maintain a pedestrian scale for new development. Require that non-residential development provide amenities that promote pedestrian activity and community gathering.

Policy LCD-7.6: Residential Pedestrian Scale

Require pedestrian-scale improvements for new residential developments and large additions, such as but not limited to, front porches and placement or orientation of the garage away from the street. Where

feasible, the use of garage doors should not be the dominating architecture feature from a public right-of-way.

Policy LCD-7.7: Streetscape Design

Maintain streetscape design programs for commercial and mixed-use district frontages that create vibrant places which support walking, bicycling, transit, sustainable economic development, and overall connectivity.

Policy LCD-7.8: Code Enforcement

Continue code enforcement activities to maintain, and to the greatest extent possible, enhance aesthetically attractive neighborhoods and business centers.

Policy LCD-7.9: Gated Communities

Discourage walled or gated communities in both new and established/existing neighborhoods.

Policy LCD-7.10: Historic Resources

Preserve, maintain, and promote Walnut's historic resources.

Policy LCD-7.11: Gateways

Develop and maintain gateway entry features at key locations throughout the City.

Policy LCD-7.12: Trails, Creeks, and Open Spaces Design

Establish design guidelines for trails, creeks, and open spaces.

GOAL LCD-8: High-quality and traditional design for all new development

Policy LCD-8.1: Enhanced Design

Require architectural design treatments that encourage Walnut's small-town, rural character and that can incorporate a mix of traditional and/or newer design themes, styles, and high-quality materials.

Policy LCD-8.2: High-quality Materials

Insist that all new development incorporate high-quality building materials, textures, and finishes that embody durability and permanence.

Policy LCD-8.3: Consistent Building Themes

Encourage non-residential development to utilize a unified or consistent design theme, particularly when involving multiple structures as part of one project. Thematic and stylistic diversity may be allowed when the overall project design achieves a harmonious effect.

Policy LCD-8.4: Landscape Design

Develop specialized landscape and design treatments for entryways, intersections, parks, districts and neighborhoods, and public areas.

Policy LCD-8.5: Outdoor Spaces

Require new development to provide engaging, well-landscaped outdoor spaces that invite and support outdoor activities for residents, especially areas viewed or accessible by the public.

Policy LCD-8.6: Neighborhood Character Elements

Identify positive neighborhood character elements and use these design features as design drivers for new development.

GOAL LCD-9: A built environment with development approaches that apply sustainability principles

Policy LCD-9.1: Conservation

Encourage the use of building design and materials that conserve energy and material resources.

Policy LCD-9.2: Green Building Education

Encourage consultation with organizations, neighborhoods, developers, and businesses to offer green building educational programs.

Policy LCD-9.3: Sustainable Building Features

Require that development incorporate sustainability, including features that minimize energy and water use, limit carbon emissions, provide opportunities for local power generation and food production, and provide areas for recreation.

Policy LCD-9.4: Building Design

Support building designs that assist with the management of stormwater runoff, preserve and enhance soil permeability, and reduce other negative effects of urban development.

Policy LCD-9.5: City Sustainability

Perform energy consumption audits of City buildings and create an environment that promotes energy-efficiency within repair, construction, and operation of City buildings.

Policy LCD-9.6: Vehicle Charging Station

Encourage the implementation of programs that support electric vehicle charging readiness Citywide. Permit the installation of electric vehicle charging stations on private property.

GOAL LCD-10: Development that respects the natural environment of Walnut and preserves the scenic quality of hills, ridgelines, and creek areas.

Policy LCD-10.1: Development that is Sensitive to the Natural Environment

Design development in a sensitive manner to compliment the natural environment. The following guidelines will be considered:

- a) Encourage development to be sensitive to the topography, physical context, and community character of Walnut.
- b) Minimize alteration of existing topography especially in hillside areas during the development and redevelopment process.

- c) Retain natural landform character by using contour grading that varies slope gradients and provides a smooth, rounded transition to existing grades.
- d) Promote the protection of prominent ridgelines whenever feasible. This shall be accomplished by siting development below ridgelines in such a manner that permits the ridgeline to remain visible.
- e) Ensure that structures are adapted to hillside topography to minimize grading and to limit visibility to all structures from community-level viewsheds.
- f) Avoid horizontal bands of development or long structures with unbroken facades.
- g) Use creative architectural design solutions to adapt the structures to the hillside topography (such as split-level design).

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Chapter 3

Circulation





CHAPTER 3

CIRCULATION

INTRODUCTION

The Circulation Element plans for a functional multimodal transportation network. The Element includes policies addressing the roadway and streetscape network, bike and trail features, and pedestrian connections which collectively provide for the movement of persons and commerce throughout Walnut and to destinations outside the City. The Element:

- Incorporates "Complete Streets" strategies
- Helps implement greenhouse gas reduction goals
- Integrates with regional transportation plans
- Identifies funding for capital, operations, and maintenance
- Defines active transportation improvements that will create improved conditions for walking and cycling
- Coordinates land use planning, utility, and transportation improvements

Circulation

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- Introduction
 - Roadway Plan
 - Complete Streets: Places for All Travel Modes
 - Active Transportation Network
 - Transit
 - Goods Movement
 - Congestion Management
 - Safe Streets
 - Coordination and Management
 - Goals and Policies
-
- Prepares a system for resilient emergency planning
 - Promotes the use of trails as a mobility option for Walnut



Lemon Avenue at Hunter Hills Drive

The primary goal of transportation planning is to provide efficient, safe travel routes for all mobility modes. A secondary goal, although no less a priority, is to reduce the pollutant loads associated with fossil fuel combustion from vehicles on the roadway. The State legislature has adopted several laws focused on reducing greenhouse gases to address climate change. California Assembly Bill (AB) 1358 (Complete Streets Act), AB 32 (Global Warming Solutions Act), and California Senate Bill (SB) 375 (Sustainable Communities and Climate Protection Act) form the basis of greenhouse gas reduction policies and establish requirements that link land use(s) and transportation policy planning.

Regional Context

Walnut is encircled by a regional freeway network that provides easy access to destinations north, south, east, and west. Because none of the freeways abut the City, Walnut does not experience peak-hour congestion typically occurring at on- and off-ramps. Temple Avenue and Grand Avenue link directly to State Routes (SR) 57 and 60, and Azusa Avenue to the west (beyond the City limits) carries motorists to east-west corridors of Interstate 10 and SR-60. Valley Boulevard provides a convenient east-west freeway alternative along Walnut's

southern border, and Amar Road is a great cross-town arterial that continues into West Covina.

Just south of Walnut, one of the busiest rail freight corridors in the nation—the Alameda Corridor East—parallels Valley Boulevard. The corridor is also used by Metrolink for regional passenger rail (commuter) service, with a commuter rail station in the City of Industry on S. Brea Canyon Road, less than one-half mile from Walnut.

Freeway Access

- **Interstate 10 (I-10).** Local access to I-10 is provided at Grand Avenue just north of the City limits. I-10 provides regional access from its western terminus in Santa Monica through the San Gabriel Valley before continuing east.
- **State Route 60 (SR-60).** Local access to SR-60 is provided at Nogales Street, Fairway Drive, Brea Canyon Road, and Grand Avenue just south of the City limits. SR-60 provides regional access through the southern San Gabriel Valley from its western terminus near Downtown Los Angeles to its eastern terminus at the junction with I-10. SR-60 shares alignment with State Route 57 for approximately two miles through the neighboring City of Diamond Bar. Caltrans

is building a new interchange at SR-60 and Lemon Avenue and will permanently remove the existing eastbound off- and on-ramps at Brea Canyon Road.

- **State Route 57 (SR-57).** Local access to SR-57 is provided via Temple Avenue just east of the City limits and Grand Avenue to the south. SR-57 provides regional access from its southern terminus at Interstate 5 north to the Interstate 210/State Route 210 junction in San Dimas.

The combined SR-60/SR-57 route has long vexed motorists, requiring that they navigate local streets for some transitions. Regional improvements by the California Department of Transportation (Caltrans), such as the Confluence at Grand Avenue project, will result in the remediation of the situation, with completion anticipated by 2022 (see Figure C-1).

Commuter Rail

The Riverside Metrolink line traverses along the south most border within the City in the City of Industry, with the Industry Station located at Brea Canyon Road. The Riverside line connects Los Angeles' Union Station and Downtown Riverside.

Figure C-1: Regional Circulation Context



ROADWAY PLAN

Dictated by topography and the mostly built-out nature of the City, the street plan for Walnut has remained largely unchanged since the 1978 General Plan. This Element builds on this successful street design by providing for incremented improvements, including but not limited to, more pedestrian/bike facilities and methods to address congestion and accommodate healthier travel modes.

Roadway Classification Concept

Roadways in Walnut, based on their primary function, are classified as follows:

- Major Arterials
- Minor Arterials
- Secondary Streets
- Important Local Streets
- Local Streets

Design standards set the baseline for street improvements and dedications. Streets with excess capacity, given their existing configuration and anticipated long-term daily volumes, are candidates for conversion to Complete Streets; where the excess capacity can be repurposed for bicycle, transit, pedestrian, or other alternative travel modes (see Figure C-2).

Major Arterials

Major Arterials within Walnut provide up to six travel lanes (two to three in each direction) and may have a raised median. The primary function of a Major Arterial is to provide regional access to and from the City. Direct driveway access generally is restricted. Major Arterials are Grand Avenue, Valley Boulevard, and Temple Avenue.

Minor Arterials

Minor Arterials in Walnut provide up to four travel lanes (two in each direction) and may include a raised median. Minor Arterials are similar to Major Arterials, but with lower traffic demands, which require fewer lanes. Direct driveway access generally is restricted. Minor Arterials include Nogales Street, Lemon Avenue, and Amar Road.

Secondary Streets

Walnut's Secondary Streets provide connections between arterial streets and provide up to four lanes of travel (two in each direction, divided or undivided) directly to neighborhoods Citywide. Limited or no direct residential driveway access is provided. Secondary Streets include La Puente Road and Carrey Road.

Important Local Streets

Important Local Streets provide connections to higher classification roadways but unlike Local Streets, generally do not allow residential driveways. The roadway geometrics of Important Local Streets vary depending upon the connective functions they provide. They may have either two or four travel lanes, with or without a center median. Important Local Streets include Shadow Oak Drive, Creekside Drive, Meadow Pass Road, Pierre Road, San Jose Hills Road, Heidelberg Avenue, and Mountaineer Road.

Local Streets

Local Streets directly serve residential parcels and provide two travel lanes.

Figures C-3 to C-6 shows standard cross sections for each type of street. At intersections and particular locations, deviations from the standards may occur to accommodate unique physical conditions or traffic management objectives.

What is a Context Sensitive Street?

Quality transportation design is the culmination of philosophy and principles in the project development process that provides a transportation system that enhances the place in which it serves. Whether a project is in an urban, rural or natural setting, the transportation facility must be in harmony with the community goals and natural environment.

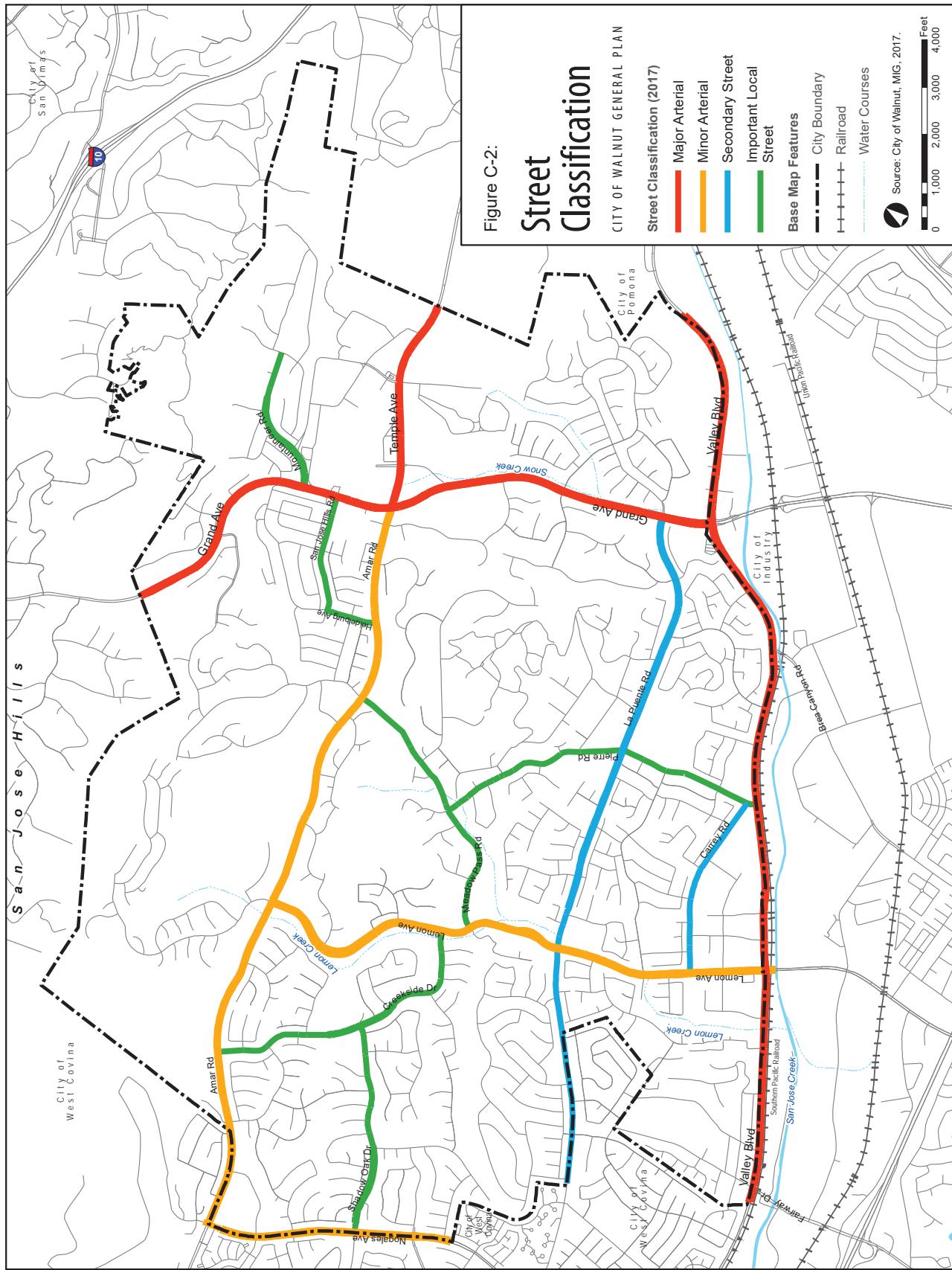


Figure C-3: Major/Minor Arterial Cross Section

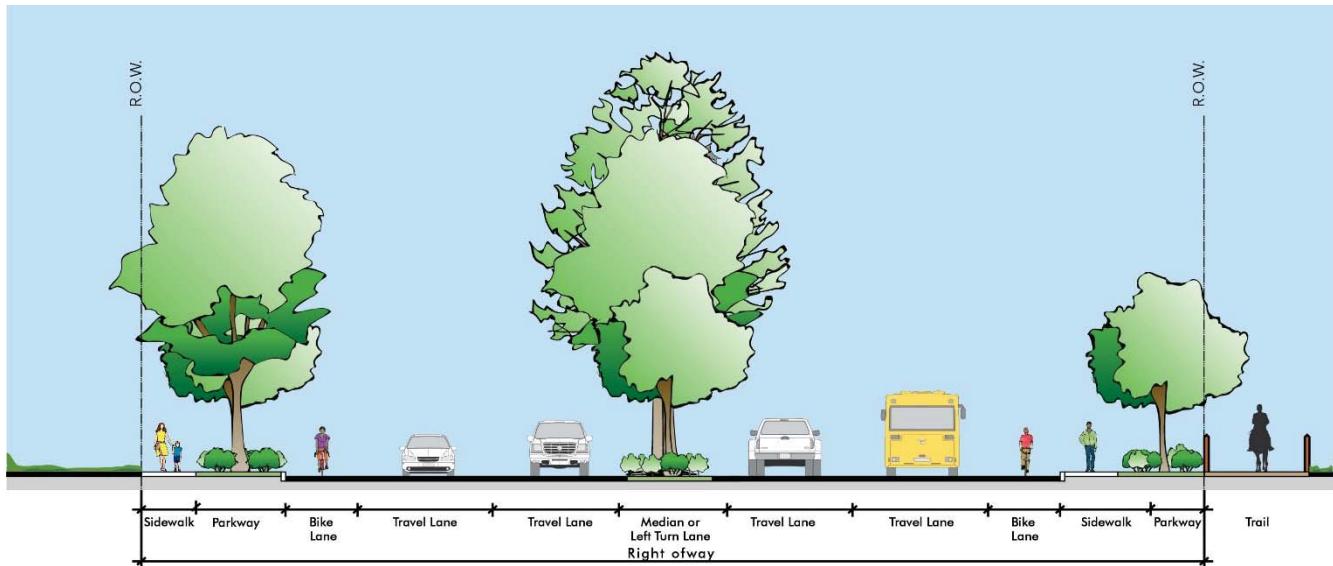


Figure C-4: Secondary Street (La Puente Road)

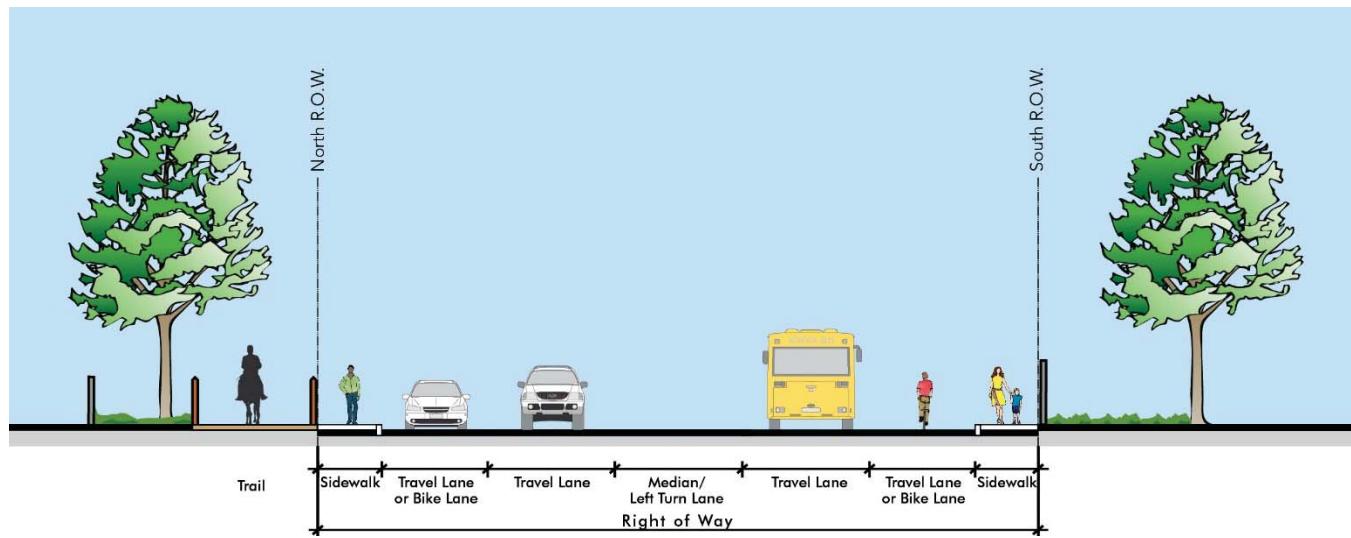


Figure C-5: Secondary Street (Carrey Road)

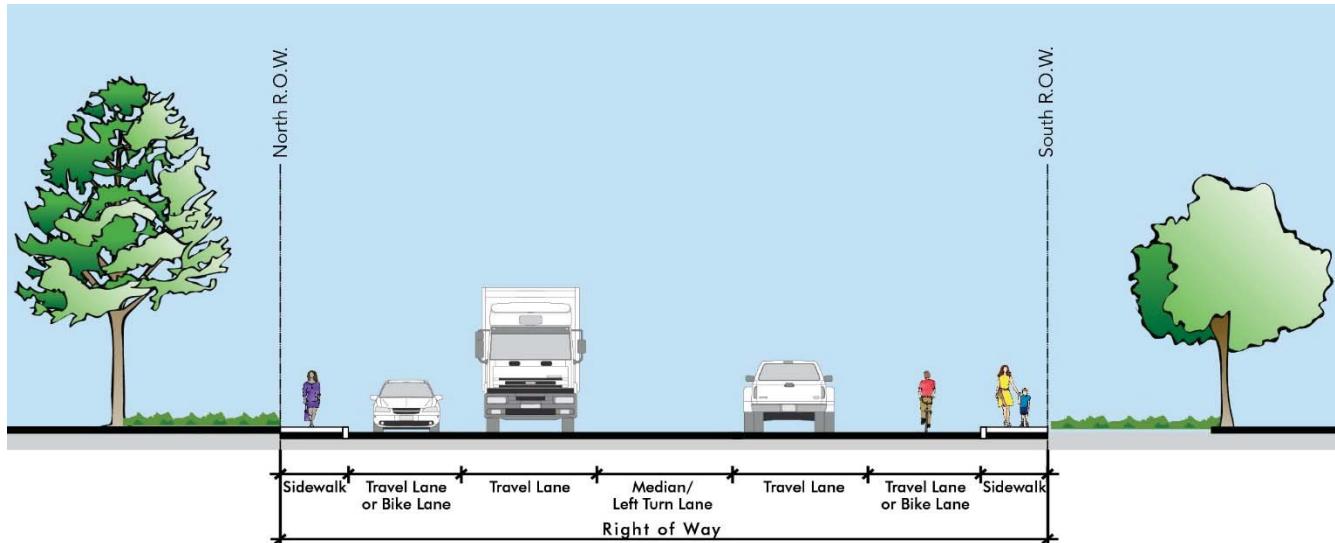
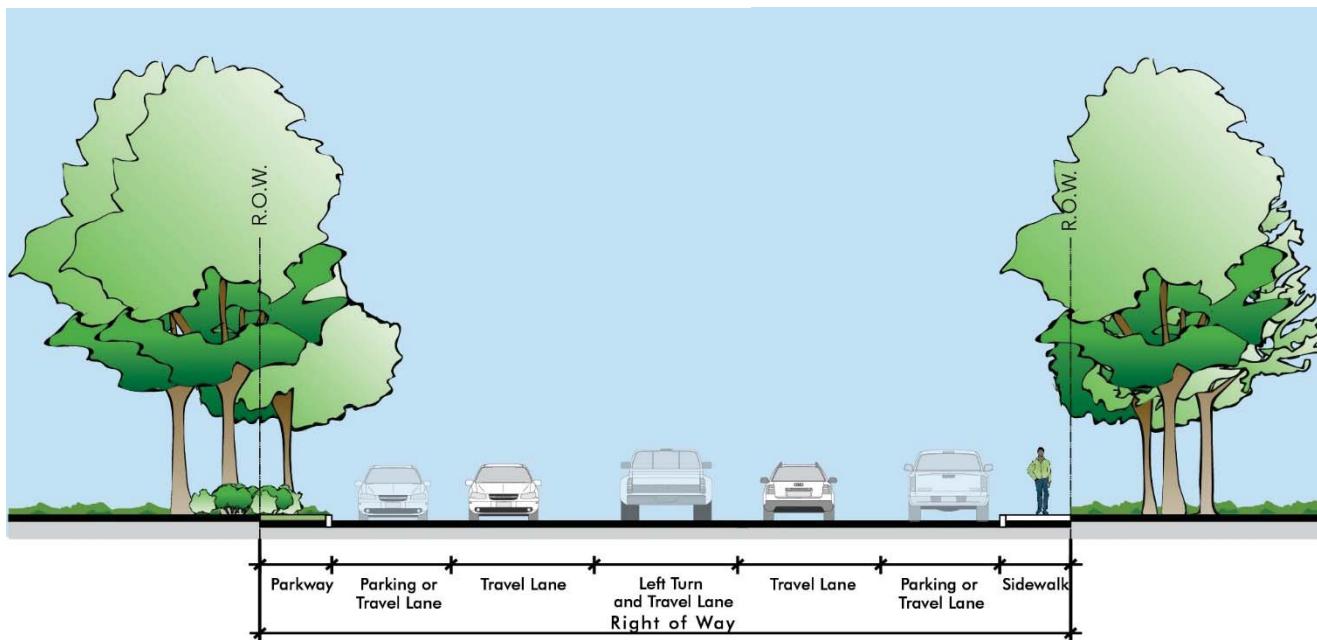


Figure C-6: Important Local Street



Corridors

The City also classifies specific streets for specific purposes. Designated "Corridors" are longer and wider streets with multiple intersections that carry relatively few vehicles and are designed for local travel. Corridors are designed specifically for multimodal travel, with enhanced features to separate travel modes and achieve community aesthetics. Corridor classifications are:

- Main Street Corridor
- Ambient Scenery Corridors
- Collegiate Corridors

Main Street Corridor: La Puente Road (from Grand Avenue to Lemon Avenue)

The Main Street Corridor (La Puente Road) directly serves nearly all of the City's primary civic institutions within a short distance: the Civic Center complex (City Hall, Senior Center, Gymnasium/Teen Center), Walnut High School, Suzanne Park and Middle School, several churches, historical and cultural resources, and a fire station. For this reason, it is designated as Walnut's "Main Street."

Main Street intersections at Lemon Avenue and Grand Avenue are ideally suited for gateway treatments which will help with community identity. Adding short-cuts for sidewalks especially near the Civic Center complex will encourage pedestrian and bicyclist circulation. Walnut will also continue to work with the school districts within the City on decongestion strategies that combine smarter street and parking management policies in the area. Accompanying these efforts will be street design enhancements that clearly identify this corridor as Walnut's Main Street. Examples of these improvements include gateway and directory signage, distinctive stamped roadways, decorative paving on roads and sidewalks, medians, and streetscaping to be placed on public areas.

Ambient Scenery Corridors: Amar Road (Nogales Street to Sunset Bluff Road), Grand Avenue (from the City of West Covina to Mountaineer Road), and Lemon Avenue

These roadway segments have extensive landscape treatments that define and distinguish the neighborhoods and commercial districts they traverse. Adding several accessibility improvements such as benches, pedestrian friendly amenities, water fountains, pedestrian rest areas, bus stops, and shelters will encourage walking on the paths and sidewalks provided.

Prevention measures should be encouraged to assure that regional trips from outside of Walnut do not use Lemon Avenue as a cut-through arterial. Cut-through traffic will disproportionately impact the congestion on the street.

Collegiate Corridors: Amar Road (Sunset Bluff Road to Grand Avenue) and Temple Avenue (from Grand Avenue to the City of Pomona)

Temple Avenue connects Mt. San Antonio College with the adjacent Cal Poly Pomona campus, creating a corridor of transit service consisting of regional buses and school-run shuttles.

Grand Avenue improvements will consist of upgrades to the multimodal capacity, safety enhancements, and congestion management at the Grand/Temple/Amar intersection and in front of Mt. San Antonio College. To complete the multimodal network, Walnut will work with the City of Pomona to connect to Walnut's planned bike path.

Generally, Walnut can continue to work with Mt. San Antonio College, Cal Poly Pomona, the County of Los Angeles, and the City of Pomona to promote a connected "Collegiate Row," with an attractive functioning active transportation infrastructure. Such improvements may be a part of any applicable master plans.

COMPLETE STREETS: PLACES FOR ALL TRAVEL MODES

The California Complete Streets Act (2008) requires cities to design and manage streets that facilitate safe access for all users: pedestrians, bicyclists, the disabled, motorists, seniors, users of public transportation, and movers of commercial goods.

Complete Streets policies emphasize that Walnut will improve streets throughout the community to reflect local priorities and preferences. As part of its legacy master-planning process, the City has incorporated multimodal thinking into the design of the street and trail systems. This Element builds on this legacy by enhancing complete street design on the transportation network.

ACTIVE TRANSPORTATION NETWORK

"Active transportation" refers to non-motorized travel modes such as walking, biking, or even skateboarding. Walnut residents have asked for more active transportation facilities and increased accessibility and connectivity throughout Walnut and to regional destinations. Active transportation includes:

- Bicycle component
- Pedestrian component
- Trails component
- Universal access (ADA)

Functional Network

Providing an active network is often a simple strategy of filling in gaps. These may exist between schools, parks, the Civic Center, commercial centers, regional facilities, and Mt. San Antonio College. Complete Streets policies gives Walnut discretion on the type of modes to connect. Strategies that identify existing facilities and gaps help promote immediate improved connectivity and are generally the most cost-effective option. Gaps will be identified through the development review process for new applications and through the

redevelopment/maintenance of existing streets. Examples of potential gaps include:

- The City's steep hilly geography, which contributes to the challenge in finding cost-effective routes that are comfortable for bicyclists and pedestrians.
- Linking Mt. San Antonio College to a variety of travel modes, particularly bike and pedestrian trails.

The What and Who of Active Transportation

- **Bicyclist** is any person riding a bicycle or tricycle, including Class I and II e-bikes, cargo bikes, recumbent bikes, and other variations. Motorized scooters or mopeds are not considered bicycles.
- **Pedestrian** is any person walking, skateboarding, using a wheelchair or other mobility device, or any other form of human-powered transportation other than a bicycle. Motorized wheelchair users are also considered pedestrians. All pedestrians are implied when this Plan uses "walking," as many of these modes primarily travel on sidewalks and other walking facilities.
- **Vulnerable users** are bicyclists and pedestrians on the roads because they do not have the protection provided by an automobile. This is especially true for children, seniors, and those with disabilities, who may require additional time or unique information to use and cross roads safely.

- Caltrans, "Toward an Active California State Bicycle + Pedestrian Plan", 2017

- Links between local neighborhoods and the many civic assets such as schools, parks, and the Civic Center.
- Connecting specific nearby regional destinations such as the Metrolink-Industry Station, Cal Poly Pomona, and the bike networks of the County and surrounding cities.

These priorities will require interjurisdictional cooperation. Ideally, the network will have stops, stations, terminals, points of main egress and ingress to structures, and trailheads all located and coordinated in proximity of one another to promote seamless travel, bolstered by signage customized appropriately for each mode.

Designs

The introduction of a multimodal transportation system that is safe, accessible, comfortable, and connected can be a design challenge where a circulation network is already established. Thus, flexibility in making system adaptations is needed to allow for consideration of forms of design specific for multiple purposes and for various permutations of modal interactions that respond to various physical and other constraints. While Walnut will generally standardize enduring context-sensitive designs and amenities to minimize costs and accelerate system buildout, deviations may be allowed when appropriate per the context. Walnut will also continue to use the California Department of Transportation's *Highway Design Manual* for street designs inclusive of bike and pedestrian facilities and permit design flexibility as allowed in the *Highway Design Manual*.



Cyclist on Amar Road

Bikeways

A transportation system that incorporates a well-designed bicycle network results in fewer motorized vehicle trips and a reduction in miles of vehicle travel (and related pollutant emissions), while providing an option for healthy physical activity.

In planning and designing bicycle facilities, Walnut follows Caltrans' *Highway Design Manual* standards, and recognizes three classes of facilities:

- Class I – Bike Paths or Bike Trails
- Class II – Bike Lanes
- Class III – Bike Routes (On-Street)

Walnut supplements these classes with modified design standards customized for its context (See Figure C-7), and in the future, accommodate other Caltrans bicycle design classes.

Class II and Class III routes are comparatively low-cost ways to start a comprehensive and functional bicycle network.

The City will prepare a master plan for bicycle facilities. This will address where potential new bicycle lanes and shared bike paths can be located to establish connections. Given Walnut's topography, bicycling can be strenuous and difficult. However, City trails are also open to bicyclists.

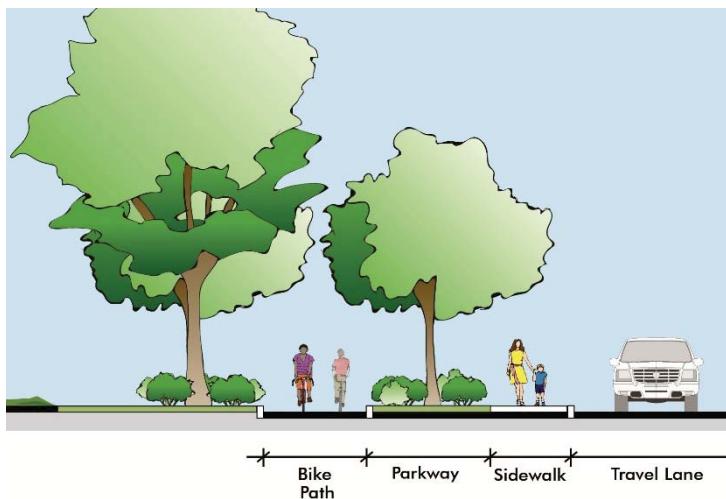
The large student populations associated with Mt. San Antonio College, Cal Poly Pomona, and the entire Walnut school system create a high demand for utilization of a usable bikeway system. Having a strong, safe, and convenient bikeway system also has the potential to reduce vehicle usage and associated congestion.

Regional Coordination

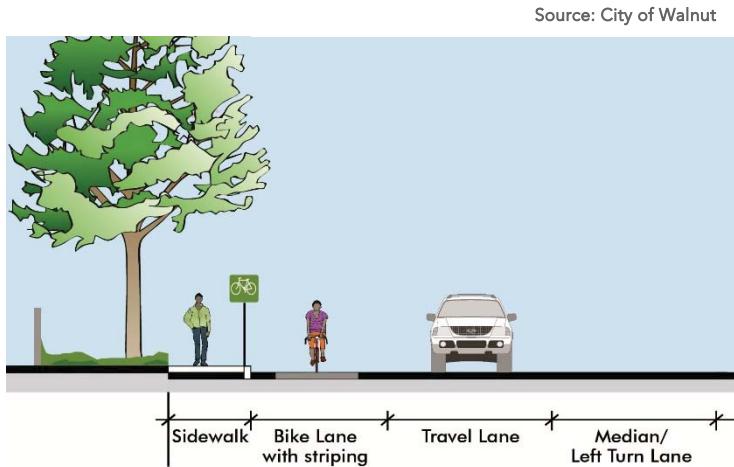
The City's bike plan will interconnect with regional plans. The 2014 San Gabriel Valley Bike Master Plan was completed as a joint effort by five eastern San Gabriel Valley cities. Chino Hills and Walnut are connected by the vital Grand Avenue corridor, and both share an interest in promoting multimodal connections on the only street connecting the two cities.

One planned regional bike trail—the San Gabriel Valley Greenway Network—will directly serve Walnut along the Valley Boulevard/San Jose Creek traverse. This Class I path and “greenway” concept leverages the presence of creeks, streams, and other waterways that feed into the San Gabriel and Rio Hondo Rivers into “an active transportation superhighway.”

Figure C-7: Bike Cross Sections

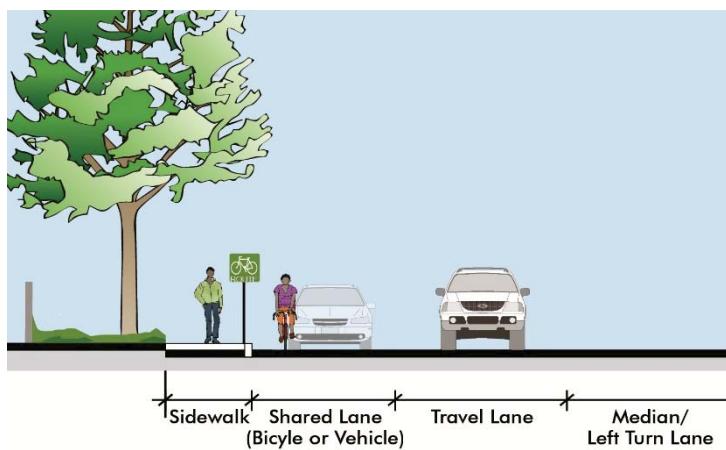


Class I – Bike Paths or Bike Trails



Source: City of Walnut

Class II – Bike Lanes



Class III – Bike Routes (On-Street)

Amenities

A complete bicycle network must include infrastructure improvements and amenities for bicyclists that add comfort and convenience for commuters and recreational bicyclists.

Accommodating Pedestrians

Safe, accessible, comfortable, and connected paths of travel are qualities that distinguish pedestrian environments that create “walkable” neighborhoods and business districts. Walkability is the key quality of a circulation system. Walkability includes design features such as but not limited to, wide sidewalks, safe street crossings, treatments that encourage cautious driving, and shaded, buffered sidewalks and trails.

Sidewalks are generally provided throughout Walnut along the arterial street system and most local residential streets, except for some neighborhoods within the City that wish to maintain a more rural character.

Improvements to existing walking paths can include, but is not limited to, adding trees and low landscaping for shade, wind protection and buffers from cars, and using existing natural or recycled objects.

Modifications to Facilitate and Encourage Walking

The planned targets for pedestrian-friendly modifications will be around select gateway destinations, new developments, and whenever safety of pedestrians will require street changes. Pedestrian connectivity should include design features that promote a desire to walk rather than use cars for short trips. This includes providing open-ended cul-de-sacs with no walls or other barriers to allow pedestrians to travel shorter distances to key destinations such as schools, shops, and parks. Also, any gaps in sidewalks and ADA ramps will be addressed.

Crosswalks and Markings

At crosswalks without stop signs or traffic signals, pedestrian safety can be enhanced by In Roadway Warning Lights (IRWL). IRWL are lights installed in the pavement along the entire length of both crosswalk lines.

For higher-speed roadways and mid-block crossings, if needed, a common pedestrian accommodation that can be utilized is the High-Intensity Activated Crosswalk Beacon, known as a HAWK beacon. This pedestrian-activated signal alerts motorists that someone is crossing or wishes to cross the street.

Pedestrian Plaza

A pedestrian plaza is an outdoor public space with amenities that encourage gathering by pedestrians and other passers-by. Formed by the repurposing of a portion of an existing roadway, these spaces can be used to host community events, draw patrons to local neighborhood businesses, or display public art.

Pedestrian plazas may be considered for street segments with low vehicle traffic or on roadways that pose safety or operational issues because of unorthodox geometry.



Walnut trail system

Trails

Coordination

Walnut's trail system is a distinguishing and well-used community feature. The trail system supports a variety of active transportation objectives and gives people access to natural areas. Multipurpose improved trails parallel key roadways like Grand Avenue and portions of La Puente Road. Throughout the City, trails consist of a natural dirt surface or improved decomposed granite. Figure C-8 shows both established and planned trails.

The City's key goals with regard to the trail system are to enhance connectivity by closing gaps, upgrade deficient infrastructure, define priority areas for improvements and improved access, and protect the natural setting.

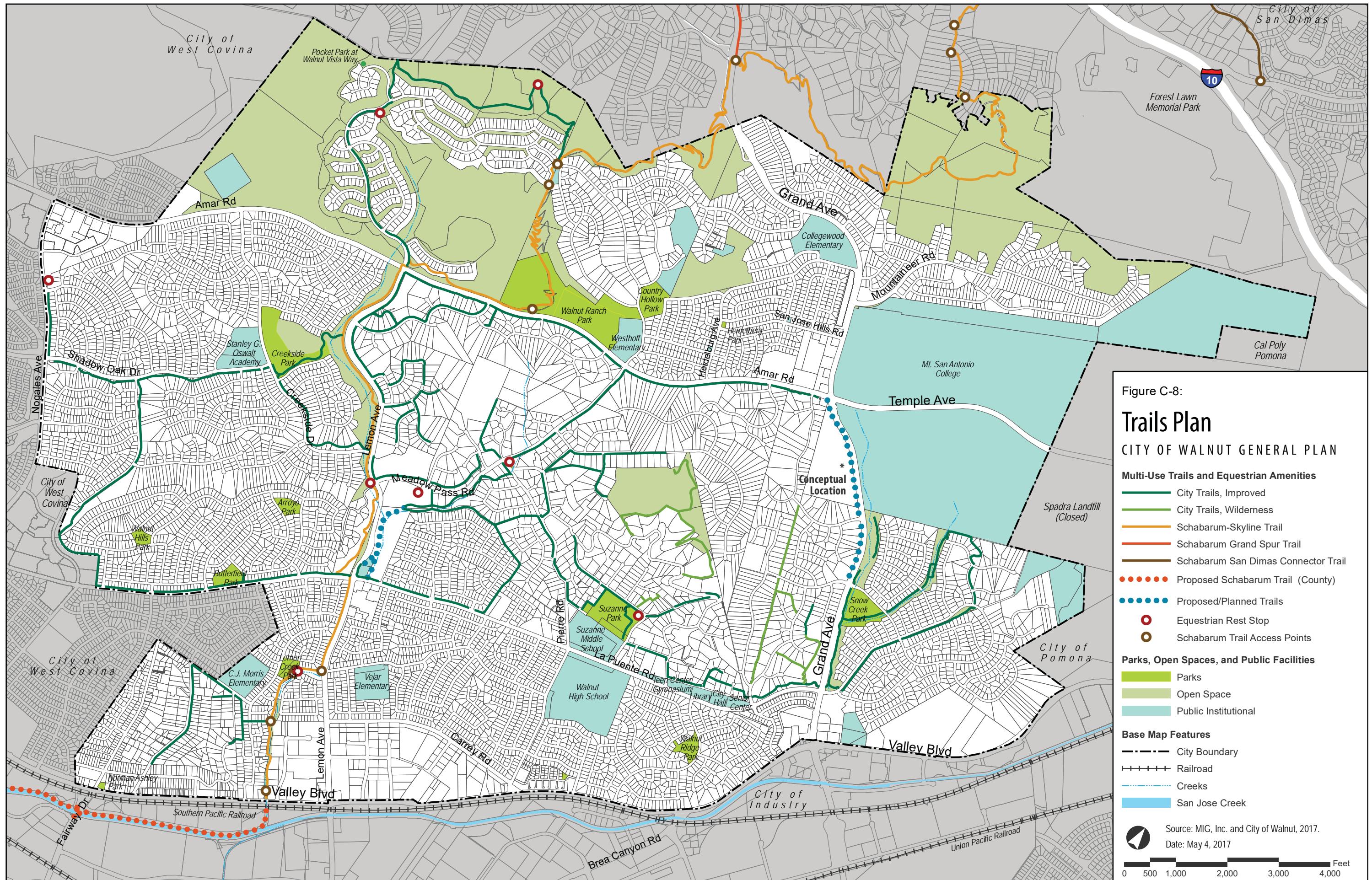
Establishing additional trails may require coordination with Los Angeles County agencies, surrounding cities, Mt. San Antonio College, and Cal Poly Pomona to assure the City's Trail Master Plan provides regional connectivity. To be of highest value, trails should connect all major civic, educational, institutional, commercial centers, and access points to natural areas.

Gaps

Although Walnut has an extensive trail system, there are connectivity gaps within the network. See Figure COR-4 in Chapter 4 (Conservation, Open Space, and Recreation Element) for a map of the Trails Plan. The Schabarum Skyline trail provides good north-to-south contiguous connectivity along Lemon Creek. Most of the trails are in the center of the City, generally between Lemon Avenue, Amar Road, Grand Avenue, and La Puente Road. Neighborhoods outside of the center have few trail connections, and the system does not provide a continuous loop within the City. Additionally, there are no trails connecting the southern portion of City from east to west.

General Trail Design Standards

Trails adjacent to major streets should be 10 to 12 feet wide to accommodate two-way movement. Trail widths may be reduced where topography or space dictates a different configuration, but no improved trail should be less than six feet wide.



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A vertical clearance of at least 10 feet should be provided from the ground and any physical barrier such as bridges, underpasses, and vegetation.

A minimum height of three to four feet is optimum for fences and barriers along trails. A greater height may be advised for trails adjacent to high speed roads, where traffic may startle horses. Heights should be tapered down as trails approach intersections or end to views at the intersection.

Signal actuator push buttons that accommodate the range of users (pedestrians, cyclists, equestrians) will be considered at crossings.



Signal actuator push buttons for pedestrians and equestrians

Universal Access

The barriers faced by seniors and disabled persons are similar since the two groups encounter the same issues, the transportation system designs and policies that impair their ease of mobility and access. Such barriers include, but are not limited to: crumbling or absent sidewalks, poorly marked intersections, inadequate time to cross large intersections, and a lack of benches for resting.

As trends dictate, a greater proportion of older Americans will remain in their neighborhoods after retirement. Per the United States Census, Walnut's demographics illustrate this, with the average population of residents above 65 years old doubling between 2000 and 2014. By 2040, if trends stay the same, 33 percent of City residents could be 65+. Universal access policies demonstrably are not just for a small segment of Walnut's population; they have relevance for the largest and fastest growing demographic segment.

Universal Design

Universal Design (also called Inclusive Design or Accessible Design) refers to facility designs that accommodate the widest range of potential users, including people with mobility and visual disabilities and other special needs. Transit providers in California have increasingly implemented universal design features.

Universal Design differs from the ADA Accessible Guidelines (ADAAG) in that while ADAAG prescribes minimum design criteria to accommodate most persons with disabilities, universal design takes into consideration the broader population (children, seniors, bicyclists, parents pushing strollers) in addition to persons with disabilities.

Transportation efficiency can be encouraged by Universal Design techniques. Increased walkway widths, low-floor buses, and smooth walking surfaces improve convenience for all travelers, not just those with mobility impairments. Curb ramps are important for people using handcarts, scooters, baby strollers, bicycles, and wheelchairs. Automatic door openers are another example of Universal Design features that can benefit many types of users.

Universal Access

Universal access is the goal of enabling all people to reach every destination served by their public street and pathway system. Universal access is not limited to access by persons using automobiles. Travel by bicycle, walking, or wheelchair to every destination is accommodated to achieve transportation equity, maximize independence, and improve community livability. Wherever possible, facilities are designed to allow safe travel by young, old, and disabled persons who may have diminished perceptual or ambulatory abilities.

Project Universal Access

Universal Design should be comprehensive, meaning that it results in seamless mobility options from origin to destination for the greatest possible range of potential users. It should consider all possible obstacles that may exist in buildings and on sidewalks.



Foothill Transit stop on Valley Boulevard

TRANSIT

Transit services within the City of Walnut include buses, commuter shuttles, paratransit, nearby train service, and shared ride-hailing services. These offer mobility alternatives for people who either do not have access to or prefer not to use a car.

The City coordinates with its primary transit providers, Foothill Transit and The Los Angeles County Metropolitan Transportation Authority (Metro), to carry out the planned transit-oriented goals and policies within its borders. However, the City can influence the quality of transit services through land use policies, subsidized fares, and street design. As a core component of the City's services for seniors and the disabled, transit is a key community benefit. Walnut will develop these efforts along with transit providers under a "Routes to Transit" plan.

Fixed-Route Buses

Several bus transit lines connect Walnut to local and regional destinations. Foothill Transit, a joint-powers authority of all San Gabriel Valley cities that also includes

Walnut, is the primary operator of bus services in the City, operating multiple lines that connect to end destinations and transit centers which link to other operators. Metro provides limited bus service, primarily serving the regional destinations of Mt. San Antonio College and Cal Poly Pomona. In partnership with local school districts, the City will continue to support ways that ensure students have reliable school bus transportation to and from school.

Commuter Rail

The Metrolink Industry station, located in the City of Industry immediately south of Valley Boulevard, offers passenger rail service, with relatively convenient access for Walnut residents. Metrolink provides a direct connection for commuters to Downtown Los Angeles and destinations in the Inland Empire. Metrolink rail right-of-way is shared with rail freight services. Several positive developments—such as the Alameda Corridor East (ACE)-grade separation project, permanent closure of Brea Canyon SR-60 ramps, and a planned bikeway/trail along San Jose Creek—permit for a variety of multimodal links from the station to destinations like Mt. San Antonio College, the Walnut Civic Center, and various shopping areas.

Planned Routes and Upgrades

Routes

The bus and rail lines through and near Walnut connect to other transit service providers, such as Omnitrans, Orange County Transportation Authority (OCTA), and the Pomona Valley Transit Authority. Encouraging these providers to route service to Walnut or improve connections through ease of transfers between service providers would enhance the ability of locals to travel farther using transit and allow visitors to also come to Walnut.

City Transit Support

Walnut supports programs that encourage transit use, such as the subsidized Metrolink pass, MTA EZ Pass, and Foothill Transit passes. Historically, the City has offered subsidized EZ Transit Passes to residents, which is valid for unlimited travel on 22 participating transit agencies throughout Southern California, including Foothill Transit. Additionally, the City operates a Dial-A-Cab program for seniors and disabled persons that offer taxi cab rides at a discounted rate.¹

Amenities

One of the City's primary goals is to make public transit a more viable option for both work and non-work trips. Employing First/Last Mile Strategies developed by Metro will help the City improve multimodal connections.

Metro plans for Major Arterials to have bus rapid transit lanes. Walnut will encourage transportation agencies and providers to include bicycle accommodation and design bus platforms using universal design techniques. Improvements and investments made in street design and land uses in the City will take into account transit transportation.

High Quality Transit Areas (HFTA)

Defined by the Southern California Association of Governments (SCAG) as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HTAs account for only three percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth and 55 percent of the future employment growth.

Walnut, along the length of Amar Road/Temple Avenue is designated as an HFTA, connecting Pomona to the eastern San Gabriel Valley. To ensure that regional plans for growth are aligned with the City's, the City will work with regional agencies to focus transit improvements that meet HFTA criteria along Major Arterials with spurs to the colleges and Metrolink-Industry station.

SCAG, 2016-2040 RTP/SCS

¹ City of Walnut, "MTA EZ Pass", <http://www.cityofwalnut.org/for-residents/community-resources/transportation/mta-ez-pass>. Accessed 10/25/2017.

GOODS MOVEMENT

Walnut is located amid a regional hub of an extensive goods movement network that transports goods from the ports of Long Beach and Los Angeles to the rest of the country. "Movers of commercial goods" are identified by the Complete Streets Act as a user of a balanced, multimodal transportation system.

Immediately south of the City border passes one of the nation's busiest freight goods corridor on the Union Pacific Railroad and the Southern Pacific Railroad tracks. The ACE construction project seeks to ease rail travel and reduce conflicts with roadway traffic which is important nationwide to facilitate goods movement. It also cements the long-term presence of goods movement traffic through Walnut, with the attendant noise and traffic disruptions where grades are not separated. The City will need to continue to monitor impacts of the corridor's presence on City streets and freight operators' compliance with "Quiet Zone" requirements.

Truck Routes

Within Walnut, truck routes have been designated on select streets based on truck weight class. While businesses in the City do not produce substantial truck volumes, the adjacent City of Industry is almost wholly developed with uses that depend upon goods movement. Valley Boulevard, the boundary between Walnut and the City of Industry, is a major truck travel route.

On streets where larger trucks are allowed, residents feel the impact of noise and localized air pollution. Policies to designate specific streets as truck routes allows the City to moderate impacts. With the presence of large trucking-intensive uses in the City of Industry and Pomona, drivers' compliance with route designations requires constant monitoring.

"Quiet Zone"

The Union Pacific Railroad runs parallel to Valley Boulevard immediately south of the City limits. Improvements were made to the intersections to remove the need to sound train horns as they traveled near and through street crossings. Such improvements,

which minimize the chance of vehicles getting struck by trains, included adding extra gates and new traffic signals. Prior to the implementation of the Quiet Zone, the train horns impacted Walnut residential neighborhoods near the railroad tracks.



Union Pacific freight train riding adjacent to Valley Boulevard



Intersection at Grand Avenue and San Jose Hills Road

CONGESTION MANAGEMENT

Walnut is committed to improving local traffic conditions. Driving a vehicle will remain the most common method of travel for Walnut residents. The City will continue to find ways to ensure that roadways operate at optimum level. The City will also continue to monitor street performance, and repair and or retrofit as needed and when feasible. The City will continue to require street dedications, transportation system improvements on- and off-site, and traffic impact analysis from all new development when necessary.

Level of Service (LOS)

In 2013, Governor Jerry Brown signed SB 743, a law that introduced Vehicle Miles Traveled (VMT) as the replacement to Level of Service (LOS) as the primary metric of transportation system performance. While the law specifies that VMT will be the baseline metric for future CEQA analysis, it allows local agencies to continue using LOS for purposes of long-term transportation planning.

What is LOS?

Level of Service (LOS) is a qualitative measure that incorporates several factors, including speed, travel time, and traffic interruptions. This is what they mean:

A	EXCELLENT. No vehicle waits longer than one red light.
B	VERY GOOD. Somewhat restricted within groups of vehicles
C	GOOD. Some drivers wait for more than one light.
D	FAIR. Rush hour backups, but good flow otherwise.
E	POOR. Long lines waiting through several signals.
F	FAILURE. Tremendous delays with continuously increasing queue lengths

National Research Council, Transportation Research Board, Highway Capacity Design Manual 2000

Overall, the City's goal is to prevent the deterioration of LOS at key intersections in Walnut. The City will pursue a broad array of strategies to maintain and improve roadway LOS through 2040.

The City standard for the minimum LOS for intersections is **LOS D**, with the following exceptions:

- **LOS E** is the minimum acceptable LOS for intersections along Valley Boulevard and Grand Avenue.
- **LOS F** is the minimum acceptable LOS for the intersections of Grand Avenue at Mountaineer Road, Grand Avenue at Amar Road/Temple Avenue, and Grand Avenue at Valley Boulevard during peak travel periods.

For intersections with a LOS E or F, if a proposed project's traffic study identifies increases in the volume-to-capacity ratio above the thresholds identified in the City's transportation traffic guidelines, then the impact would be considered significant and mitigation would be required.

Approaches to Traffic Relief

Walnut is challenged by congestion at most intersections during peak travel hours. Much of the traffic is either cut-through traffic using the arterials or peak-hour travel coming and going to Mt. San Antonio College and local schools. To reduce congestion, the City is committed to engineering solutions and programs that encourage mode shift.

Design and Improvements

Design solutions such as protected bike/pedestrian lanes and sophisticated Intelligent Transportation Systems (ITS) for all modes will also help address congestion. The City will encourage the connectivity of all modes of travel to the Metrolink-Industry station.

Improvements to the street system will be required over time to achieve the LOS standards set forth above.

Roadway Segment Improvements

The following roadway segment recommendations are provided for Year 2040 General Plan Buildout traffic conditions:

- **Nogales Street** south of Shadow Oak Drive is forecast to operate within the theoretical daily roadway capacity as a four-lane divided roadway. Therefore, roadway widening is not recommended. Peak hour intersection operations should be monitored to ensure acceptable Levels of Service are maintained.
- **Grand Avenue** contains substantial right-of-way constraints along certain sections. Therefore, it is not feasible to maintain the requisite right-of-way for additional lane capacity along all segments of Grand Avenue. Intersection spot widening is recommended, where feasible.
- **Amar Road** is forecast to operate within or slightly above the theoretical daily roadway capacity as a four-lane divided roadway. As discussed in the following section, it appears that peak hour intersection operations can be maintained within acceptable Levels of Service. Therefore, roadway segment widening is not recommended. Temple Avenue should be upgraded from a four-lane divided to a six-lane divided Major Street. This will require restriping, removal of on-street parking, and potential median reconfiguration.
- **Valley Boulevard** should be upgraded from a four/five-lane divided to a six-lane divided Major Street. A third westbound through lane can be added throughout most sections of Valley Boulevard by restriping.

Intersection Improvements

The following intersection improvements are recommended for Year 2040 General Plan Buildout traffic conditions:

- **Nogales Street (NS)/Amar Road (EW)**
 - Construct a second westbound left turn lane.
- **Fairway Drive (NS)/Valley Boulevard (EW)**
 - Restripe the northbound approach to consist of one left turn lane, one shared left/through/right turn lane, and one right-turn lane.

- Remove the northbound right turn overlap traffic signal phasing.
- **Pierre Road (NS)/Valley Boulevard (EW)**
 - Restripe the southbound approach to consist of one left turn lane and one shared left/right turn lane.
 - Replace the existing east leg crosswalk with west leg crosswalk.
 - Restripe the westbound approach to provide third through lane and receiving lane.
- **Grand Avenue (NS)/Amar Road/Temple Avenue (EW)**
 - Restripe the eastbound right turn lane to a shared through/right turn lane.
 - Remove the eastbound right turn overlap traffic signal phasing.
- **Grand Avenue (NS)/La Puente Road (EW)**
 - Restripe the northbound right turn lane to a shared through/right turn lane.
 - Construct third southbound through lane.
 - Add eastbound right turn overlap traffic signal phasing.

Mountaineer Road, Grand Avenue at Amar Road/Temple Avenue, and Grand Avenue at Valley Boulevard.

LOS Recommendations

As previously noted, the current City of Walnut General Plan does not identify the minimum acceptable LOS for intersections within the City. The City of Walnut should consider adopting LOS D as the generally accepted minimum LOS for most intersections within the City.

It should be recognized that Grand Avenue and Valley Boulevard support a substantial proportion of regional traffic volumes. Additional roadway widening is not always feasible and may only result in temporary congestion relief. Therefore, the following LOS exceptions are recommended:

- LOS E should be the minimum acceptable LOS for intersections along Valley Boulevard and Grand Avenue.
- LOS F should be the minimum acceptable LOS for the intersections of Grand Avenue at

Coordination

As cities around Walnut experience development activity, Grand Avenue will continue to experience increasing traffic volumes. Additionally, within Walnut, Mt. San Antonio College plans to grow in enrollment and staffing.

The City supports having Grand Avenue be a complete street, providing convenient travel for cars, pedestrians, bikes, and buses. The City should coordinate with transit agencies to explore opportunities such as exclusive bus rapid transit (BRT) lanes to help address congestion.

Jurisdictional boundaries along Valley Boulevard zigzag along its length. The City is responsible for maintaining stretches that, at intervals, may include just a half-width of the street (with jurisdiction shared by the County of Los Angeles and the City of Industry). Thus, improvements along the boulevard with regard to configuration and signalization require careful coordination among all jurisdictions.

This General Plan allows for residential uses along key sections of Valley Boulevard. The City's planned improvements to Valley Boulevard are in areas that residences are fronting a corridor. This will provide both

a pedestrian buffer and a mechanism to better regulate traffic.

Strategies to Encourage Mode Shift

Focusing on complete streets and providing for enhanced walking and biking solutions will help reduce reliance on vehicles for short trips and thus address congestion.

The County of Los Angeles San Jose Creek bikeway will create one of the first regional bike routes in the area.

The mixed-use districts planned along West Valley Boulevard and at Amar Road/Nogales Street will bring closer retail and food options to make other modes of travel more attractive.

The Metrolink-Industry station and bus shelters are within walking distance to many of Walnut's southern neighborhoods. Some design features do, however, discourage walking, including unshaded long blocks, high frequency of curb cuts, and closed-off cul-de-sacs. Implementation of the WVSP will complement an envisioned pedestrian-oriented area with connectivity to the trails, bike, and pedestrian infrastructure and the Metrolink-Industry station.

Intersection Treatments

As many modern roadways have been designed for the efficient use of motor vehicle traffic, the consideration of bicyclist and pedestrian safety and convenience has often been a secondary concern. It is better to design to meet pedestrian and bicyclist mobility and safety needs, rather than assume they will not use the facility. This approach involves reducing speed for turning movements, improving sight lines for crosswalks and reducing crossing distances. New innovative treatments include:

- Bulb-outs (reduces crossing distance, improves visibility)
- Median sanctuary islands (improves safety for slower pedestrians)
- Countdown pedestrian timers (let pedestrians know how much time is left to finish crossing)
- Improved street lamp locations (better illuminate pedestrians during night-time conditions)
- Innovative signals at mid-block crossings, such as in-pavement flashers and High-Intensity Activated Crosswalk signals (warn motorists that pedestrians are crossing the roadway)
- Roundabouts on low-speed streets (slows traffic, but can improve traffic flow)

SAFE STREETS

Walnut implements other local programs to address traffic safety in addition to building on its partnership, with the Los Angeles County Sheriff's Office to enforce traffic safety laws. The City has a Traffic & Safety Committee that meets to discuss traffic safety matters.

Neighborhood Traffic Management

Managing traffic in neighborhoods that are most affected by congestion and cars traveling at unsafe speeds requires a multiple-prong approach that Walnut has practiced for many years, such as installing traffic-calming infrastructure, reclassifying minor streets, and deploying Intelligent Transportation Systems (ITS).

Network Safety

A concern that all cities address is the safety of all users of the streets. Between 2003 and 2012, the City of Walnut recorded 603 vehicle collisions in the City.² Nearly 20 percent of all vehicle collisions occurred on Amar Road, Grand Avenue, and Temple Avenue immediately adjacent to the Mt. San Antonio College campus. Fourteen percent of vehicle collisions involved either pedestrians or bicyclists. Figure C-9 shows the collision types during this time period.

Rear-end Collisions

The fact that many rear-end collisions occur on the downhill sections of Grand Avenue between Mountaineer Road and San Jose Hills Road, and another just before the Snow Creek intersection, illustrates that a street design which discourages downhill speeds as the intersection approaches would help to alleviate this issue. Traffic calming, signage, medians, and other possible design solutions can address the ability to reduce speeds.

Head-on Collisions

The collision data shows that head-on collisions occur at intersections of larger streets with driveways, and where smaller roads permit left turns. Solutions include, but

are not limited to: installation of new traffic lights, elimination of left turns at key locations, or improved street design to discourage speeding.

Hit Object

The concentration of these kinds of collisions on Lemon Avenue is primarily driven by the location of the median on this street that begins just north of the first bend by Saddle Crest Drive. Amar Road's numerous hit object spots form a string along its length.

The general concentration of collisions on the southern portion of Lemon Avenue suggests truck traffic from business parks and Valley Boulevard may also be a factor. Altering the speed limits may address some of these concerns.

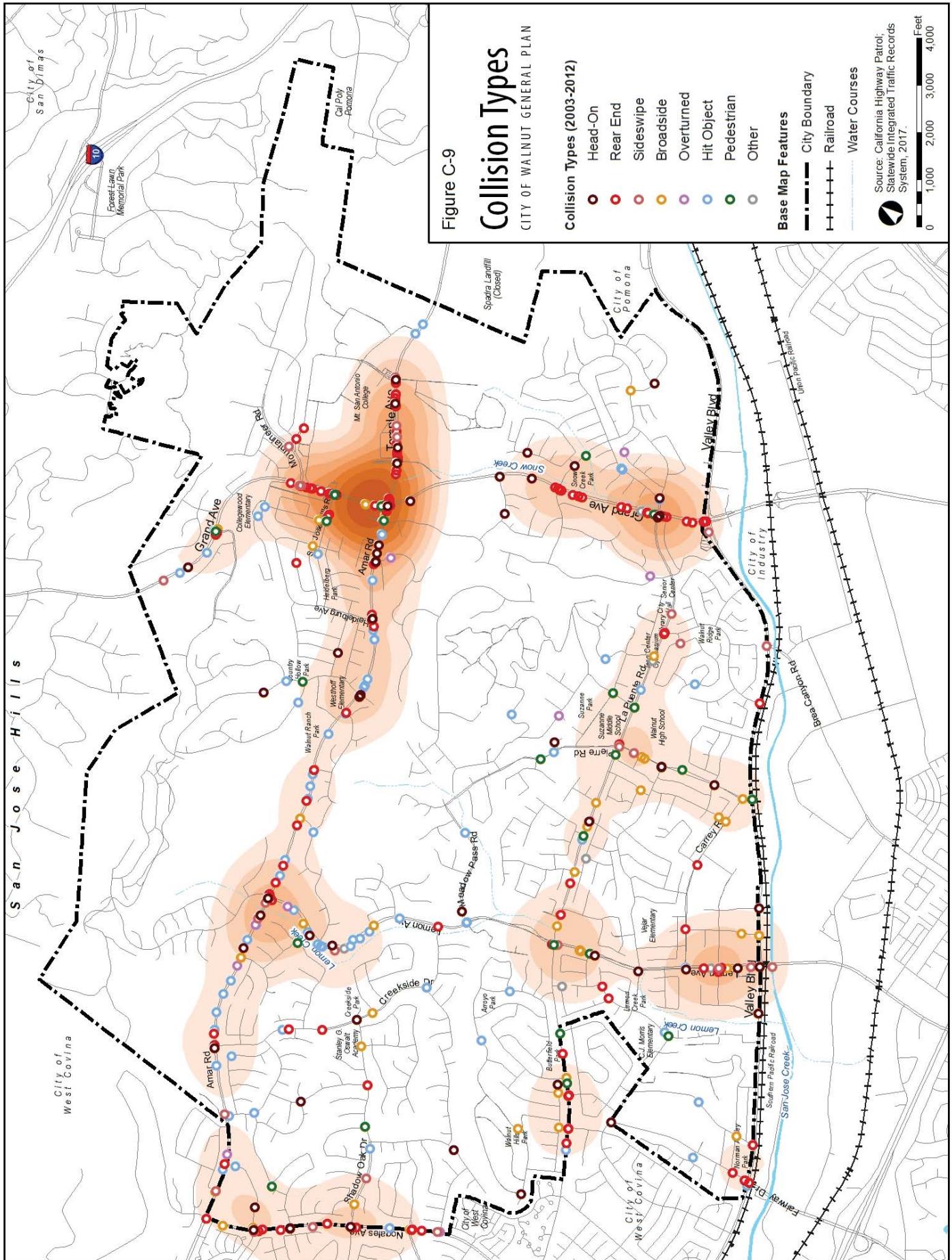
Safe Routes to School

Suzanne Middle School, Walnut High School, and the pre-schools of Walnut United Methodist Church are leading candidates for Safe Routes to School programs.



Runners crossing mid-block

² Statewide Integrated Traffic Records System, California Highway Patrol, 2003 to 2012.



COORDINATION AND MANAGEMENT

Due to the way the City began, its growth pattern, and its location within the larger Los Angeles region, the City is dependent on coordination with several other agencies for many services. Intergovernmental cooperation can bring benefits to the City, and challenges. Specific areas of cooperation include, but are not limited to:

- **Trails.** Trails work best when they take people places. Links to regional locations using the Schabarum-Skyline Trail are vital to encouraging trail usage.
- **Streets.** Assuring the success of complete street designs requires continuation of these designs as the streets leave the City boundary.
- **Transit.** Working with Metro and Foothill Transit Authority is essential to having a voice in assuring transit enhances the lives of Walnut residents.
- **Freight.** Trucks traveling through the City and trains south of the City limits can significantly impact Walnut residents; continued coordination will help reduce these impacts.
- **Funding and Planning.** Walnut will have to get involved, and monitor, the creation of several regional long-range transportation plans affecting the city's roadways and transportation policies.

Regulatory Framework

Many regional plans, while not crafted by the City, were created with City input.

Los Angeles County Metro Active Transportation Strategic Plan (ATSP)

The ATSP is a county-led effort to identify strategies to increase walking, bicycling, and transit use in Los

Angeles County. The ATSP recommends policy and infrastructure improvements where implementation requires local collaboration. The ATSP focuses on improving first and last mile access to transit while proposing a regional network of active transportation facilities. The ATSP also includes funding strategies to get them built.

Los Angeles County Metro Congestion Management Program (CMP)

The CMP, enacted in 1990 and updated on a regular basis, aims to reduce the impact of local growth on the regional transportation system. The program recommends allocation of transportation funding based on several measurable goals: traffic congestion relief, local land use actions and their impacts on transportation, and transportation control measures to meet air quality goals.

Southern California Association of Governments (SCAG) – Sustainable Communities Strategies/ Regional Transportation Plan (SCS/RTP)

The 2016–2040 SCS/RTP proposes to invest over \$556.5 billion in transportation system investments through 2040.³ The Plan identifies additional long-term initiatives such as zero- and/or near zero-emission transportation strategies, new operational improvements, expanded transit investments and high-speed rail system, as well as increased commitment to active transportation.

Management

Continued focus on funding, project processing, parking requirements, and other City functions will continue to keep Walnut among the best cities in the region.

Developments

As private development is proposed, the City will require that impacts from proposed development be addressed by fair-share payments for infrastructure improvements. New primary roadways will be designed

³ SCAG, "Final 2016 RTP/SCS", <http://scagrtpsc.net/Pages/FINAL2016RTPSCS.aspx>. Accessed October 25, 2017.

to complete streets standards. Also, new development will provide appropriate parking and loading, screen parking areas, and assure that larger parking areas can be converted in the future to other uses as parking demand decreases.

Technology

As the future of transportation continues to evolve, the City will remain flexible in accommodating better and more efficient ways to address transportation. Self-driving cars and trucks, web-enabled parking meters, smart street technology, adaptive signal controls, parking availability information, and other forms of new technology can improve many aspects of all modal experiences.

GOALS AND POLICIES

The City of Walnut will continue to be an accessible community that manages traffic well. The City will maintain a transportation network that allows residents to easily traverse the City, with access to major activity areas and the trail system. Sidewalks and trails (to the greatest extent possible) will be interconnected, accessible, and safe. Designated streets will be retrofitted as Complete Streets to accommodate all users of different ages and abilities. Businesses and institutions must adequately mitigate the traffic impacts they cause. Walnut will consider state-of-the-art transportation solutions to create safer streets and alternative access around all destinations.

GOAL C-1: Streets that are designed and managed to enable safe access for all users, including pedestrians, equestrians, bicyclists, motorists, and transit riders of all ages and abilities

Policy C-1.1: Complete Streets

Pursue and implement Complete Streets strategies to accommodate all users of different ages and abilities.

Policy C-1.2 Context Sensitive Approach

Pursue context sensitive Complete Streets strategies that recognizes the City's established rural character and geographic complexity.

Policy C-1.3: Modal Links

Use Complete Streets strategies to link residents to schools, parks, recreational facilities, important trailheads, the Walnut Civic Center, and mixed-use and commercial developments.

Policy C-1.4: Multijurisdictional

Seek suitable regional partners and agencies to implement a multijurisdictional approach to Complete Streets master planning.

Policy C-1.5: Universal Access

Identify and evaluate the system for potential improvements to accommodate seniors and disabled persons and to comply with ADA requirements.

Policy C-1.6: Rightsizing Streets

Use opportunities such as planning for capital improvement projects or new developments to retrofit streets that have excess projected capacity.

Policy C-1.7: Multimodal

Use available public rights-of-ways to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.

Policy C-1.8: Levels of Service

Use the Level of Service (LOS) metric to measure congestion performance. Complement this approach with sustainable transportation and land use strategies that can effectively reduce vehicle miles traveled. Use vehicle daily trips as the benchmark demand for determining potential levels of parking and vehicular congestion, and equate mitigation and compliance with the sufficiency to provide supply on the facilities to meet that demand.

Policy C-1.9: Emergency Coordination

Consult with regional and local emergency service providers in ensuring that the roadways allow efficient access to recovery sites and are easily accessible by emergency vehicles.

Policy C-1.10: Beautiful Complete Streets

Promote an enhanced aesthetic image through streetscaping, median improvements, and careful implementation of non-essential signage when revising infrastructure for complete streets.

GOAL C-2: Quiet streets with limited congestion

Policy C-2.1: Neighborhood Traffic

Use neighborhood traffic control techniques (when feasible) when it has been demonstrated through traffic and safety analysis that excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns are warranted.

Policy C-2.2: Traffic-Calming Measures

Use traffic-calming techniques such as roundabouts and sidewalk extensions along with providing more frequent and innovative crosswalks, pedestrian signals, and clearly marked bicycle lanes.

Policy C-2.3: Pedestrian-enhanced Districts

Explore enhanced pedestrian designs, including but not limited to: way-finding, street trees, pedestrian-scaled street lighting, enhanced crosswalks at all legs of the intersection, automatic pedestrian signals, reduced crossing lengths, wider sidewalks, and specialty paving and seating areas.

Policy C-2.4: Safe Routes to School Plan

Work with school districts to develop a Safe Routes to School plan, creating a plan for each school in Walnut to expand on school safety programs. Encourage Mt. San Antonio College and Cal Poly Pomona to also plan for safer bicycle and pedestrian access by college students, staff, and faculty. Measures can include evaluation of streets around schools and improvements to student drop-off and pick-up zones. Identify engineering, enforcement, education, and evaluation improvements that maximizes pedestrian safety.

Policy C-2.5: Protect Ambience

Preserve and maintain the most aesthetic part of the streetscapes, including the natural vegetated mountain, street landscaping, and hillside edges.

Policy C-2.6: Medians

Add to the purpose of medians as an effective strategy for passive traffic calming, as a “softer” separation between modes, as an active transportation path, and as a signage-free community identifier. Allow medians to be located on any part of the street, sized and landscaped for maximum scenic contribution to a multimodal street.

GOAL C-3: Integrated and accessible trail system

Policy C-3.1: Increase Access and Maintain Trail System

Maintain and explore the possible expansion of the trail system as an integrated part of the transportation system that will eventually connect neighborhoods, major facilities, and new developments.

Policy C-3.2: Identify Trail Gaps

Identify gaps in the trail system, including connections to local and regional systems. Work to develop new trails or improve existing ones to connect to other trails, neighborhoods, parks, schools, lifelong learning facilities, and major activities areas.

Policy C-3.3: Multimodal Connections

Align trailheads with planned multimodal terminals and stops.

Policy C-3.4: Trail Loop

Consider developing strategies to complete a trail “loop” that would close trail gaps and allow circular connectivity within Walnut.

Policy C-3.5: Regional Partnerships

Seek to partner with regional governments and community groups to identify opportunities to expand the City and regional trail systems.

Policy C-3.6: Equestrian Considerations

Continue to design trails and associated facilities for multipurpose functions, including equestrian use.

GOAL C-4: Connected pedestrian and bicycle network

Policy C-4.1: Comprehensive System

Develop a bicycle and pedestrian master plan that creates an interconnected option for people of all ages to bike and walk around the City.

Policy C-4.2: Complete Regional Network

Coordinate all active transportation facilities, and connect to nearby regional designations and facilities to ensure a seamless bicycle and pedestrian network.

Policy C-4.3: Desired Improvements

Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways, and road barriers.

Policy C-4.4: Intersection Access

Strive to provide pedestrian and biking access at all intersection corners.

Policy C-4.5: New Developments

Encourage to the greatest extent possible that new developments increase connectivity through direct and safe pedestrian and bicycling connections to the established network.

Policy C-4.6: Parking Lot Pathways

Require that parking lots include clearly defined paths for pedestrians and bicyclists to provide a safe access to building entrances and to surrounding public sidewalks.

GOAL C-5: Efficient, frequent, and convenient transit system

Policy C-5.1: Transit Agencies Coordination

Coordinate whenever possible with transit agencies to improve and expand transit infrastructure, amenities (such as travel times signage), routes (such as connection to Metrolink), and accessibility throughout the City.

Policy C-5.2: Transit Amenities

Require that development projects include amenities to support public transit use, such as bus stop shelters, space for transit vehicles, and pedestrian amenities (trash receptacles, signage, seating, and lighting).

Policy C-5.3: Dial-a-Ride

Continue the Dial-a-Cab program, providing discount travel services to seniors and/or the disabled. Consider encouraging the use of mobile or other electronic devices with similar on-demand hailing functions focused on seniors and/or the disabled.

Policy C-5.4: Capital Improvements Projects

Assure all capital improvement projects located on existing and planned bus routes include curb and sidewalk configurations for improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.

Policy C-5.5: Higher Education Connectivity

Consult with transit agencies, Mt. San Antonio College, and Cal Poly Pomona to continue to invest in transit amenities and programs that encourage increased transit ridership by students, staff, and faculty.

Policy C-5.6: First and Last Mile Strategy

Incorporate strategies from the "First and Last Mile Strategic Plan" issued by Metro that are appropriate for Walnut's context and in coordination with the City of

Industry as a guide to increase connectivity to transit and the Metrolink-Industry Station.

Policy C-5.7: Regional Crossings

Encourage working relationships with cities and county jurisdictions to align transit policies and routing to create an efficient, easy-to-use comprehensive network that provides travel options and relieves congestion along Grand Avenue and Valley Boulevard.

Policy C-5.8: Easy Access to Transit Information

Encourage public and private providers of transportation services to give the City updated data and information on operations, and other information as appropriate. Allow Walnut residents to readily access and review information online used to determine decisions regarding funding and other important determinants of transportation projects and planning.

GOAL C-6: Reduction in total vehicle miles traveled to help improve local air quality and reduce greenhouse gas emissions

Policy C-6.1: Reduced Vehicle Miles Traveled

Implement development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita Vehicle Miles Traveled (VMT), reducing impacts on the City's transportation network, and maintaining the desired levels of service for all modes of transportation.

Policy C-6.2: Clean Vehicle Fuel Network

Support the development of a network of public and private clean and/or carbon-neutral fuel vehicle charging and fueling stations.

Policy C-6.3: Mitigation Fee on New Developments

Consider a locally collected and administered traffic mitigation fee program to guarantee that new

development pays for its fair share toward improvements resulting in reductions in air pollutant and GHG emissions and traffic impacts generated by the development.

Policy C-6.4: Green Streets

Encourage "green street" strategies to improve stormwater quality and protect the environment, including local creeks.

Policy C-6.5: Sustainable Materials

Consider when repaving, repairing, or constructing streets and other transportation facilities to use sustainable and carbon-neutral materials.

GOAL C-7: Provision of parking that meets evolving demands and vehicle usage

Policy C-7.1: Parking Standards

Ensure that required loading and parking spaces continue to be responsive to existing and forecasted demand. Revise standards accordingly to maintain equilibrium between parking supply and demand. Discourage reducing parking requirements unless a parking study indicates that the supply requested is supported by demand.

Policy C-7.2: Parking Screening

Minimize the appearance of parking lots and structures as viewed from public rights-of-ways and gateways.

Policy C-7.3: Adaptable Parking Areas

Plan for larger surface parking areas, including above- or underground parking garages to have long-term development plans for land use recycling that could accommodate other beneficial land uses for the City as the expected demand for driving and parking spaces drop.

GOAL C-8: Sustainable revenues to fund transportation improvements and maintain existing network

Policy C-8.1: Funding

Operate under a fiscally constrained model to fund and maintain the existing and planned transportation network.

Policy C-8.2: Impact Fees

Ensure that the City's Impact Fees provide adequate funding for necessary transportation improvements that will benefit all travel modes, while also incentivizing development that is less dependent on expensive, new transportation

Policy C-8.3: Alternative Funding Sources

Pursue grants and other innovative funding sources to pay for new transportation improvements.

Policy C-8.4: Integrate Improvement Approach

Support special assessment districts for street and traffic improvements.

GOAL C-9: Participation in regional planning efforts to improve mobility and access

Policy C-9.1: Regional Participation

Continue to review and consult with neighboring jurisdictions and institutions regarding development projects that could affect Walnut's transportation system.

Policy C-9.2: Agency Coordination

Participate in regional transportation planning processes to develop programs consistent with the

goals and policies of Walnut's General Plan and to minimize adverse impacts on the City's circulation system.

Policy C-9.3: Public Participation and Partnerships

Involve the community in transportation planning and project design decisions for improving the City's "Complete Streets" and bicycle and pedestrian networks.

GOAL C-10: Ability to respond and adapt to technological advances in the field of transportation and mobility

Policy C-10.1: Intelligent Transportation Systems

Implement intelligent transportation systems strategies—such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, real-time transit information, and real-time parking availability information—to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.

Policy C-10.2: Advanced Technology Systems

Update, when warranted, existing transportation systems and policies as autonomous and automated vehicles and their attendant facilities are developed locally and regionally. Ensure that policies for autonomous vehicles and non-vehicular modes of travel are compatible with the Circulation Element and other applicable general plan sections.

Policy C-10.3: Ride Sourcing and Ridesharing

Require new non-residential developments to provide access and facilities that enable safe pick-up/drop-off locations of passengers of ride sourcing and ridesharing services. Encourage ride sourcing and ridesharing services to complement services provided for seniors,

disabled persons, those who have impaired mobility, and those who live in isolated residences.

GOAL C-11: Efficient and safe movement of goods without impacting Walnut's neighborhoods

Policy C-11.1: Truck Routes

Ensure that regional truck traffic stays on designated truck routes and away from neighborhoods. Evaluate routing designations dynamically as the intensity of truck travel fluctuates over time. Establish that until a suitable alternative has been proposed or if it does not interfere with planned multimodal improvements, designated regional truck routes with weight limit restrictions are Grand Avenue, La Puente Road, Nogales Street, Temple Avenue, Valley Boulevard, and Lemon Avenue.

Policy C-11.2: Truck Deliveries

Consider pickup and delivery activities associated with various land uses when approving new development, implementing projects, and improving arterials and streets. Consider additional designation crafted for evolving delivery vehicle types, purpose, and operational hours that balance minimization of impacts and allow for more efficient deliveries.

Policy C-11.3: Partnerships

Identify partnership opportunities with other cities for developing solutions for more efficient and free-flowing truck movements as a strategy to ensure safety of active transportation users on Grand Avenue and Valley Boulevard.

Policy C-11.4: Freight Trains

Work with responsible agencies to minimize freight train impacts.

Policy C-11.5: Alameda Corridor-East

Continue to monitor the development of the Alameda Corridor-East (ACE) and to ensure all construction within the vicinity are completed on-time. Continue to monitor

for any new ACE-related initiatives, expansion, and construction delays.

Policy C 11.6: Noise Complaints

Continue to assess noise complaints from the community regarding train horns along crossings at Valley Boulevard, Fairway Drive, Lemon Avenue, and Brea Canyon Road, and determine if further actions are needed with the Federal Railroad Administration.

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Chapter 4

Conservation,

Open Space,

and Recreation





CHAPTER 4

CONSERVATION, OPEN SPACE, AND RECREATION

INTRODUCTION

This Element addresses Walnut's conservation, open space, and recreation resources consisting of parks, trails, and recreational services. These resources are the pride of the City and are frequently cited by residents as amenities that contribute to high property values, attractive neighborhoods, and community identity. City leaders are committed to maintaining programs and allocating funding that preserve open spaces and offer diverse recreation programs. With its high-quality park facilities and comprehensive community service programs, Walnut offers many opportunities for residents and visitors to practice healthy living and engage in community-building activities.



Conservation, Open Space, and Recreation

Contents

- Introduction
- Foundation for Conservation, Open Space, and Recreation
- Natural Resources
- Resource Sustainability
- Cultural and Historic Preservation
- Air Quality and Greenhouse Gases
- Parks and Recreation
- Conservation, Open Space, and Recreation: Looking Forward
- Goals and Policies

California Black Walnut Trees (Juglans californica) abound in Walnut's hillsides, particularly along Grand Avenue near the City's northern border



Schabarum Trail winding through the San Jose Hills

FOUNDATION FOR CONSERVATION, OPEN SPACE, AND RECREATION

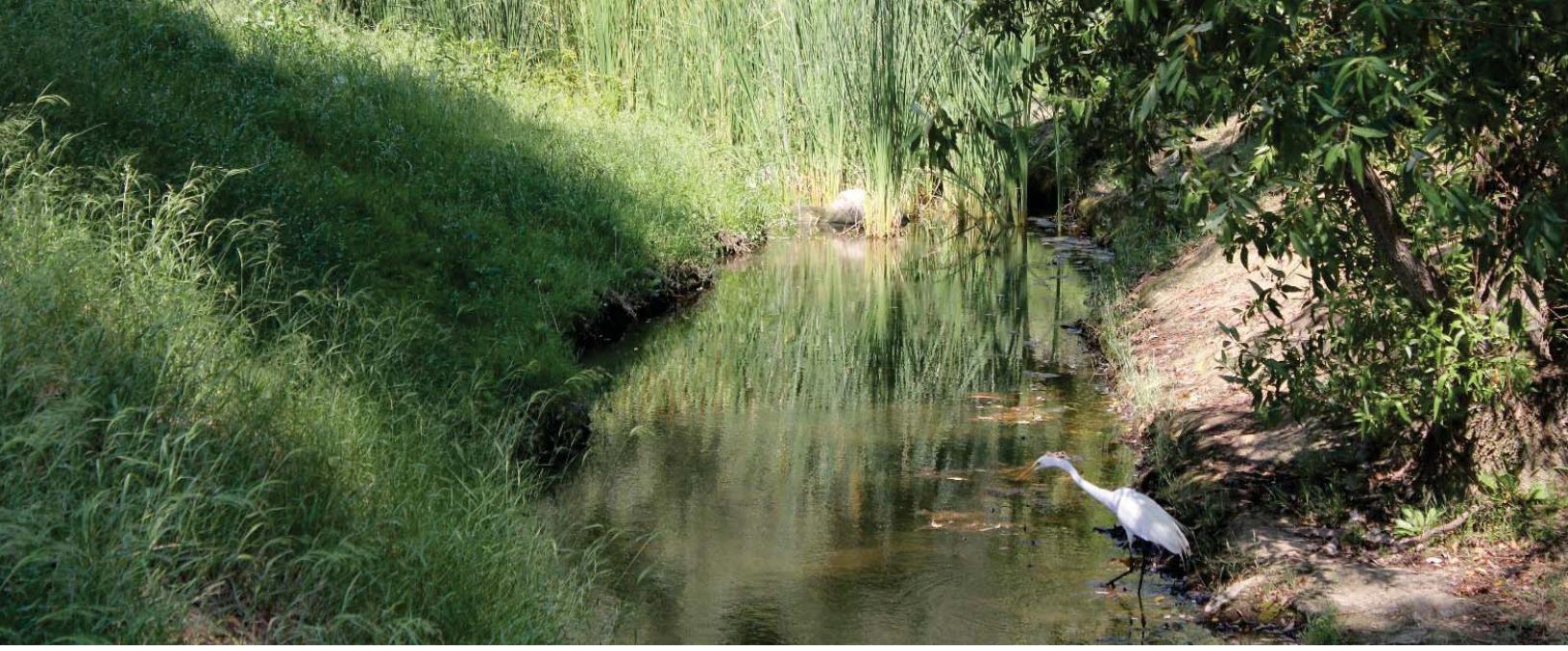
Historically, Walnut has distinguished itself as a community dedicated to preserving the physical features that hearken to a more rural past, with natural hillside areas, trails marked by split-rail fences, and beautiful parks that are truly community gathering places. That legacy continues with this General Plan.

Walnut is characterized by gently rolling hills that transition to steeper, more rugged ridgelines to the north, with a peak elevation of 1,375 feet at Buzzard Peak. The original community Master Plan, adopted prior to the City's incorporation, envisioned a series of complete, interconnected residential hillside neighborhoods, with employment and commerce centers concentrated along the major arterials of Valley Boulevard, Grand Avenue, and Amar Road. Today, the City is largely built out. The canyons, ridgelines, and Creekside properties that in many other cities may appear to be development opportunities are dedicated

public and private open spaces, protected for their habitat value and natural beauty.

Some of these areas are ecologically significant, while others are used for recreation. The San Jose Hills (including Buzzard Peak) located along the northern border support the largest contiguous area of open space within City limits.

The City treasures its many parks: Creekside Park, Walnut Ranch Park, Country Hollow Park, Heidelberg Park, Suzanne Park, Snow Creek Park, Walnut Ridge Park, and Lemon Creek Bicentennial Park. With ball fields, natural areas, and even equestrian facilities, these parks offer diverse recreational opportunities.



A great egret hunting for a meal in Lemon Creek

NATURAL RESOURCES

Located along the foothills of the San Jose Hills, Walnut's opens spaces and natural resources contribute the beauty residents enjoy and provide protected habitat for wildlife to thrive.

Natural resources in Walnut are diverse, from walnut woodlands and coastal sage scrub habitat to lush riparian environments. The two local colleges add to these resources with the Mt. San Antonio College Wildlife Sanctuary and Cal Poly Pomona Voorhis Ecological Reserve.

Passive Open Space

City-owned and managed open space areas, largely located to the north, contain patches of native vegetation communities, including areas of intact coastal sage scrub, walnut forest/woodland, and oak woodland. The rugged steep-sided ridges and side slopes of the San Jose Hills, including Buzzard Peak, support predominantly coastal sage scrub, with coast live oak and California black walnut woodlands in north-

facing slopes and canyons. Riparian woodlands intermixed with ornamental plantings are found along the corridors of Lemon Creek and Snow Creek.

Walnut values natural open space and strives to protect these valuable local resources. Passive open space is designed for habitat and non-organized activities like hiking and picnics. No sports fields or lighting here; just birds, trees, and sometimes the sound of a stream. Outside of its recreational parks, the City has more than nearly 1,000 acres of protected lands, mostly in the San Jose Hills. Other significant open spaces can be found south of Amar Road along Lemon Creek, on South Lemon Avenue, along Gartel Road, within the Cal Poly Pomona Voorhis Ecological Reserve, and around Snow Creek Park. The Mt. San Antonio College campus includes Sherman Park, which encompasses a wildlife sanctuary, demonstration garden, and hillside habitat.

Trails play a significant role in creating access to and appreciation for the natural open spaces. About 30 linear miles of trails wind through the hills, at an average of 10 feet in width, thus providing approximately 36 acres of open space defined by the trail system. Private lands also allow public access through land easements, consisting of nearly eight acres of open spaces. Table COR-1 identifies open space acres.

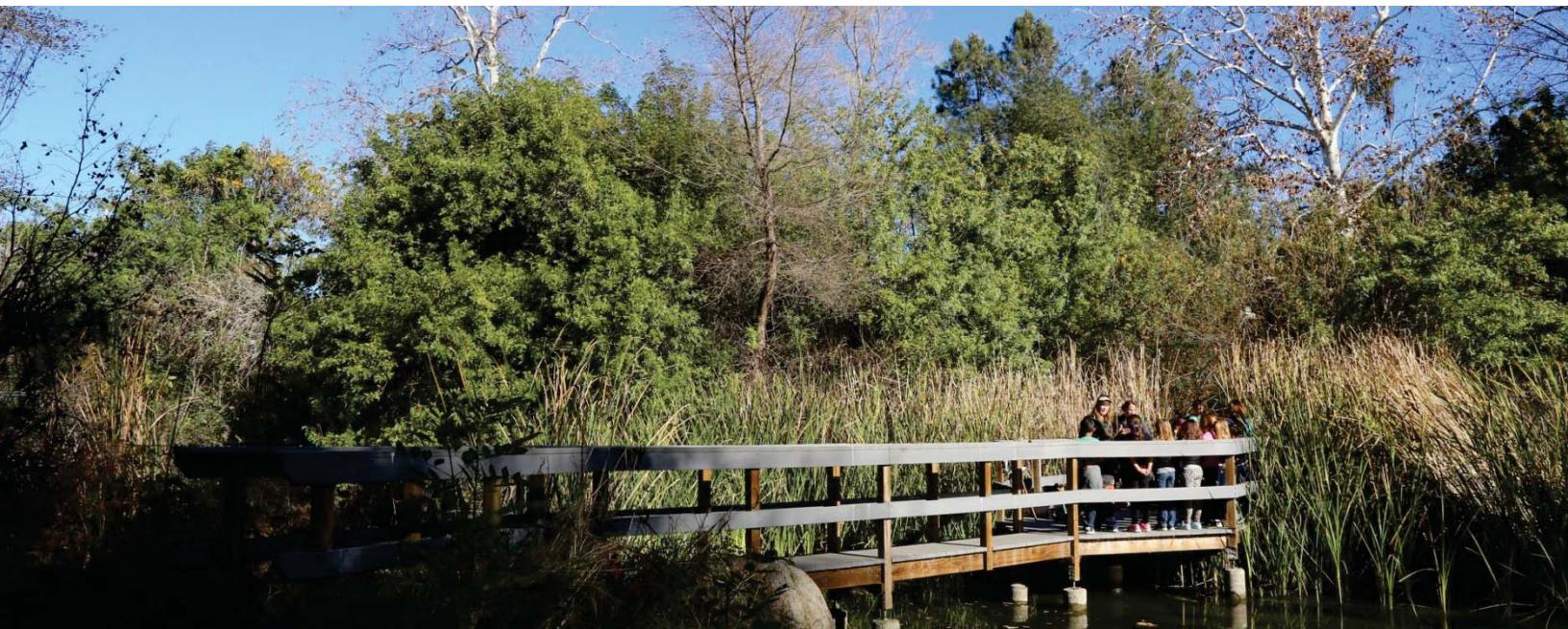


Schabarum Trail winding through California Black Walnut Trees woodlands

Table COR-1: Open Spaces

Open Space Types	Acres	Percent of Total
Parks	105.2	11.0%
Publicly Open Space	812.3	85.2%
Trails (approximate)	36.4	3.8%
Total	993.0	100.0%

Source: MIG and City of Walnut, 2017.



Mt. San Antonio College Wildlife Sanctuary

Habitat and Wildlife Corridors

Habitat is defined as an area which could be home to a specific plant or animal. All open space in Walnut acts as habitat for several different species. The open space areas feature wildlife; however, wildlife is largely limited to species that are adapted to high levels of disturbance associated with the urban environment. Common wildlife species expected to be found in open space areas that support non-native annual grassland, coastal scrub, California walnut woodland/forest, and oak woodland habitats include: birds, racoons, coyotes, opossums, and squirrels. Further, coastal sage scrub communities represent significant critical habitat for the federally threatened California gnatcatcher bird species.

Wildlife corridors refer to linkages between habitat areas that allow for movement of resident and migratory species and facilitate genetic interchange between populations. Corridors can act as stepping-stones across the landscape (discontinuous areas of habitat such as isolated wetlands and roadside vegetation) or linear strips of vegetation and habitat (such as riparian corridors and ridge lines), or they may be parts of larger habitat areas selected for importance to local wildlife. Wildlife corridors play an important role in countering habitat fragmentation. Wildlife movement corridors are

considered an important ecological resource by various agencies, many of which play a role in assuring preservation of key open space areas, or habitats.

Several specific areas of Walnut provide key habitat and/or corridors. One such area is the Voorhis Ecological Reserve. This reserve consists of 76 acres of habitat in the San Jose Hills, just north of Cal Poly Pomona. The area adjacent to Cal Poly Pomona supports dense groves of California Walnut, from which the City derived its name. The reserve has also been identified as a part of a Significant Ecological Area (SEA) by Los Angeles County. This SEA represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills/Chino Hills complex. Within the City, the SEA includes a portion of Walnut Creek Park to the north and Buzzard Peak as well as undeveloped hillsides to the northwest. It also supports several ridgelines and hilltops and a major drainage at the eastern end of the San Jose Hills, which have been surrounded by urban development.

The Buzzard Peak area, located next to Cal Poly Pomona, also supports several rare plant and animal species. Cal Poly Pomona is situated in the middle of the San Jose Hills and is part of a wildlife corridor that connects the San Gabriel and Santa Ana mountains.

Much of the San Jose Hills are now developed, and the natural areas of Cal Poly Pomona and the adjacent Buzzard Peak natural area constitute one of the largest remaining undeveloped regions. The area is preserved today and remains an untouched natural resource available to students as an enduring laboratory for the study of flora and fauna.

Another significant habitat and corridor area is the Mt. San Antonio College Wildlife Sanctuary, a 10-acre protected and cultivated preserve for the trees, shrubs, flowers, and birds who use it as a migratory refuge and breeding ground. The sanctuary supports a natural stream and a pond which have become a home and visitation spot for many bird species. The Mt. San Antonio College Wildlife Sanctuary is maintained and cultivated by the College's Biological Sciences faculty. For example, Figure COR-1: "Open Spaces and Natural Resources" shows the location of the Mt. San Antonio College Wildlife Sanctuary.

Creeks and Riparian Areas

Based on the topography of the City, groundwater and surface waters flow generally south, draining into the San Jose Diversion Channel which crosses the City of West Covina, and eventually water outlets into San Jose Creek. Lemon Creek traverses the central portion of the City along Meadowpass Road, shifting to the southwest along Lemon Avenue and crossing East Valley Boulevard to the south. Snow Creek, located to the east of Lemon Creek, is an open channel within an open space corridor along Grand Avenue. All major drainage connects to the San Jose Creek Diversion Channel, a concrete flood control facility that discharges into the San Gabriel River.

Snow Creek and Lemon Creek are linear recreation corridors surrounded by development. These confined riverine systems have been graded, re-aligned, and channelized for flood control purposes. They are flanked by walking trails and turf along much of their length. A restoration project that was completed in August of 2006 by PIMA Corporation and RKA Consulting Group, was conducted along 3.5 acres of Lemon Creek within Lemon Creek Bicentennial Park which has enhanced habitat functions and values.

Community Forest

A suburban forest, or community forest, generally refers to trees within and throughout a suburban neighborhood. This notion is gaining more popularity throughout the United States because the impacts of maintaining a tree canopy is beneficial to public and environmental health as well as how a city is perceived. While Walnut has generous areas of open space, a focus on the urban areas helps maintain City pride in its urban forest of over 17,000 publicly owned trees.

The City maintains a Tree Policy Manual (Chapter 22 Article IV), which is a guideline for the planting, pruning, removal, and preservation of the trees that are located on public property as well as easements on private property. Pursuant to Chapter 25 Article XVI Division 5 of the WMC, prevention and preservation measures include requiring a permit to remove a tree identified as protected (Oak/Walnut Trees).

RESOURCE SUSTAINABILITY

Resource sustainability is addressed by several local, State, and Federal laws. Beginning in the 1970s, Federal legislation created a framework for improving air and water quality throughout the nation. California leads the way with additional and more restrictive environmental laws, most notably the creation of boards to monitor activities, including the California Air Resources Board and Regional Water Quality Control Boards. With the rise of concern regarding climate change, California has continued to pioneer legislation AB 32 (the Global Warming Solutions Act of 2006) and SB 375 (Sustainable Communities and Climate Protection Act of 2008). These require that cities and counties specifically and comprehensively address how their long-range plans will begin to reduce greenhouse gas emissions toward Statewide goals, and how plans will provide for development patterns that reduce vehicle miles traveled and promote "smart growth."



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Sustainability is the act of creating patterns that will maintain or better many aspects of the environment for future generations. Three key aspects of this are energy efficiency, water conservation, and waste management.

Energy Efficiency

Efficiency of resources, including energy, is a priority for Walnut. Efforts from the City include use of alternative fuel vehicles, installing solar powered lights in bus stops, and using paperless agendas for the City Council and Planning Commission. The City publishes an environmental services guide that can help residential and commercial uses reduce energy consumption in many ways. Additional resources available on the City website include tips to cut energy use, like controlling the temperature of your home, pollution prevention, tree recycling, processing e-waste, and more. The City also encourages smart use of non-renewable resources.

Conservation can be encouraged by educating and changing user behavior, rewarding the use of energy-saving appliances and light bulbs, and employing building design and construction approaches.

Walnut's enforcement of California Building Code energy performance requirements helps integrate energy conservation efforts into current building practices. For example, State Building Codes require minimum ceiling, wall, and raised floor insulation. Furthermore, minimum heating, ventilation, air conditioning and water heating equipment efficiencies are required.

Water Conservation

The general nature of life in California means that droughts will continue to be the norm in the Los Angeles Basin. The hyperawareness of water conservation brought about by major droughts in the late 1970s and mid-2010s may represent a new normal that prepare residents for future droughts.

Water service in Walnut is provided by three water districts, each of which has adopted an Urban Water Management Plan (UWMP) as required by the State. The City will continue to work with these agencies to reduce water usage not just in times of drought but as a regular practice.

Beginning in 2016, retail urban water suppliers were required to comply with the water conservation requirements from The Water Conservation Act of 2009. The 2009 legislative package requires a 20 percent reduction in urban water use per capita by 2020. Of course, the California legislature can change—or eliminate—targets at any time, but water policy directives seem to be evolving to recognize the normalcy of drought.

To reduce its dependence on imported potable water, the Walnut Valley Water District, which serves most of Walnut, operates a recycled water system for use in irrigating large landscaped areas such as parks and school grounds, which have traditionally placed a significant demand on the District's potable drinking water system. Recycled water is the official name given to wastewater which has undergone an extensive treatment process and is available for reuse after being tested and certified by the State Department of Health Services. The District's recycled water system, which is separate from the potable water system, delivers "drought-proof" water.

Waste Management

Landfill capacity is a long-standing concern, partially because landfills are very difficult to get permitted and the population continues to grow. Recycling of solid waste and diverting recyclable materials from landfills help reduce the environmental costs associated with expanding and establishing new landfills. The City, through its contracted refuse company, has programs to pick up green waste directly from homes and programs to help process e-waste and hazardous waste.



Bob Quattlebaum Windmill located at Suzanne Park

CULTURAL AND HISTORICAL PRESERVATION

Walnut has a rich history that extends to pre-European settlement. Native Americans had an extensive presence throughout the region prior to the arrival of Spanish missionaries and the subsequent development of the local Mexican Ranchos. The City was incorporated in 1959 by local farmers who sought to protect the rural lifestyle, a feature most residents embrace today. Key historical sites in Walnut that represent the community's earliest days include the William R. Rowland Adobe Redwood Ranch Home, Suzanne Park, and the Carrey, and the Bourdet Home. The possibility of Native American resources in the area is low given the high degree of farming that occurred. However, as new development (or re-development) is implemented, the possibility of discovering subsurface resources remains.

Walnut values its past, and efforts have been taken to help assure preservation of historic and cultural resources. The City adopted a Historical Preservation Ordinance in 2015 contained in WMC Article XXIX. The ordinance established the Historical Preservation Ad-Hoc Advisory Committee, the City's Historical Resources

Register, and the procedures to identify and protect identified historical resources.

Table COR-2 lists historic and culturally significant resources in Walnut as of 2017.



Located at Lemon Creek Park, the William R. Rowland Adobe Redwood Ranch Home, built in 1883, is the oldest building in Walnut.

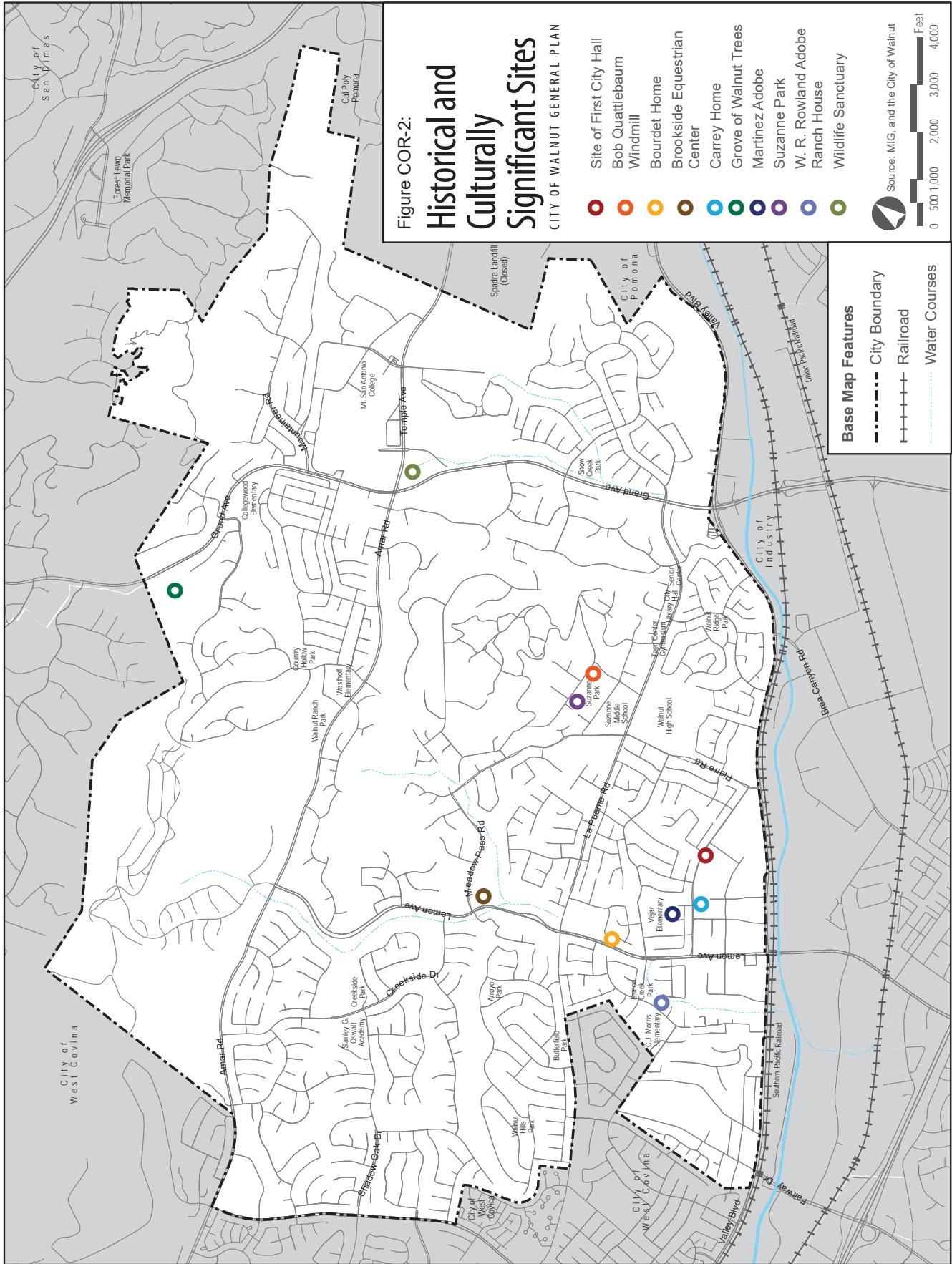


Table COR-2: Historical and Culturally Significant Sites

Sites	Brief Description
Suzanne Park 625 Suzanne Road	Suzanne Park was the first park to be developed after the City was incorporated in 1959. The park was built by Walnut residents.
Bob Quattlebaum Windmill Fuerte Drive (Suzanne Park)	This metal windmill was donated to the City by the Quattlebaum family in memory of their father, Bob Quattlebaum. It was located on the family's property on Kelso Road and is now located at Suzanne Park.
Brookside Equestrian Center 800 Meadow Pass Road	This site first belonged to the Sentous family, holders of the 2,200-acre Sentous Ranch.
W. R. Rowland Adobe Ranch House 130 Avenida Alipaz	This adobe ranch house, with its thick adobe walls, heavy wide doors, wood-shingled roof, and dirt floors, is the oldest building in the City of Walnut. It belonged to the owner of the Rowland Ranch, an area which incorporated all of Walnut. The structure was built in 1883.
Bourdet Home 166 Lemon Avenue	Pete Bourdet became the first mayor of Walnut in 1959. He was born here, farmed here, and helped establish the first Walnut water system. His house was built in the 1920s.
Martinez Adobe Site (Vejar Elementary School Site)	The Martinez Adobe was located on the current site of Vejar Elementary School and was built in the 1840's by Santiago Martinez. Adobe homes were advantageous in California's hot climate due to their efficient insulation. The Martinez Adobe is no longer standing, but the site still represents an important part in Walnut history.
Carrey Home 20330 Carrey Road	Pierre Carrey, father of Ernest Carrey, found employment on a Walnut ranch and used the money he earned to buy the site of present-day Walnut High School. His grandson, Robert Carrey, was one of the first City Council members and held meetings in his small garage. He also helped to build the first City Hall. Carrey and Pierre Roads honor this family's contributions to the City.
Site of First Walnut City Hall 20550 Carrey Road	Walnut was incorporated as a city on January 19, 1959, and the new town established a City Hall that same year.
Wildlife Sanctuary, Mt. SAC 1100 N. Grand Avenue	This 10-acre nature preserve was established in 1964 to serve as a protected example of Walnut's natural habitat. It contains a stream, pond, and countless species of birds.
Grove of Walnut Trees Grand Avenue	Walnut trees along Grand Avenue provide a representative example of Southern California Black Walnut trees native to the area and found growing throughout the City.

Source: City of Walnut, <<http://www.cityofwalnut.org/for-visitors/walnut-historic-sites>>, 2017.



Clear skies over Walnut with views toward the San Gabriel Mountains with Mt. Baldy (Mt. San Antonio), Ontario Peak, and Cucamonga Peak visible from left to right

AIR QUALITY AND GREENHOUSE GASES

California is a leader in air quality policy, and for good reason. The Los Angeles area historically has suffered from poor air quality due to topography, an explosion in population, and our dependence on the automobile. Air pollutants come from both mobile sources (cars and trucks) and stationary sources (power plants, industrial processes, paints). Federally driven policy directives implemented through regulations of the California Air Resources Board and the South Coast Air Quality Management District have resulted in clearer skies and lower pollutant loads relative to the smog-choked years of the 1970s.

Given its location in the South Coast Air Basin, Walnut is subject to pollutant control measures enforced by the South Coast Air Quality Management District and with regard to greenhouse gas emissions, the California Air Resources Board. The State continues to lead the nation in air quality policy, including landmark legislation like AB 32, which sets targets to significantly reduce pollution

levels in the air, and SB 375, which links transportation and land use to air quality.

Air quality and climate change is a regional and national issue. The City can do its fair share by making sure that the greenhouse emissions from projects within the City work toward reducing emission levels required by the State. This way, on a larger scale, the City can assist in implementing region wide change.



Lemon Creek Park trail and playground

PARKS AND RECREATION

Park Facilities

During outreach for the GPU, Walnut residents were asked what they liked most about their City and parks ranked high. The City of Walnut features roughly 105.2 acres of City-owned public parks and open space areas. This includes 76.5 acres of developed park space and 28.7 acres of undeveloped parkland in 12 public parks. The smaller neighborhood-serving parks are well located to allow residents to walk to them, whereas the larger, community parks with sports fields and cultural features, such as Suzanne Park and Walnut Ranch Park, provide a wider range of facilities for community-wide needs. Walnut Ranch Park includes undeveloped City lands programmed for park expansion, with the key goal of providing a community pool and improved access to the regional trail system. The City's park system is supplemented by a regional network of open space and trails, specifically the Schabarum Skyline Trail, a 30-mile-long connector trail through open spaces and flood control channels extending from Covina to Whittier.

The City of Walnut maintains a joint-use agreement with the Walnut Valley Unified School District for the use of

various aquatic activities at the Walnut High School pool. For any other use for the school fields, gymnasiums, and other facilities for classes and recreational activities, an application is submitted to either the Walnut Valley Unified School District or the Rowland Valley Unified School District.

Parkland Per Person

In planning for park space, many cities look to the National Park and Recreation Association (NRPA) for recommended standards. Historically, NRPA recommended a parkland acre per population standard ranging from three to five acres of parkland per 1,000 residents. However, park needs and resources are highly variable based on factors such as demographics, access to regional facilities, and a city's ability to acquire—and more critically, maintain—park facilities. State subdivision law includes regulations commonly referred to as the Quimby Act which requires a city to set a metric if it requires parkland dedication or payment of in-lieu fees for new subdivisions. Only "active" parkland is included in the metric, and the metric must reflect the actual acreage of existing neighborhood and

community parks. Active parkland is space that can be used for active recreation like throwing a Frisbee, playing sports, or engaging in similar activities. This differs from passive park space, which generally supports passive activities.

With 105 acres of existing and future parkland, Walnut features approximately 3.49 parkland acres per 1,000 residents (based on a 2017 population of 30,134¹). The network of open space and recreation facilities are illustrated in Figure COR-3 and listed in Table COR-3. The future population accommodated by the current General Plan land use policy is an estimated 35,650 persons. If no additional parkland is acquired or developed for active use, the parkland ratio will be 2.95 parkland acres per 1,000 persons. For the purposes of establishing or updating its Quimby requirements, the City can use the parkland/population ratio existing at the time the metric is adopted.

Parkland Accessibility

Walnut's parks are distributed throughout the City. However, some neighborhoods do not have a park within walking distance of all residences. Figure COR-3: "Parks and Recreation" identifies the areas that are accessible to parklands within a one-quarter and one-half-mile walking distance. Walnut's hilly terrain and cul-de-sac street network system, also make accessing parks more difficult. Neighborhoods lacking easy access to developed parkland (Park Priority Areas) include Timberline, The Willows, The Ridge, Three Oaks, Hunter Hills Estates, Citadel, Shadow Mountain, College Vista, Walnut Ridge, and western portions of Creekside.

However, a few neighborhoods, which are located farther from parks, do have access to passive open spaces and the Walnut trails network system.



Playground at Suzanne Park



Shaded lawn area, children playground, and shade structures at Arroyo Park

Joint-Use Agreements with School Facilities

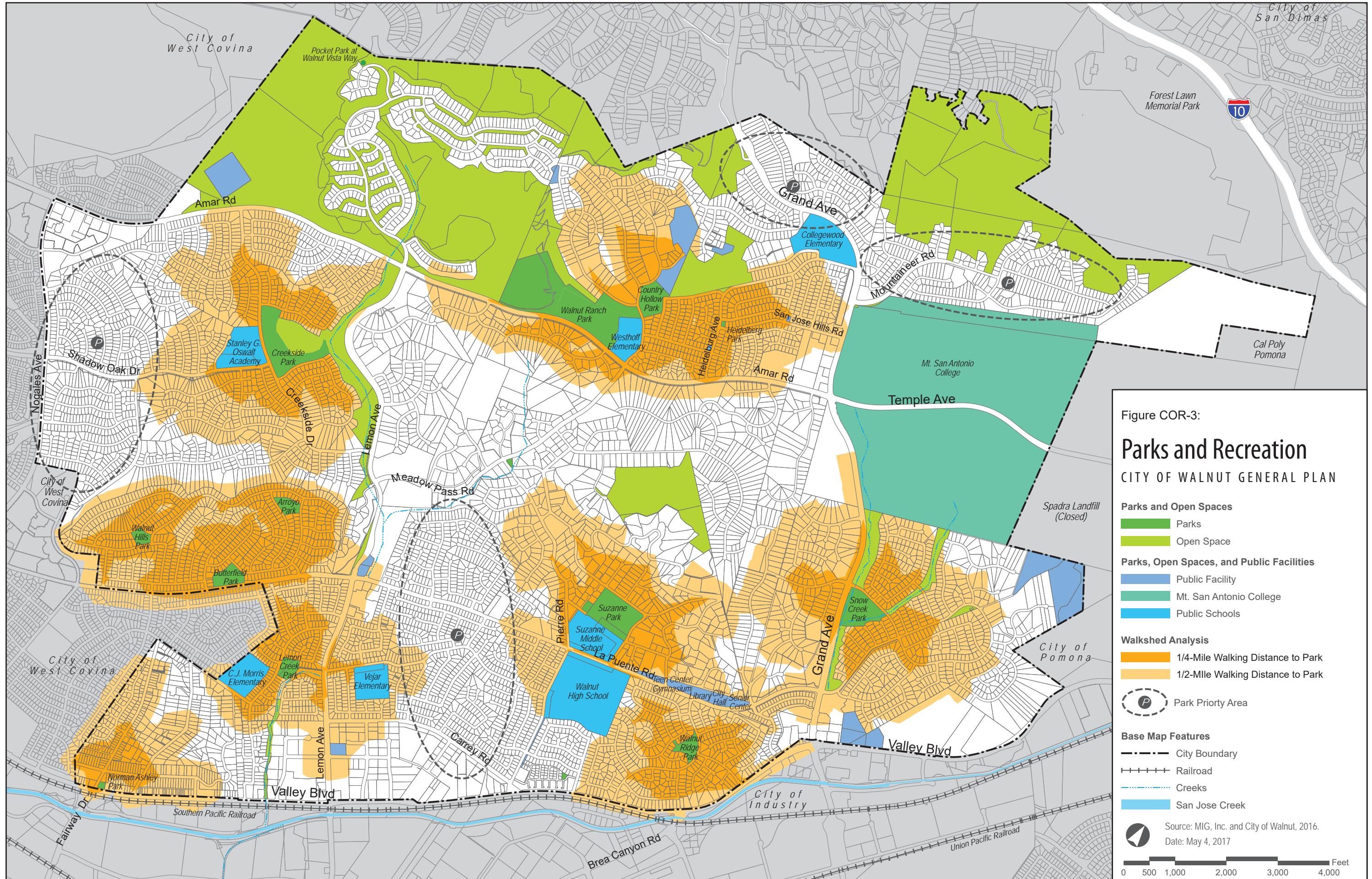
As noted above, the City's joint-use agreement with the Walnut Valley Unified School District expands residents' access to pools. While not included in the parkland/population ratio, the schools' sports fields provide highly utilized resources, and the pool and indoor facilities allow the City to operate desired recreation activities upon necessary submitted applications.

¹ Population Estimates for Cities, Counties, and the State January 1, 2016 and 2017, California Department of Finance Demographic Research Unit, May 2017.

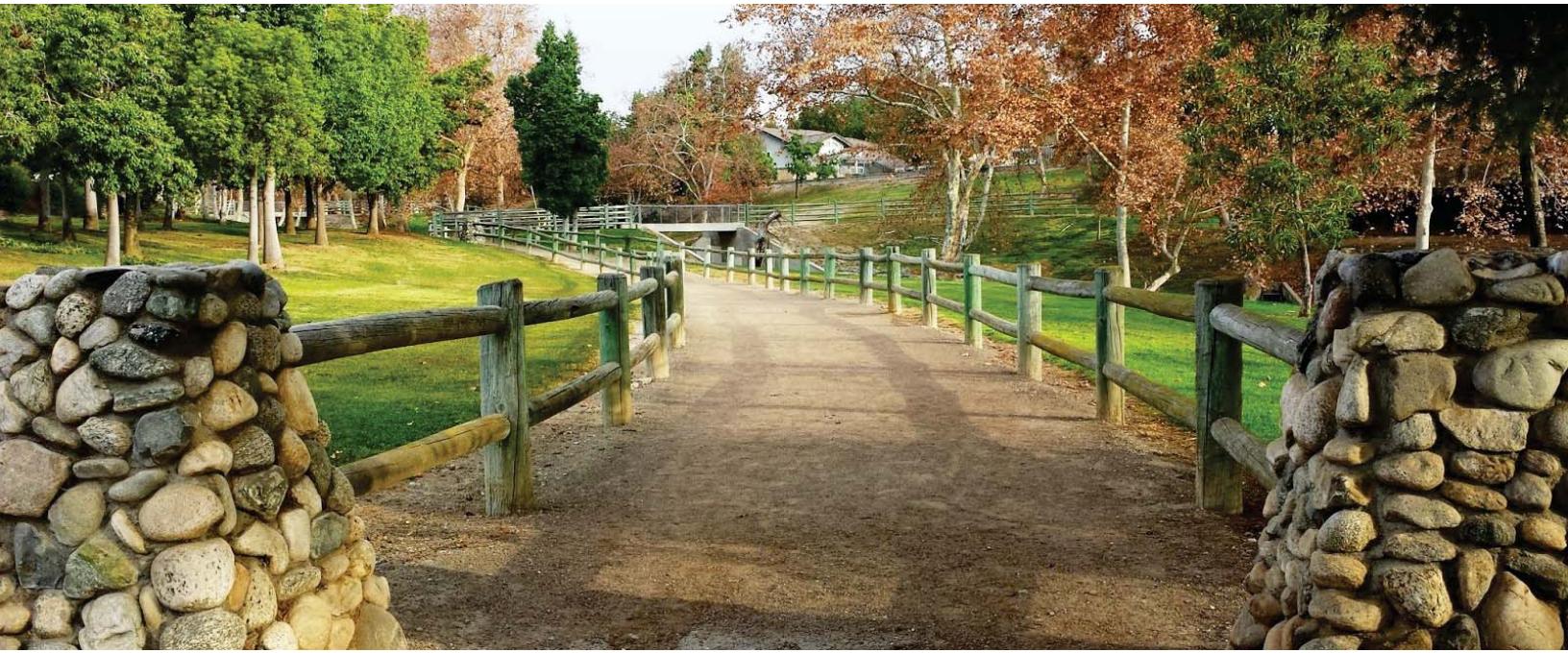
Table COR-3: Parkland Inventory

No.	Parks	Park Acres	Facilities and Amenities (as of 2017)	
1	Arroyo Park 19891 Camino Arroyo	2.7	2 Covered picnic tables 1 Playground area	1 Barbeque grill
2	Butterfield Park 19370 Camino Arroyo	4.4	1 Multi-purpose court 2 Covered picnic tables 1 Playground area	1 Back stop 1 Restroom 1 Barbecue grill
3	Country Hollow Country Hollow Drive/Parker Canyon	6.4	5 Picnic tables (2 covered) Exercise equipment	
4	Creekside Park 780 Creekside Drive	14.3	3 Baseball fields (3 lighted) 1 Restroom/snack bar 1 Playground area 8 Picnic tables	3 Barbecue grills 2 Park benches 1 Volleyball court 1 Exercise equipment area
5	Heidelberg Park 20406 Loyalton Drive	0.1	1 Covered picnic table 1 Playground area	1 Park bench
6	Lemon Creek Park 130 Avenida Alipaz	2.8	12 Shaded picnic tables 2 Playground areas 3 Barbecue grills	1 Fire pit 1 Restroom Rowland Ranch House
7	Norm Ashley Park 19711 Camino De Teodoro	0.4	2 Half Basketball courts 2 Covered picnic tables 1 Barbecue grill	6 Benches 1 Playground area
8	Snow Creek Park 20633 Snow Creek Drive	9.5	1 Baseball field (lighted) 4 Covered picnic tables 2 Barbecue grills	1 Playground area 1 Restroom/snack bar
9	Suzanne Park 625 Suzanne Road	13.7	4 Softball fields (2 lighted) 3 Restrooms 2 Snack bars 16 Picnic tables (8 covered)	6 Benches 1 Equestrian area 1 Playground area 6 Barbecue grills
10	Walnut Hills Park 19475 Avenida Del Sol	2.0	2 Covered picnic tables 1 Playground area	1 Set volleyball poles
11	Walnut Ranch Park 20101 Amar Road	16.9	9 Picnic tables 1 Restroom/snack bar 3 Lighted tennis courts 1 Playground area	3 Park benches 9 Bleachers 4 Lighted soccer fields
11	Walnut Ranch Park Expansion (Planned) 20101 Amar Rd	28.7	Aquatics center Pool Community center	Outdoor amphitheater with lawn seating for 1,000 persons
12	Walnut Ridge Park Morningside Dr./Somerset Dr.	3.3	Open lawn area Park benches	
Total		105.2		

Source: City of Walnut, Community Services Department, 2016.



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Equestrian trail through Snow Creek Park

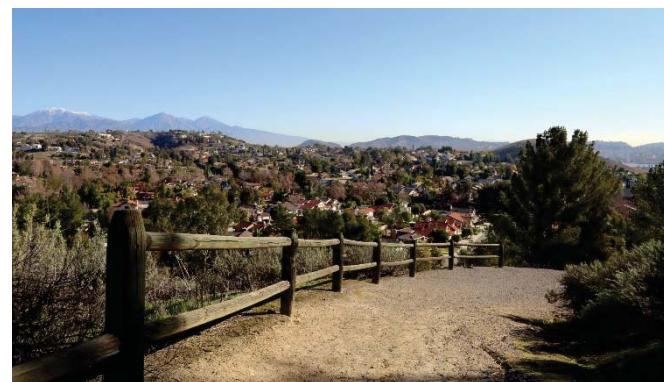
Trails

An extensive Citywide network of multi-use trails for equestrians, hikers, and pedestrians connects the City's open space areas. The City manages approximately 33 miles of trails, as well as rest stops and pocket parks. Amenities such as picnic tables, trash cans, and shade are offered. Trails with firm and soft surfaces traverse along street rights-of-way, between private properties (as easements) and through open spaces and parks. Figure COR-4: "Trails Plan" identifies the location of trails and support facilities.

With two different types of trails, the system caters to all kinds of users. Improved trails—typically paralleling the streets—have decomposed granite or similar surfaces and include protective railings for equestrians. Wilderness trails which consists of unimproved dirt paths through open space areas and between properties. Motorized vehicles and bicycles are also prohibited on all trails.

The Schabarum-Skyline trail, a regional facility maintained by the County of Los Angeles, traverses Walnut in its 30-mile-long course across the southern San Gabriel Valley, extending from Whittier to Covina.

The trail also connects to a variety of other trails in the area, including the San Gabriel and Rio Hondo River Trails. Hiking, biking, and horseback riding are all permitted uses. The Schabarum-Skyline Trail crosses through Walnut along the San Jose Hills, near Walnut Ranch Sports Park, and then follows Lemon Creek, exiting Walnut at Valley Boulevard, where it runs along the San Jose Creek Flood Control Channel.



Hillside trail overlooking Snow Creek neighborhood



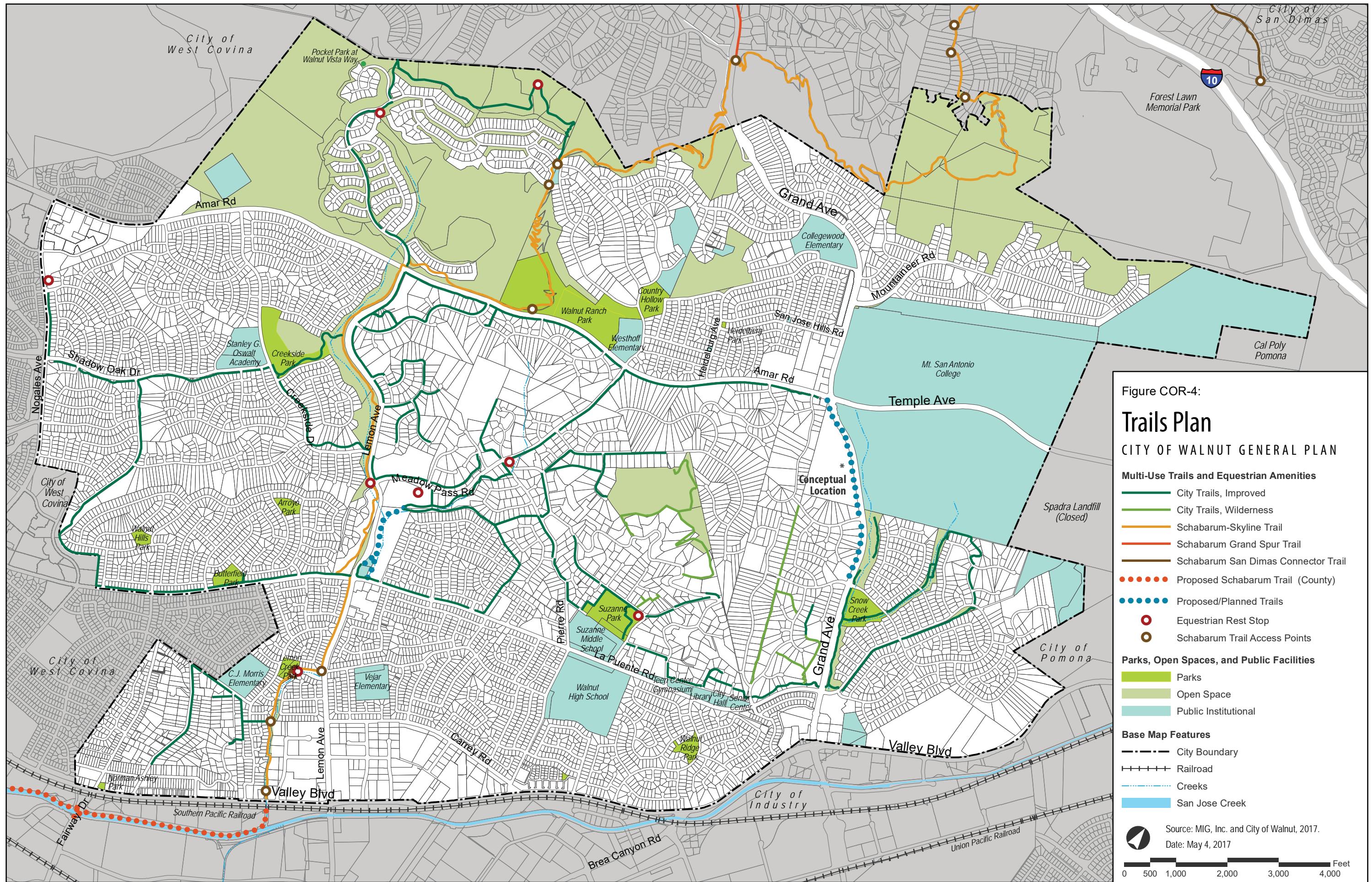
Walnut Cub Scouts participating in the Walnut Family Festival & Parade

Recreation and Community Programs

Every year residents participate in many community programs sponsored by the City and other agencies and districts. The Community Services Department offers active and passive activities tailored to residents' interests, abilities, and ages. Programming options include athletics, general education, skills enhancement, and personal development. The quarterly "Life in Walnut" publication provides a comprehensive guide to the services provided, such as:

- Aquatics, excursions, sports leagues and classes, recreation classes, special events, and camps at the Senior Center, and Teen Center/Gymnasium
- An annual Fourth of July celebration fireworks display with live on-stage entertainment, games and contests, and other attractions
- Annual events such as Concerts in the Park, Halloween Carnival, Dinner with Santa, Santa Visits, Snow Day, Kids' Night Out, Community Dance, Holiday Craft Fair & Boutique, Family Science Night, and civic celebrations

- Excursions to local destinations such as amusement parks, theaters, museums, and other points of interest
- Summer programs that offer activities and services in a comfortable and welcoming environment
- Teen center activities geared towards youth from 6th through 12th grades, allowing youth to meet and participate in positive and productive activities during non-school hours. Various activities are planned throughout the year and include teen dances, excursions, on-site peer counseling, tutoring, and games
- The Walnut Family Festival & Parade, the largest community event in Walnut, which takes place every fall and is planned and organized by a volunteer committee of residents. Participants enjoy various booths such as: arts and crafts, food, business and community awareness, a parade, a children's area, and live entertainment



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Recreational programming events

Recreation and community event programming is formed in part by the Parks and Recreation, Senior, and Youth Advisory Commissions, which provide policy guidance to City staff and the City Council.

CONSERVATION, OPEN SPACE, AND RECREATION: LOOKING FORWARD

Natural Resources

Walnut is comprised of an abundance of natural resources, from hillside open spaces, natural creeks, and expansive tree canopies. The City will continue with policies and programs to maintain and improve these resources based on available funding. Where appropriate, the City will also pursue grants and develop conservation management strategies to project, restore, and conserve these resources.

Air Quality and Greenhouse Gases

Improvement of air quality and reduction of greenhouse gases is an important City goal for existing and future residents. Although a regional and Statewide problem, the City will do its part locally to coordinate with other agencies and jurisdictions, implement alternative fuel programs and projects, promote green building, and continue to educate the community on the importance of improving air quality and the reduction of greenhouse gases.

Parks and Trails

Walnut's expansive park and trail system is a valuable amenity for the City and its residents. The City continues to employ innovative measures to ensure that these beloved features meet the needs of the community. Whether by adding or expanding recreational facilities and maintaining and reinventing existing facilities, the City continues to provide the recreational resources to maintain a high quality of life.

GOALS AND POLICIES

These Guiding Principles frame the vision for resource conservation, use of open space resources, and recreation facilities and programs.

Resources

Natural, cultural, and historical resources will be preserved and protected for future generations to enjoy and cherish. Multi-use trails, natural habitat, creeks, and historic resources will be preserved and protected through sustainable approaches and innovative, efficient, and cost-effective strategies. Green building approaches will contribute to resource conservation. The City will pursue its commitment to identifying and inventorying historical and cultural resources and providing educational and interpretive signage whenever feasible.

Small-Town Community

Walnut will continue to be a small-town community with an abundance of natural open spaces, vibrant parks, and an expansive multi-use trail system.

GOAL COR-1: Open spaces that are protected and managed for current and future generations to enjoy

Policy COR-1.1: Open Space Resources

Preserve and protect natural habitats, creeks, hillside areas for use by wildlife, for education, and for residents' passive enjoyment. Consider acquiring vacant parcels that can contribute to the network of open space for these purposes.

Policy COR-1.2: Community Identity

Use open spaces and parks to maintain Walnut's visual character and identity.

Policy COR-1.3: Enhanced Plantings

Add beneficial and strategic plantings in open space areas and hillsides to help maintain slopes, enhance habitat value, and improve community aesthetics. This should include planting on private slopes using easements whenever possible.

GOAL COR-2: Intact natural habitats and protected open spaces that support wildlife

Policy COR-2.1: Compatible Activities

Limit recreation in natural areas to activities compatible and appropriate with preserving natural vegetation, such as hiking and limited horseback riding.

Policy COR-2.2: Habitat

Protect and enhance natural habitat areas that are vital for wildlife, including Coastal Sage Scrub for the California Gnatcatcher.

Policy COR-2.3: Open Space Linkages

Provide additional linkages between open space in order to accommodate wildlife movement.

Policy COR-2.4: Preservation

Require identification on all new project site plans of sensitive areas that may be candidates for preservation.

Policy COR-2.5: Ecological Reserve and Sanctuary

Coordinate with Mt. San Antonio College and Cal Poly Pomona to preserve, enhance, and promote the Mt. SAC Wildlife Sanctuary and the Voorhis Ecological Reserve.

Policy COR-2.6: Fencing

Confine fencing on hillside property to the area around a building rather than around an entire site to allow for the migration of wild animals.

GOAL COR-3: Preserved and rehabilitated riparian areas and creeks

Policy COR-3.1: Preserve and Enhance

Preserve and enhance existing waterways and natural riparian areas to achieve natural states that support wildlife and that provide flood control and groundwater recharge functions.

Policy COR-3.2: Green Improvements

Consult with the Los Angeles County Flood Control District to explore storm water and green infrastructure improvements, such as along Pierre Road, to remove pollutants from storm water runoff before it enters San Jose Creek.

Policy COR-3.3: Natural Vegetation

When development is proposed near natural vegetation, encourage the landscaping to be consistent with the palette of vegetation found in the natural vegetation.

Policy COR-3.4: Minimize Turf

Minimize and discourage use of lawns and turf on hillsides.

Policy COR-3.5: Creek Cleanup

Encourage volunteer organizations to help clean creek beds to reduce pollution and help return waterways to their natural state.

Policy COR-3.6: Education for Property Owners

Provide educational materials to property owners whose properties include creeks to show them the benefits of creek restoration and proper management.

Policy COR-3.7: Habitat Restoration

Work with nonprofit groups and pursue grant funding to help restore and rehabilitate degraded natural habitat and implement conservation measures that protect local ecosystems.

GOAL COR-4: A healthy and vibrant community forest

Policy COR-4.1: Incentives

Provide incentives and adopt policies to encourage a healthy and abundant tree canopy Citywide.

Policy COR-4.2: Planting Program

Prioritize the planting of street trees in new development projects, and ensure that any dying or

diseased tree within a public right-of-way is quickly replaced with healthy and appropriate specimens.

Policy COR-4.3: Private Tree Preservation

Implement effective programs that provide protection for mature trees on private properties.

Policy COR-4.4: California Black Walnut/Oak Trees

Encourage the preservation, maintenance, and protection of California Black Walnut/Oak Trees, as well as other important native tree species Citywide.

Goal COR-5: Municipal practices and private actions that promote environmental sustainability

Policy COR-5.1: Reduce Energy

Implement regulations and provide incentives that require public and private developments to reduce energy use over the long term.

Policy COR-5.2: Southern California Edison

Work with Southern California Edison to encourage residents and businesses to take advantage of any programs designed to reduce energy. Also provide such information on the City's website.

Policy COR-5.3: Efficient Design

Encourage energy-efficient design of all new projects (public and private), including appropriate structure orientation and the use of shade trees to maximize cooling and reduce fossil fuel consumption for heating and cooling.

Policy COR-5.4: Recycling

Work to reduce landfill waste and increase recycling.

Policy COR-5.5: Reduce Waste

Implement measures focused on reducing landfill source materials beyond recycling, including making conscious purchasing choices in municipal operations.

Policy COR-5.6: Water Conservation

Support the efforts of all water agencies serving Walnut to reduce water consumption at all times, not just during times of drought.

Policy COR-5.7: Water Supply

Allow new development only when it can be demonstrated that sufficient water is available over the long term to supply that development.

Policy COR-5.8: Recycled Water

Support the expansion of recycled water use wherever possible and feasible.

Policy COR-5.9: Gray Water

Explore the possibility of adopting gray water ordinances for municipal, business, and residential applications.

GOAL COR-6: A well-informed community on the topics of resource conservation and sustainability

Policy COR-6.1: Resource Conservation Education

Provide public information regarding resource conservation. Build on the City's Environmental Services Guide and other resource to make it easy for the public to make good decisions and access information and services regarding conservation.

Policy COR-6.2: Water Conservation Education

Send educational information and notices to households and businesses with water prohibitions, water allocations, and conservation tips.

Policy COR-6.3: Demonstration Programs

Consider creating a City demonstration water-wise garden in parks as they are re-landscaped or improved using drought-tolerant native and non-invasive plants.

GOAL COR-7: Protected and healthy groundwater basins

Policy COR-7.1: Green Infrastructure

Require low-impact designs such as vegetated treatment systems (bioswales, drainage swale, vegetative buffers, constructed wetlands) and other green infrastructure improvements for storm water discharge pollution removal.

Policy COR-7.2: Groundwater Infiltration

Update Zoning and building requirements to require innovative design methods to increase pervious surfaces and maximize water infiltration into the San Gabriel Valley Groundwater basin.

GOAL COR-8: Expansive public art and cultural programs that strengthen Walnut's community identity

Policy COR-8.1: Promote Public Art

Encourage and promote opportunities for permanent and temporary public art installations.

Policy COR-8.2: Local Artists

Work with the community, local schools, Mt. San Antonio College, and local artists to design and implement artistic and cultural features throughout the City and on public properties.

GOAL COR-9: The recognition and prioritization of cultural and historical preservation

Policy COR-9.1: Historical Resource Identification and Protection

Protect identified historical sites, and continue to assess over time the historical significance of additional properties.

Policy COR-9.2: Archaeological Resources

Assure that all development properly addresses the potential for subsurface archeological deposits.

Policy COR-9.3: Cultural Resources

Review all development and re-development proposals in the City for the possibility of cultural resources. This may include the need for individual cultural resource studies, including subsurface investigations.

GOAL COR-10: Clean local air quality and reduced greenhouse gas emissions

Policy COR-10.1: Climate Change Laws

Find creative means to comply with State laws addressing climate change.

Policy COR-10.2: Coordination

Assure the City provides updated data to the Southern California Regional Governments to assist in updates to the Sustainable Communities Strategies and Regional Transportation Plan.

Policy COR-10.3: Rooftop Solar Projects

Streamline solar panel permits for small-scale residential and commercial business roof-top projects by removing discretionary planning permits or allowing approval over the counter.

Policy COR-10.4: Solar Energy Systems

Encourage the use of solar energy systems or any other technology that similarly reduces the use of power from the grid in residential and commercial uses.

Policy COR-10.5: Green Buildings

Require LEED or similar building efficiency certifications for all new public facilities and buildings, and encourage similar green building certifications for private development projects.

Policy COR-10.6: Minimize Air Quality Impacts

Minimize air quality impacts of new development projects on established uses.

Policy COR-10.7: Air Quality Goals

Ensure that land use and transportation plans support air quality goals, with new development projects reducing vehicle miles traveled and vehicle trips.

Policy COR-10.8: Education Programs

Partner with regional agencies to establish public education programs that provide information on ways to reduce and control emissions and make clean air choices.

Policy COR-10.9: Tree Plantings

Pursue tree planting programs with species that can help with carbon sequestration.

Policy COR-10.10: Alternative Fuels

Prioritize alternative fuel vehicles for City use. Incorporate alternative fuel charging stations into public and private development projects.

GOAL COR-11: A vibrant park system that meets evolving community needs

Policy COR-11.1: Park System

Develop and maintain parks, recreational, and cultural facilities that reflect the broadest range of interests and that meet the needs, desires, and interests of the Walnut community.

Policy COR-11.2: Additional Parks

Explore ways to construct additional parks to ensure adequate open space/parks are provided within walking distance to all residential areas.

Policy COR-11.3: Pocket Parks

Explore ways to add additional pocket parks throughout the City to provide additional recreation amenities within areas that lack access to parks.

Policy COR-11.4: Master Plan

Maintain a current parks, recreation, open space, and trails master plan that outlines policies and strategies to plan for recreational needs, park accessibility, long-term maintenance, changing demographic preferences,

open space and trails management, and sustainable funding sources.

Policy COR-11.5: New Parks

Require that all new, large residential developments provide onsite park facilities, and ensure they provide connectivity to the existing Walnut trail system.

Policy COR-11.6: Joint-Use Agreements

Maintain joint-use agreements with school sites to maximize recreation opportunities.

Policy COR-11.7: New Park Spaces

Create new kinds of parks or convert existing parks as new community needs arise that incorporate flexible park areas, nature and educational play features, passive and social spaces, art facilities that utilize local artists, access to existing trails, and diversified play environments.

Policy COR-11.8: Park Maintenance

Establish sufficient funding sources to maintain parks and recreation facilities at very high standards.

Policy COR-11.9: Playground Replacement

Prioritize the replacement of playground equipment more than 20 years old.

Policy COR-11.10: Nature Play

Consider establishing nature play environments in lieu of the more conventional play equipment.

Policy COR-11.11: Shade

Prioritize the construction of shade over all playground equipment for safety and character identity.

Policy COR-11.12: Park Wayfinding

Adopt and maintain a master signage and wayfinding plan for all public parks to ensure adequate and consistent signage is provided to identify public recreational areas.

Policy COR-11.13: Aquatics Center

Pursue establishment of an aquatics center to help augment a range of aquatic, water, and swimming

facilities. Assure the new aquatics center and related facilities will have operational funding that will not be detrimental to the City General Fund.

Policy COR-11.14: Outdoor Amphitheater

Continue to identify and plan for a new outdoor public amphitheater site that will allow for outdoor events and public gatherings

GOAL COR-12: Comprehensive and connected trail system

Policy COR-12.1: Meeting Trail Needs

Maintain the City's extensive trail network to accommodate the diverse needs of the Walnut community.

Policy COR-12.2: Flexible Trails

Plan and provide for all types of trail use—pedestrian, equestrian, and bike trails—in a manner that minimizes user conflicts.

Policy COR-12.3: Trail Expansion

Require dedication or easements and construction of trails as part of the development review process, where appropriate.

Policy COR-12.4: Trail Loop

Complete a connected trail system, including a loop system for pedestrian and bicyclists.

Policy COR-12.5: Trail Maintenance

Explore opportunities to increase funding for trail maintenance to assure trails are well kept as maintenance costs rise.

Policy COR-12.6: Trail Character

Maintain wood lodge pole fencing to preserve a rural and rustic community character.

Policy COR-12.7: Trail Support Features

Develop support features to enhance the trail experience, such as rest stations and interpretative signage.

Policy COR-12.8: Adopt-a-Trail Program

Establish an adopt-a-trail program to help maintain the trail system.

GOAL COR-13: Quality community services and programs for Walnut residents

Policy COR-13.1: Community Programs

Provide high-quality community service programs, events, and services that provide opportunities for recreational, physical, cultural and educational activities for residents of all ages, including new programming that involves emerging trends.

Policy COR-13.2: Nature Programming

Expand nature programming and environmental education, and distribute opportunities throughout the City.

Policy COR-13.3: Facility Allocation

Periodically revisit facility allocation, reservation, and fee policies and procedures.

Policy COR-13.4: Accommodate Special Need Groups

Extend recreational opportunities for special needs groups (seniors, disabled, visually challenged, etc.) by making improvements to existing facilities and trails.

Policy COR-13.5: Bring Community Together

Continue to plan for and conduct community special events that bring residents together.

Policy COR-13.6: City for All Ages

Adjust programs over time as needed to respond to changing demographic structures, particularly the phenomena of the services needed by an aging population, changes in ethnographic composition, and the possible decline in the K-12 school-age population.

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Chapter 5

Community Facilities and Infrastructure





CHAPTER 5

COMMUNITY FACILITIES AND INFRASTRUCTURE

INTRODUCTION

The Community Facilities and Infrastructure Element defines Walnut's commitment to ensuring the development of quality public facilities for residents—and supporting desired business growth and success—by investing in public capital projects. These public investments can inspire and catalyze private development that supports the needs of the community. This Element establishes the policies that guide decisions regarding public facilities and infrastructure expenditures.

This General Plan largely maintains the long-established land use patterns in Walnut but looks to accommodate a transition to integrated land use mixes along West Valley Boulevard and at Amar/Nogales. New residents will expect the same high-quality community facilities that have attracted people to Walnut since incorporation. Similarly, new businesses will seek facilities and systems that support their success.

Community Facilities and Infrastructure

Contents

- Introduction
- Foundation for Community Facilities and Infrastructure
- Community Services and Facilities
- Infrastructure
- Lifelong Learning
- Goals and Policies

The Community Facilities and Infrastructure Element addresses infrastructure, utility, and educational facilities vital to a vibrant city. Public services related to natural hazards and emergency responses are addressed in Chapter 6: Public Safety. Parks and recreation facilities are addressed in Chapter 4: Conservation, Open Space, and Recreation.



Walnut Senior Citizen Center

FOUNDATION FOR COMMUNITY FACILITIES AND INFRASTRUCTURE

Community facilities and infrastructure provide the support network for daily activities, while well-planned and well-maintained networks ensure a high-quality of life for residents and provide opportunities for focused and desired growth. Basic infrastructure systems and community facilities extend beyond the traditional urban comforts of water, sewer, and energy services and places for community activities. Because Walnut is largely built out with basic utility infrastructure systems in place, priorities moving forward focus on ensuring that the water and sewer lines remain in sound condition and that electricity and natural gas service providers maintain their networks to respond to local needs.

Communications is a critical service, with continually evolving and emerging technologies affecting how the

City accommodates that infrastructure. Because these services are contracted and/or franchised, the City is in a position to negotiate terms that benefit residents and businesses, particularly when new technologies can provide faster and more reliable connections.

Quality public education, while not a City-provided foundational service, has been highlighted as a key factor influencing residents' decision to move to Walnut. Lifelong learning that begins in kindergarten and extends through our adult years allows everyone to move toward educational and enrichment goals. Educational facilities in Walnut assist in supporting the local high standard of living.



City of Walnut Maintenance Department and Recreation Services

COMMUNITY SERVICES AND FACILITIES

Community facilities provide places where residents gather for recreation, education, and come together for fun events. They also include our fire stations and Sheriff's station that house vital equipment and personnel.

In 2003, the City completed construction of the Civic Center on land fronting La Puente Road. City Hall, the Walnut Gymnasium/Teen Center, and the Senior Center, together with the Walnut Library (operated by the County of Los Angeles and built in 1985) provide a focus for civic activity. The Teen Center/Gymnasium has two full-sized basketball courts and a multi-purpose room for classes. The Senior Center provides several multi-use rooms for senior-centered classes, activities, and special events.¹ To more readily serve neighborhoods in the north part of Walnut, the City has long planned to expand Walnut Ranch Park to include amenities such as an amphitheater, aquatics center, and small recreation center. Ultimately, the type of facility

provided will be guided by available funding, assessed long-term community needs, and the availability of unconstrained land.

Table CFI-1: Community Facilities

Facility	Operator	Location
City Hall	Walnut	Civic Center 21201 La Puente Rd
Walnut Gymnasium/ Teen Center	Walnut	Civic Center 21003 La Puente Rd
Senior Center	Walnut	Civic Center 21215 La Puente Rd
Walnut Library	Los Angeles County	Civic Center 21155 La Puente Rd
Facility to be determined	Walnut	Walnut Ranch Park

Los Angeles County, under contract to provide fire and law enforcement services to Walnut, maintains local fire stations and the Sheriff's station within the City boundaries. The placement of these Los Angeles

¹ Recreation programs provided at community facilities are addressed in Chapter 4: Conservation, Open Space and Recreation.

County facilities within the City limits results in quicker and more efficient response time for service.

Funding and Maintenance

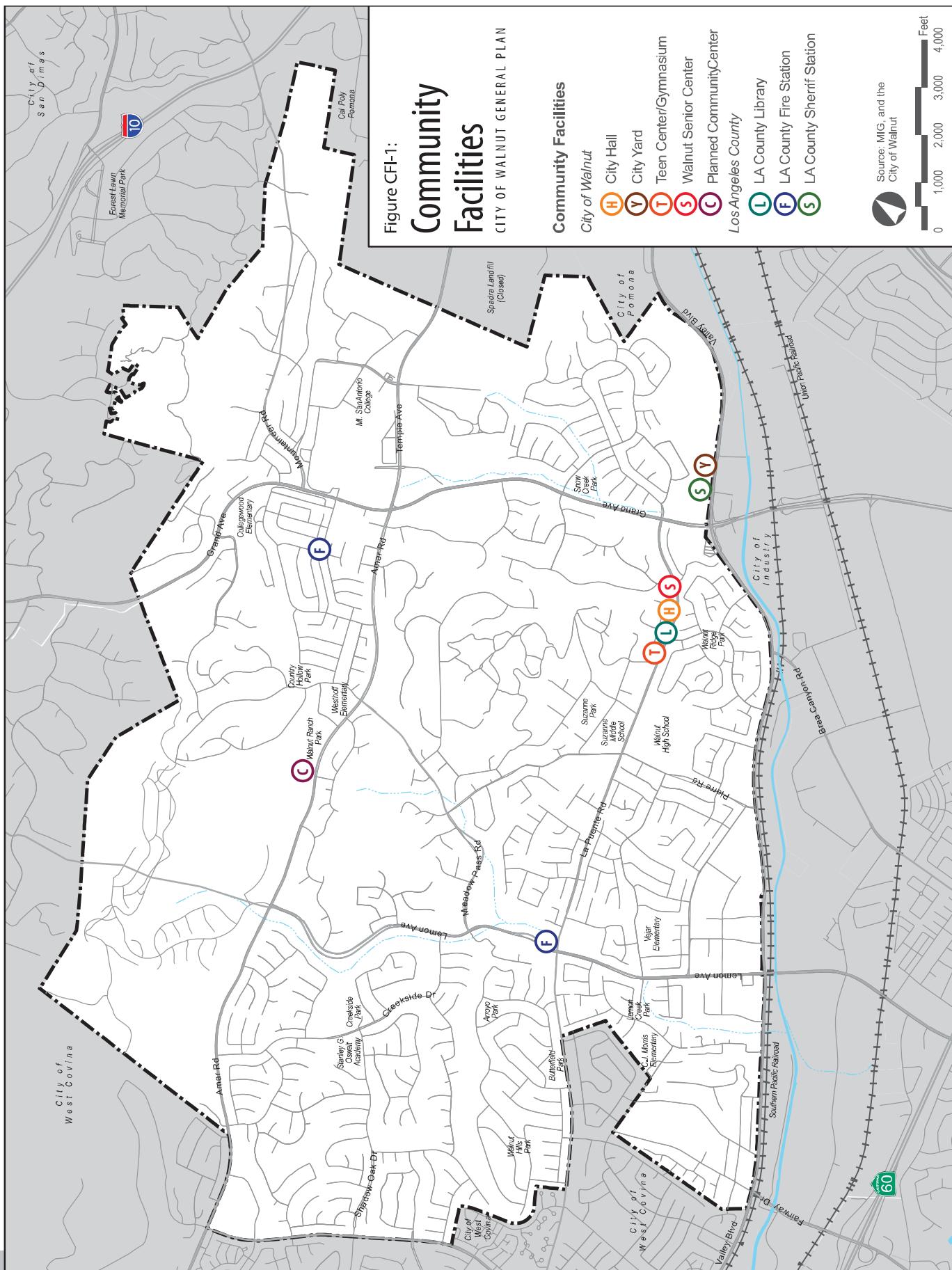
The building and maintenance of high-quality community facilities is a priority for the City. Addressing the operational aspects of existing and planned facilities as well as guiding investment in new facilities require careful planning, particularly regarding the issue of how to pay for them when funding is limited. Most of the community facilities serving Walnut are operated by other public agencies (Los Angeles County and other educational districts). Thus, their funding derives from tax revenues, special assessments, impact fees, and grants. The City's resources are more limited, with special fees or assessment—which require voter approval—representing a key means of paying for the facilities that residents desire. Such funding streams can help make up for limited local property and sales tax revenues, particularly for properties that continue to have low tax rates established many years ago under Proposition 13.

Assessment districts such as the Lighting and Open Space Maintenance District (LOSMD) that covers 369 acres (FY 2016-17) of landscaped areas throughout the City will continue to be explored. Assessment districts employ a mechanism providing for each property owner to pay a fair share of the costs of improvements and maintenance each year. This mechanism ensures that the cost will be spread among all properties that receive direct and special benefit.

Establishment of Home Owners Associations (HOAs) is another funding mechanism for facilities maintenance in common areas. HOAs are an organization of homeowners of a particular subdivision, condominium, or planned unit development within a development. HOAs provide maintenance services, regulate activities, levy assessments, and impose fines. Usually, each member of a homeowners' association pays assessments. As of 2017, multiple residential developments in Walnut have established an HOA. While only moderate future growth is expected from implementation of the Land Use Element, establishment of HOAs for existing and future residential neighborhoods will be explored.

Community Facilities Districts (CFDs), more commonly known as Mello-Roos districts, are special districts established by local governments in California to generate additional public funding. Counties, cities, special districts, joint powers authority, and school districts in California use these financing districts to pay for public works and some public services. Mello-Roos taxes are subject to two-thirds voter approval when there are 12 or more voters in the proposed district. Many communities requiring new schools or other public infrastructure, such as public parks and roads, impose Mello-Roos taxes as an alternative to (or in addition to) impact fees paid directly by real estate developers. Many older communities have voted to impose Mello-Roos taxes on areas that include homes not previously subject to Mello-Roos taxes. This is done when property tax revenues fall short of what is necessary to maintain adequate service levels.

General Plan policies direct the City to identify and explore financing alternatives that could make the ongoing maintenance and future expansion of services and facilities financially feasible without burdening existing residents and businesses with the cost of financing improvements associated with new development.



INFRASTRUCTURE

Local infrastructure systems support the daily activities of businesses, residential life, and operations of the many public uses in the City. This section addresses water, sewer, storm water drainage, energy utilities, and telecommunications infrastructure.

Water services, sewer and storm drain infrastructure in Walnut are provided by private companies and the County of Los Angeles. Given Walnut's built-out character and limited capacity for growth, no major capacity issues or planned capital improvements have been identified. The Los Angeles County Flood Control District has management protocols in place to ensure long-term functionality of the local drainage system and the regional facilities into which the creeks and concrete channels feed.

Moving forward, the City is committed to ensuring that new development pay the full fair share costs associated with improvements needed specifically to service their development.

Wet Infrastructure

Water

Water services and infrastructure in Walnut are provided by one public and two private water distributors, with the Walnut Valley Water District (WVWD) serving most of Walnut (see Figure CFI-2: Water Districts). These water purveyors also service other jurisdictions in addition to Walnut.

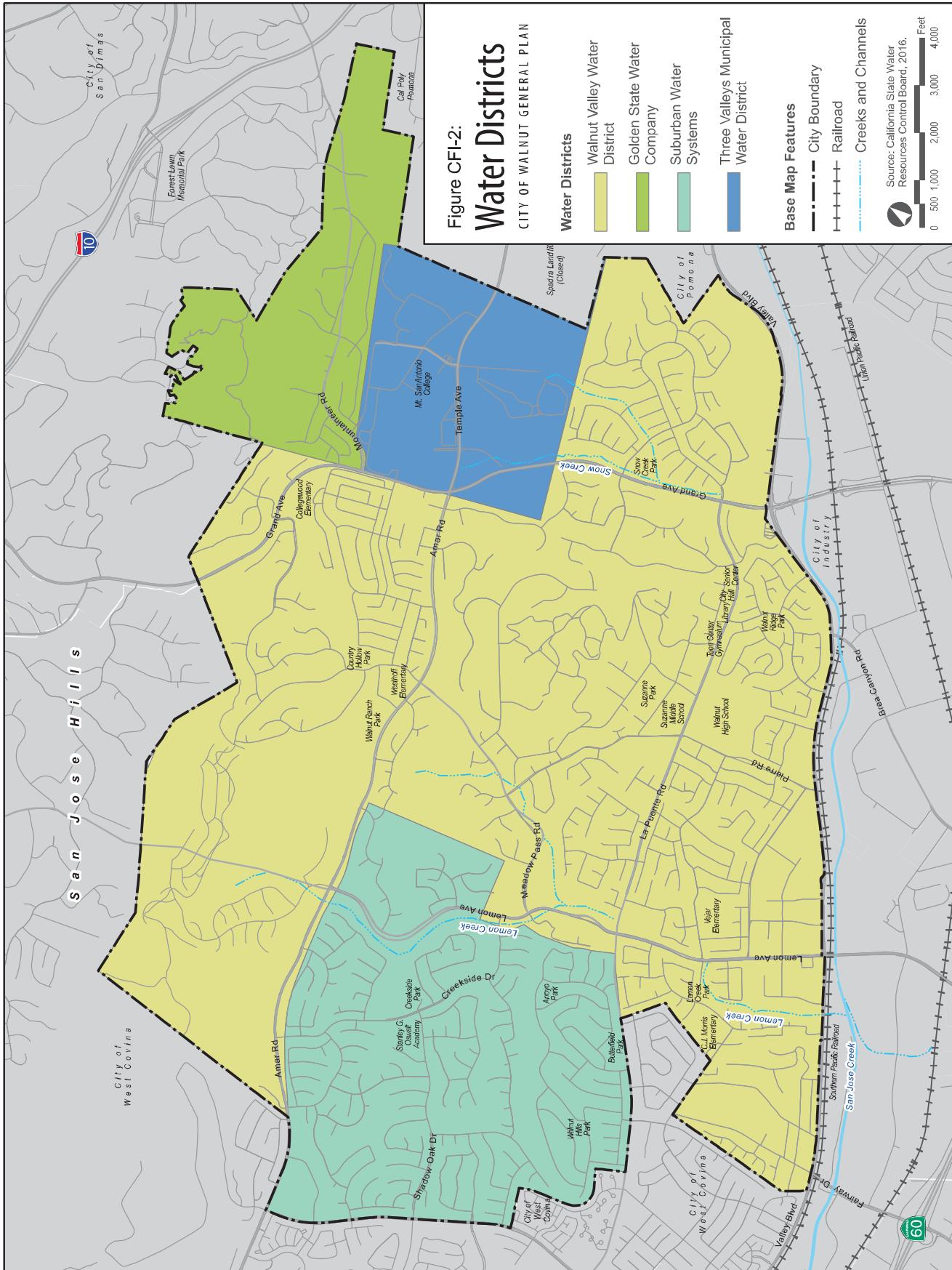
The local water system infrastructure consists of groundwater wells and natural underground storage basins, constructed reservoirs, booster pump stations, and transmission and distribution pipelines. The water supply is derived from local sources in the underlying groundwater basins and treated imported water through a contract with the Metropolitan Water District of Southern California (MWD).

Each of the four water districts has adopted Urban Water Management Plans (UWMP) as required by the State of California Urban Water Management Planning Act and the California State Water Code. UWMPs are important tools for reporting water agencies' long-term planning efforts to meet future demands and tracking progress toward achieving State-mandated water conservation

targets. They also support State laws linking approval for large developments to water supply availability. The Department of Public Works, in coordination with the water districts, helps implement the requirements of these UWMPs in Walnut.

To reduce dependence on imported potable water, which is more expensive than local water sources, WVWD operates a recycled water system used to irrigate large landscaped areas such as parks and school grounds, which have traditionally placed a significant demand on the potable drinking water system. "Recycled water" is the common name given to wastewater which has undergone an extensive treatment process and is available for reuse after being tested and certified to ensure that it is safe for irrigation purposes. WVWD's recycled water system is separate from the potable water system.

The Land Use Plan provides for a modest level of growth, with activity to occur largely along West Valley Boulevard and around Amar/Nogales. Servicing water agencies will continue to account for this growth during updates to their UWMPs and capital improvement plans. Developers will be required to fund on-site improvements and any system-wide upgrades needed to support the level of development. Water conservation is addressed in Chapter 4: Conservation, Open Space, and Recreation.



Sewer

Wastewater—also called sewage—is the water and waste that drains from our sinks, toilets, and showers into the sewer system. Local sewer lines collect wastewater from indoor plumbing and convey it to larger regional pipes and ultimately, to regional sewage treatment plants. The collection system in Walnut consists of 91.3 miles of gravity sewer lines that discharge into the Los Angeles County Sanitation Districts' (LACSD) facilities for treatment and disposal. LACSD constructs, operates, and maintains the regional facilities that collect, treat, recycle, and dispose of sewage and industrial wastes. Wastewater generated in Walnut is conveyed to the San Jose Creek Water Reclamation Facility in unincorporated Los Angeles County near Whittier. Seventeen independent districts in the LACSD have joined together to share a regional, interconnected sewerage system called the Joint Outfall System. Service fees paid by property owners and users finance long-term maintenance and operational costs.

Common system problems occur over time due to root intrusion from vegetation, grease buildup, and structural deterioration. Ongoing efforts to keep the sewer system operating properly include activities to identify, repair, and prevent sewer system damage. These proactive efforts and the funding of upgrades generally avoid problems. The LACSD monitors conditions over time and identifies system repairs and enhancements as needed.

New development activity in Walnut has the potential to result in increased average daily sewage flows and peak flows. Requiring adequate on-site improvements and system-wide upgrades needed to support the specific level of future development projects will continue to be part of standard operating procedures for the City.

Storm Water Control

Storm water refers to precipitation and irrigation runoff that collects on streets and in gutters, along with any other particles and substances that the runoff carries along with it. Considerable storm water volumes can be generated during a significant rain storm, potentially

Snow Creek natural drainage



resulting in the runoff overwhelming the local collection and conveyance infrastructure.

The Los Angeles County Flood Control District (LACFCD) maintains the storm drain lines within the City of Walnut. Due to the topography and location of the San Jose Hills, most of the City drains to the south to San Jose Creek. Two natural creeks also provide storm water control: Lemon Creek and Snow Creek. These creeks provide hydrologic functions and filter out toxins in the water through percolation. As added benefits, the creeks provide riparian habitat and foraging areas for birds and wild animals, provide open space access with associated trails and bridges, and offer aesthetic resources to the community. The City has worked to restore and maintain the vegetation along Lemon Creek, including removing non-native plants and adding native plants, trees, and grasses.

To ensure that local storm water infrastructure can accommodate flows during rain events, the LAC Department of Public Works conducts annual storm water facilities maintenance, with construction and clean-out services in over 700 catch basins. The City maintains large storm drain receptors. Future development projects in Walnut will be required to implement any site-specific drainage improvements needed to minimize and control flows into the storm drain system, as directed by the LACFCD.

The local system of gutters and storm drains are designed to prevent flooding by moving rain water away from City streets and directly into local creeks and channels, which eventually empty out into the Pacific Ocean. Storm water pollution occurs because rainwater and urban runoff (such as irrigation overspray) pick up pollutants as flows cross urban surfaces and carry the pollutants into the storm drain system. If the water in this system is not treated or filtered, any pollutants go directly into rivers and the ocean. Common sources of storm water pollution include: litter, trash, pet waste, paint residue, organic material (yard waste), fertilizers, pesticides, sediments, construction debris, cooking grease, and illegally dumped motor oil and other harmful fluids. Many of these pollutants come from everyday activities and can be easily reduced by using common sense and good housekeeping practices and best management practices, or BMPs.

The City has no large storm water basins to collect and filter pollutants. However, federal clean water regulations implemented through State laws require that the City manage the local storm drain system to minimize the introduction of pollutants into storm water flows. Walnut is a MS-4 permittee for regional National Pollutant Discharge Elimination Systems (NPDES) and thus complies with federal and State laws in this manner. Certain activities, such as construction and renovation, may require a permit from the City which may include BMP requirements to minimize water runoff and reduce the potential for storm water pollution.

Dry Utilities

The Walnut community relies upon energy resources and telecommunication services provided by private companies to maintain a high standard of living and to support healthy business activity. Private utility companies provide electricity, natural gas, telecommunications services, and solid waste collection and disposal. The California Public Utilities Commission (PUC) is responsible for regulating the electric, natural gas, and traditional wired telephone industries.

Electric and Gas

Walnut businesses and residents receive electric power and natural gas services from Southern California Edison and the Southern California Gas Company, respectively. Under law, these companies are required to provide reliable services and accommodate any growth needs. The City supports these companies' ongoing programs to make operations more efficient, pursue "green" energy technologies, and encourage reduced energy consumption. Resources sustainability is addressed in Chapter 4: Conservation, Open Space and Recreation.

The proliferation of overhead utility lines and poles has long been cited as a source of urban visual pollution. Although undergrounding existing overhead utilities can be complicated and expensive, the City is making progress toward converting overhead utilities to underground or wireless. City codes designate certain areas as Underground Utility Districts, where overhead utilities are strictly prohibited, with certain exceptions. Undergrounding overhead utilities also occurs in conjunction with major street improvements. The City will continue to pursue these efforts consistent with its

objectives to enhance community aesthetics and to address public safety concerns.

Communications

Effective telecommunications systems in Walnut allow private business, the government, institutions, and residents to be productive and connected. With the rapid evolution of telecommunications technologies, the City's role will be one of facilitation: accommodating installation of the infrastructure that businesses and people need to be efficient. With wireless and other technologies widely available at public facilities, campuses, and coffee houses, the community will expect to have access to the latest innovations.

However, these innovations are not without their visual impacts. For example, poorly sited antennas can contribute to visual pollution. Efforts must be made to make future communications infrastructure installations as uncluttered and unobtrusive as possible. This can include camouflaging equipment and integrating equipment into a building's architecture. In addition to their visual impacts, these installations can also emit low levels of noise from the control equipment. Residential installations must not exceed ambient noise levels within existing residential neighborhoods. (Residential noise considerations are addressed in Chapter 6: Safety and Noise.)

Future communications infrastructure considerations will include minimizing any aesthetic impact of telecommunications infrastructure and any impact on public streets (due to construction and access needs), encouraging co-location of compatible providers and technologies, providing the latest technology for educational facilities, libraries and other public buildings, and ensuring that businesses and residents have choices among the services available.

Solid Waste

The City contracts with a private waste hauler for refuse pick up and recycling services Citywide. The contractor is responsible for disposal of materials at regional landfills. Single-family residential households are provided with containers for standard household trash, green waste, and recyclables. Businesses and multifamily rental housing are also provided large bins for refuse and recycling needs. Container size and

location are determined by the building owner/manager in consultation with City staff. As part of periodic review of solid waste contracting services, the City considers overall service capabilities of potential contractors.

As landfills throughout Los Angeles County reach their capacities and the opportunities for new landfill sites become increasingly scarce, the need to reduce solid waste generation increases. Hauling trash to distant locations in the desert is costly. In response to State directives for waste reduction, the City and its contracted haulers have coordinated efforts to reduce the volume of refuse entering the waste stream. Solid waste reduction and recycling is addressed in Chapter 4: Conservation, Open Space and Recreation.

The City's foremost priority for solid waste, is to reduce the volume of waste headed to landfills by ensuring contracted providers accommodate source reduction and recycling in Walnut. A secondary objective is to ensure efficient and cost-effective provision of services to Walnut residents, businesses, and institutions.

LIFELONG LEARNING

A community that values and promotes education and learning benefits all residents and businesses. An educated community contributes to economic success and keeps youth and adults engaged in productive activities. Walnut's population is generally well educated, with post-secondary education levels surpassing the averages of Los Angeles County and other Counties throughout California. High-quality schools and libraries provide a positive learning environment, and a high-quality educational system positively influences the future of Walnut's youth and the City itself.

Educational facilities in Walnut include public and private schools that provide elementary, middle, and high school programs. Mt. San Antonio College and Cal Poly Pomona provide easily accessible post-secondary

education. Local library facilities and services provide educational resources for residents of all life stages.

Libraries

Libraries are repositories of knowledge and community and cultural assets. Libraries often are also the venue for cultural programs and provide community space for civic engagement. The City of Walnut is served by the County of Los Angeles Public Library System. The Walnut Library is located at 21155 La Puente Road. The library was founded in March 1916 within the original Walnut Elementary School. In 2014, the library underwent a \$1 million renovation which added a group study room, teen area, remodeled floor area, refurbished ADA-compatible restrooms, new furniture, and improved audio-visual equipment for special events.

Walnut High School





Student Services Center at Mt. San Antonio College

The remodeled Walnut Library is 10,000-square-feet in size and provides a variety of services for residents. However, as of 2017, the County Public Library's Capital Improvement Plan did not include any specific expansion plan of facilities or services for the Walnut Library.

The City recognizes the need to continue to maintain its state-of-the-art library facilities. As such, the City of Walnut and the County of Los Angeles Library system will continue to monitor and adjust the learning and technological needs in various languages spoken in Walnut.

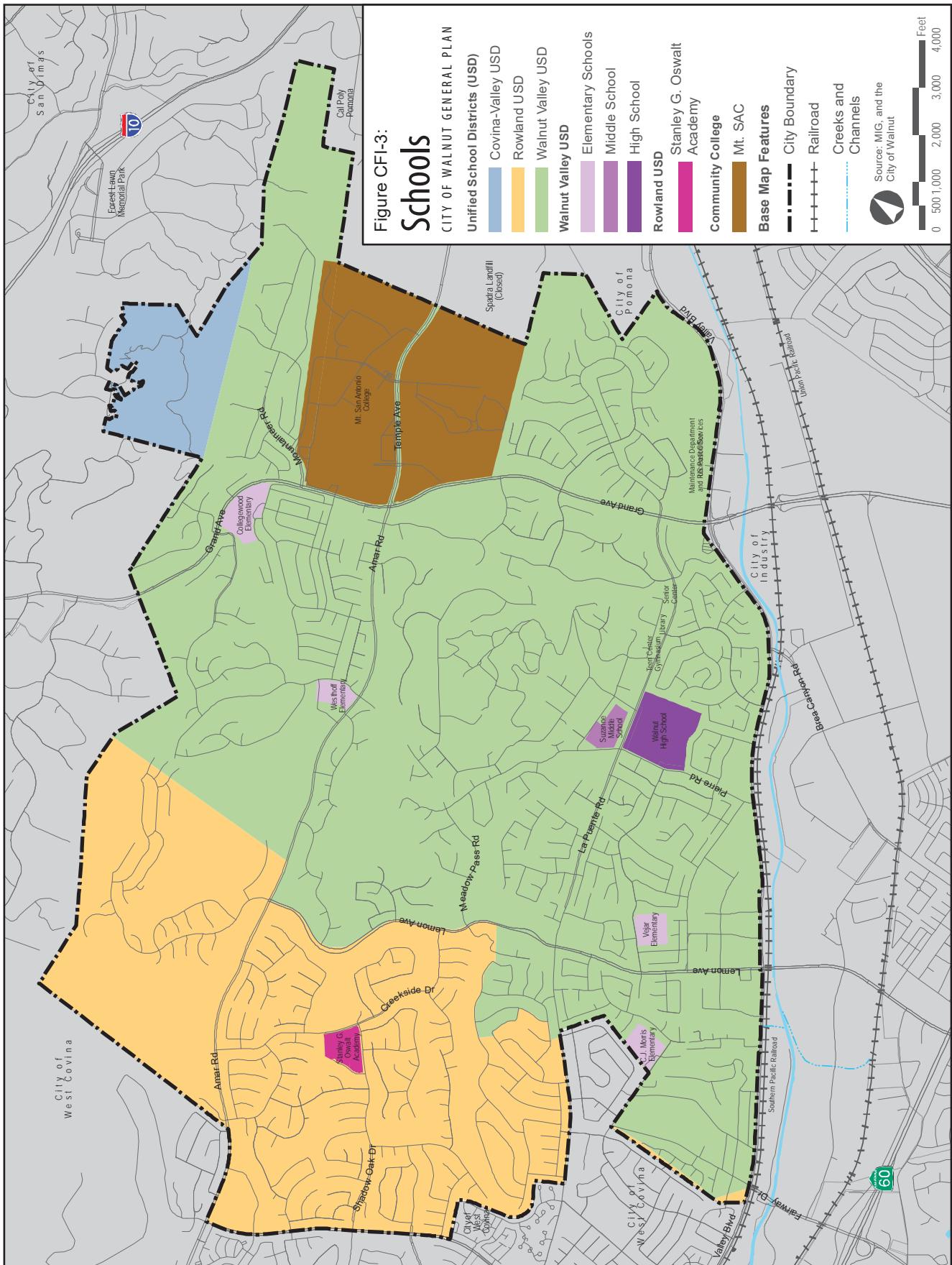
Educational Facilities

K-12 Schools

There are three public school districts within the boundaries of the City of Walnut. However, only two public school districts serve students in Walnut: Walnut Valley Unified District and Rowland Unified School District. The Covina Valley School District does not operate any school in the City. Figure CFI-3: "Schools" outlines the service area boundaries. Within the City

boundaries, the two districts collectively have one high school, one middle school, and five elementary schools.

School overcrowding and strains on classrooms have been concerns in many districts, particularly following class size reductions in the K-3 grades to 20 students (which allows students in these critical primary years to receive more focused attention). No public schools in Walnut are listed in the State's Critically Overcrowded School database. The key issue cited by residents with regards to local schools is traffic during pick-up and drop-off times. In addition to the public K-12 schools, several private schools provide local educational opportunities.



Colleges

Mt. San Antonio College, a two-year community college with one of the ten largest enrollments of any public higher education institution in California, occupies over 392 acres on both sides of Temple Avenue/Amar Road and a portion of Grand Avenue. The Mt. San Antonio Community College District serves a large geographical area serving the Cities of Walnut, Baldwin Park, Industry, Diamond Bar, Pomona, Covina, West Covina, San Dimas, La Verne, Glendora, La Puente, Irwindale, and several unincorporated areas of the County, including Rowland Heights, Hacienda Heights, Valinda, Bassett, Bonita, and South San Jose Hills. The district is governed by an elected seven-member Board of Trustees; two of the trustees represent Walnut.

A small portion of California Polytechnic State University of Pomona (Cal Poly Pomona) lies within Walnut's boundaries. Under the California State University's program to accommodate qualified high school graduates within its system, eligible graduates of Walnut Valley and Rowland Unified school districts are assigned to the Cal Poly Pomona Local Admission Area. First-time freshman applicants from this area are granted preference when applying to non-impacted majors. Upper-division transfers from Mt. San Antonio College are also part of the area. That portion of the Cal Poly Pomona campus in Walnut contains the Voorhis Ecological Reserve, as well as agricultural fields used as part of University curricula. Classes typically are not held at the reserve; it primarily functions as an ecological reserve with some ancillary research activities. The City is interested in having this function continue, as the reserve connects to open spaces in Walnut. Any future proposed change in use will be monitored by the City for compatibility with adjacent non-University properties.

Adult Education

Adult education programs achieve many purposes: providing education opportunities for people who did not have access earlier in life, creating paths to supplement job skills, allowing adults to make a career transition, or for personal development/betterment. The City supports such programs for its mature residents in recognition that well-rounded and well-educated adults

can attain better job satisfaction, economic security, and personal fulfillment.

Maintaining and enhancing quality educational facilities and programs is a priority for the City, as they reflect the value the community places on education. The City will encourage and foster increased coordination and communication with the school districts serving residents to enhance and maintain a high quality of educational resources for residents and to provide cooperative programs that reach residents of all ages. Walnut will continue to require new development to provide appropriate mitigation for impacts on school and library services.

GOALS AND POLICIES

Providing a high level of infrastructure and educational opportunities to meet existing and future demand for residential, commercial and industrial uses is a priority for the City. Maintaining, improving, and when necessary, expanding local infrastructure systems and educational facilities will ensure that high levels of service are maintained. The following guiding principles promote this vision.

Quality Community Facilities

These are places where neighbors, friends, and families come together and celebrate the strong sense of community through local activities and community events. City programs and community facilities will be maintained and developed in a fiscally sustainable manner and will be designed to meet evolving community needs.

Support Lifelong Learning

Highly rated public schools and lifelong learning facilities will continue to be a solid foundation within the City. These support our value of an educated populace. The quality of public schools draws people to our City. These high-achieving schools reflect the community's commitment in supporting Walnut's educational system. Libraries, community facilities, and recreation programs will be provided to enrich the lives of all residents.

Goal CFI-1: Quality community facilities that meet the needs of the community in a fiscally responsible manner

Policy CFI-1.1: Facility Monitoring and Evaluation

Expand and improve City facilities and buildings as needed to meet community needs, based on regular monitoring and evaluation of the physical condition of facilities, service gaps, and changing community needs.

Policy CFI-1.2: New Development Impacts

Require that development projects fully address impacts to public facilities and services. Ensure new development pays proportional fair share costs of public facilities through applicable fees and assessments.

Ensure that existing residents and businesses are not burdened with the cost of financing facilities and services aimed at supporting new development or the intensification of existing development.

Policy CFI-1.3: Adequate Services and Facilities

Continue to allow new development and the intensification of existing development only where and when adequate public services and facilities can be provided.

Policy CFI-1.4: Capital Improvements

Implement identified capital projects to enhance, maintain, and expand community facilities.

Policy CFI-1.5: Maintenance

Identify long-term funding sources that can be used to ensure that existing facilities are enhanced and maintained to meet the community's needs.

Policy CFI-1.6: Funding Strategies

Address current and future public facility needs by pursuing, adopting, implementing, and maintaining a diverse funding and management strategy that includes a variety of sustainable financing mechanisms.

Policy CFI-1.7: Innovative Financing Mechanisms

Develop, evaluate, and apply innovative public facilities and infrastructure financing mechanisms and strategies.

Policy CFI-1.8: Amphitheater, Aquatic Center, and Community Center

Pursue the development of a new community amphitheater aquatic center and community center to provide opportunities for public gathering events, athletic venues, and outdoor programming.

Policy CFI-1.9: City Yard Relocation

Consider relocating the Maintenance Department and Recreation Services (City Yard) to a new location to make room for expansion of commercial uses.

GOAL CFI-2: Infrastructure that preserves and enhances the City's character and rural aesthetic

Policy CFI-2.1: Infrastructure Aesthetics

Limit negative aesthetic impacts of new public and private infrastructure.

Policy CFI-2.2: Mitigation Measures

Ensure that all major extensions of services, facilities, and utilities are comprehensively reviewed for related social, economic, and environmental impacts, and require that appropriate mitigation be identified and implemented.

Policy CFI-2.3: Overhead Utilities

Reduce the visual impact of above ground and overhead utilities, including electric lines, by continuing to require the placement of utilities underground within new development and wherever possible, the realignment of existing utilities and equipment underground.

Policy CFI-2.4: Communications Infrastructure

Support efforts to develop improved communications technology in a manner that minimizes visual and environmental impacts to the surrounding area, while benefiting government, business, education, and public safety. Encourage use of newer technologies that allow facility components to be reduced in size or improved via screening or camouflaging. Encourage co-locations of facilities to minimize visual blight.

GOAL CFI-3: Provision of infrastructure and utilities that meets the current and future needs of the community

Policy CFI-3.1: Long-Term Provision

Consult with public service and private utility companies to assure the long-term provision of water, wastewater, solid waste, electricity, natural gas, and telecommunications services citywide.

Policy CFI-3.2: Service Provider Coordination

Engage utility service providers in ongoing discussions of service needs assessments to fill in public service gaps and enhancements. Ensure that needed infrastructure system upgrades are implemented in a timely manner.

Policy CFI-3.3: Infrastructure Project Funding and Scheduling

Continue ongoing dialogue with service providers regarding funding and scheduling of any additional infrastructure facilities needed to serve the City.

GOAL CFI-4: Sustained supply of potable water through planning and conservation

Policy CFI-4.1: Quality and Reliable Water System

Continue to identify ways to improve the level of service, reliability, quality, and life cycle of the local potable and expand recycled water storage and distribution systems.

Policy CFI-4.2: Maintenance

Consult with water service providers to ensure that water and recycled water delivery systems are maintained.

Policy CFI-4.3: Coordination with Water Providers

Coordinate with water service agencies in their planning and infrastructure process to ensure that the City continues to have adequate supply for current needs and future growth.

Policy CFI-4.4: Regional Coordination

Coordinate with State and regional agencies to ensure that policies and programs related to water provision and conservation meet City goals.

GOAL CFI-5: Wastewater system that meets current and future needs

Policy CFI-5.1: Consultation with Sanitation Districts

Consult with the Los Angeles County Sanitation Districts to ensure that regional collection and treatment facilities have sufficient capacity to meet future wastewater treatment needs.

Policy CFI-5.2: Development

Require developers to pay their fair share of costs for localized wastewater infrastructure upgrades to ensure that service levels are met.

GOAL CFI-6: Storm water infrastructure that minimizes flood risks and achieves water quality goals

Policy CFI-6.1: Storm Water and Drainage System

Implement best practices in storm water management to reduce demand on the drainage system and to maintain low pollution impacts to the surface waters and Walnut's local creeks.

Policy CFI-6.2: Correct Deficiencies

Continue to correct any deficiencies in the City's drainage system to minimize flood damage and adequately direct rainfall and subsequent runoff.

Policy CFI-6.3: Storm Water Runoff

Minimize the impact of development on the City's drainage system by reducing the amount of impervious surface associated with new development and encouraging low impact design features or landscaping that capture runoff.

Policy CFI-6.4: National Pollutant Discharge Elimination System (NPDES)

Encourage on-site retention of storm water and compliance with requirements of the NPDES.

Policy CFI-6.5: Local Creeks

Develop and implement management plans that provide appropriate management strategies and natural landscaping of local creeks.

GOAL CFI-7: Communications systems that use comprehensive stealthing methods, coupled with innovative technologies, and provide excellent services to businesses, residents, and institutions while minimizing visual and aesthetic impacts

Policy CFI-7.1: Telecommunications Infrastructure

Promote Citywide telecommunications systems that have no or minimal visual impacts while providing services Citywide. Encourage the use of innovative technologies and equipment with minimal visual and aesthetic impacts.

Policy CFI-7.2: Coordination

Coordinate with private utilities to provide Walnut residents, businesses, and institutions with an efficient telecommunications infrastructure, including telephone, cable, and, internet services emphasizing below-grade facilities when feasible and, when not feasible, above-grade facilities that minimize visual impacts.

Policy CFI-7.3: Improved Access

Work with providers to provide services to areas that are not well served by telecommunications technologies.

Policy CFI-7.4: Restricted Locations

Restrict cell phone tower installations near schools, parks and recreation areas, and residential zones consistent with the WMC.

Policy CFI-7.5: Emerging Technologies

Encourage new and innovative technologies that are consistent with the community's rural setting, and partner with providers to provide the community with access to these services.

Policy CFI-7.6: Access to Emerging Technologies

Support the extension and access to telecommunications infrastructure such as fiber optic cables, wireless, or other emerging technologies that reduce existing visual impacts.

GOAL CFI-8: Efficient and economical solid waste management

Policy CFI-8.1: Solid Waste Disposal and Health

Reduce solid waste demands on landfills, reduce the release of toxins in the air (including greenhouse gas emissions), and improve community health.

Policy CFI-8.2: Cost-Effectiveness

Ensure that solid waste generated within the City is collected and transported in a cost-effective manner.

Policy CFI-8.3: Collection and Recycling

Ensure that all development provide on-site collection facilities to meet the waste diversion requirements.

Policy CFI-8.4: Operations

Encourage public agencies and private property owners to design their operations to exceed regulatory waste diversion requirements.

Policy CFI-8.5: Reduce, Reuse, and Recycle

Promote reduction in waste generation, and increase reuse and recycling.

Policy CFI-8.6: Outreach

Conduct programs that promote waste reduction through partnerships with schools, institutions, businesses, and homes.

Policy CFI-8.7: Hazardous Waste

Work with providers and businesses to provide convenient hazardous and e-waste facilities for the community.

Policy CFI-8.8: City as a Model

Encourage reuse of materials and reusable products. Develop a program for the reuse of materials and reusable products in City facilities.

Policy CFI-8.9: City as Facilitator

Conduct outreach programs for community-wide participation in reuse by promoting community-wide garage sales and other online venues.

Policy CFI-8.10: Collaboration

Collaborate with agencies and large businesses or projects to enhance opportunities for community-wide recycling, reuse, and reduction programs.

GOAL CFI-9: Superior educational facilities and resources for residents of all ages and backgrounds

Policy CFI-9.1: Walnut Library

Maintain, enhance, and promote the Walnut Library as an important central resource for informational materials, lifelong learning, and personal development.

Policy CFI-9.2: County of Los Angeles Public Library

Support the County of Los Angeles Public Library in efforts to provide a superior level of educational, informational, and cultural services for the Walnut community.

Policy CFI-9.3: Walnut Schools

Continue to support Walnut schools and school districts to provide outstanding educational experiences for Walnut students and to maintain their high ranking.

Policy CFI-9.4: Education Providers

Maintain effective lines of communication with the Walnut Valley Unified and Rowland Unified School Districts serving Walnut residents to address school planning and financing issues.

Policy CFI-9.5: Educational Facilities and Services

Support efforts by the Walnut Valley Unified and Rowland Unified School Districts serving Walnut residents to establish, maintain, and improve educational facilities and services.

Policy CFI-9.6: School Capacity

Consult with school districts to ensure educational facilities with sufficient permanent capacity are available to meet the needs of current and future projected enrollment. Consult with the school districts on policies and projects that affect the provision of educational facilities and services.

Policy CFI-9.7: School Impacts

Work with the school districts to address traffic and parking impacts on adjacent residential neighborhoods.

GOAL CFI-10: Managed growth of Mt. San Antonio College and Cal Poly Pomona that provides benefits to both the City and these institutions

Policy CFI-10.1: Higher Education

Support Mt. San Antonio College's and Cal Poly Pomona's comprehensive education programs to promote continuing education and career advancement while minimizing negative impacts on surrounding neighborhoods.

Policy CFI-10.2: Supportive Relationships

Encourage Mt. San Antonio College and Cal Poly Pomona to conduct transparent and open processes for allowing community input on decisions related to campus growth and facility and infrastructure improvements.

Policy CFI-10.3: College Development

Continue to enforce City Zoning Code regulations, City General Plan guidelines, and State and land use law as they may pertain to any proposed development or expansion associated with Mt. San Antonio College and Cal Poly Pomona.

Policy CFI-10.4: Minimizing Campus Impacts

Consult with Mt. San Antonio College and Cal Poly Pomona to identify, minimize, or mitigate potential impacts of campus development projects on adjoining residential neighborhoods.

Policy CFI-10.5: Joint Education Programs

Explore opportunities for City consultation with Mt. San Antonio College and Cal Poly Pomona to implement joint projects that would mutually benefit the City and these institutions.



Chapter 6

Public Safety





CHAPTER 6

PUBLIC SAFETY

INTRODUCTION

The City of Walnut prides itself on being among the safest cities in Los Angeles County. Generally, people consider “public safety” to mean crime prevention along with adequate levels of law enforcement and fire services. However, in a planning context, safety also means addressing environmental conditions such as potential earthquakes, floods, and the presence of hazardous materials. Public safety responsibilities continue to evolve to address the community’s growth and changing needs.

The City is committed to maintaining a high level of preparedness to protect the community from risks to life, property, and the environment resulting from natural and human-caused disasters and hazards. Increased emphasis will be placed on sustainable approaches to public safety, including crime and fire prevention through design, improved use of technology, management of hazardous materials, and improved disaster planning.

The City’s commitment to public safety encompasses two broad areas of responsibilities: (1) providing public safety services and the planning necessary for the prevention of crime and (2) creating safe environments which minimize exposure to risks to life and property.

Public Safety

Contents

- Introduction
- Foundation for Public Safety
- Emergency Preparedness and Resiliency
- Law Enforcement and Crime Prevention Services
- Additional City Safety Services
- Fire Prevention and Protection Services
- Fire Hazards
- Geologic and Seismic Hazards
- Hazardous Materials
- Flood Hazard
- Public Safety: Looking Forward
- Goals and Policies

This Element includes goals and policies that address the potential risks associated with all hazards, actions the City can take to reduce these risks, and ways the City and community can take more sustainable approaches for preventing or minimizing injuries to life and damages to property.

FOUNDATION FOR PUBLIC SAFETY

Emergency Preparedness and Resiliency

Emergency preparation is key to the safety of a community in the event of a disaster. Emergency situations can arise from natural disasters such as earthquakes, floods, and fires, or human-caused events like hazardous materials spills, security incidents, or train accidents.

The City of Walnut's Emergency Operation Center (EOC) administers the State-required *Walnut Emergency Plan* and ensures the City's efficient and effective response to disaster and emergency situations. The plan is reviewed annually and tested through periodic emergency disaster drills. To receive federal emergency relief funding, the City must have in place a current *Local Hazard Mitigation Plan*, which must be revised and approved by the federal government every five years.

Other major functions of the EOC include educating staff on the proper State and federal reporting procedures and on-going training on the National Incident Management System (NIMS) and the Standardized Emergency Management System (SEMS). In addition, the Department oversees purchasing of all equipment and supplies necessary to respond to emergencies and disasters. In the event of an emergency, the City helps organize efforts and work with Sheriff and Fire authorities to orchestrate emergency efforts.

Emergency response in every California jurisdiction is handled in accordance with the State's SEMS, with individual city agencies and personnel taking on their responsibilities as defined by each city's emergency plan. The emergency plan describes the different levels of emergencies, the local emergency management organization, and the specific responsibilities of each participating agency, government office, and City staff. The Los Angeles County Chief Executive Office, Office of Emergency Management manages the Emergency Operation Center (EOC) during disasters and coordinates other agencies in the implementation of

SEMS. Depending on the type of incident, several different agencies and disciplines may be called in to assist with emergency response. Agencies and disciplines that can be expected to be part of an emergency response team include: medical, health, fire and rescue, police, public works, and coroner. The City's EOC works closely with the Los Angeles County Office of Emergency Management (OEM), which is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County in the event of a larger-scale disaster.

Climate Change Adaption

In California, AB 32, SB 375 and other State mandates required that Walnut take actions to reduce local greenhouse gas (GHG) emissions toward State reduction goals. State legislation is intended to address climate change caused by human activity. Alone, the population of Walnut could have little impact on any potential change in the overall climate of the planet. However, the GHG reduction laws mandate all Californians to work together to effect change on a larger scale. State legislation set out goals to reduce emissions to 1990 levels by 2020, with this target date subject to change based on measured progress. Thus, it is critical that the Walnut General Plan include policies not merely to comply with State requirements but to be part of the California-wide solution.



Los Angeles County Sheriff's Station in the City of Walnut on Valley Boulevard

Law Enforcement and Crime Prevention Services

To provide a high level of cost-efficient law enforcement and crime prevention services to residents and the business community, the City contracts with the County of Los Angeles Sheriff's Department. Law enforcement services include patrols, criminal investigations, traffic enforcement, accident investigation, and tactical teams.

As part of its East Patrol Division, the Los Angeles County Sheriff's Department operates the Walnut/Diamond Bar Sheriff Station located at 21695 E. Valley Boulevard in Walnut; see Figure PS-1: Sheriff Station Accessibility. The Station serves not only the City of Walnut but also the City of Diamond Bar and the unincorporated communities of Rowland Heights and Covina Hills. Sheriff personnel provide several programs and services focused on crime prevention, including Bike Patrol, Volunteers on Patrol, Neighborhood Watch, and Substance Abuse Narcotics Education.

Additional City Safety Services

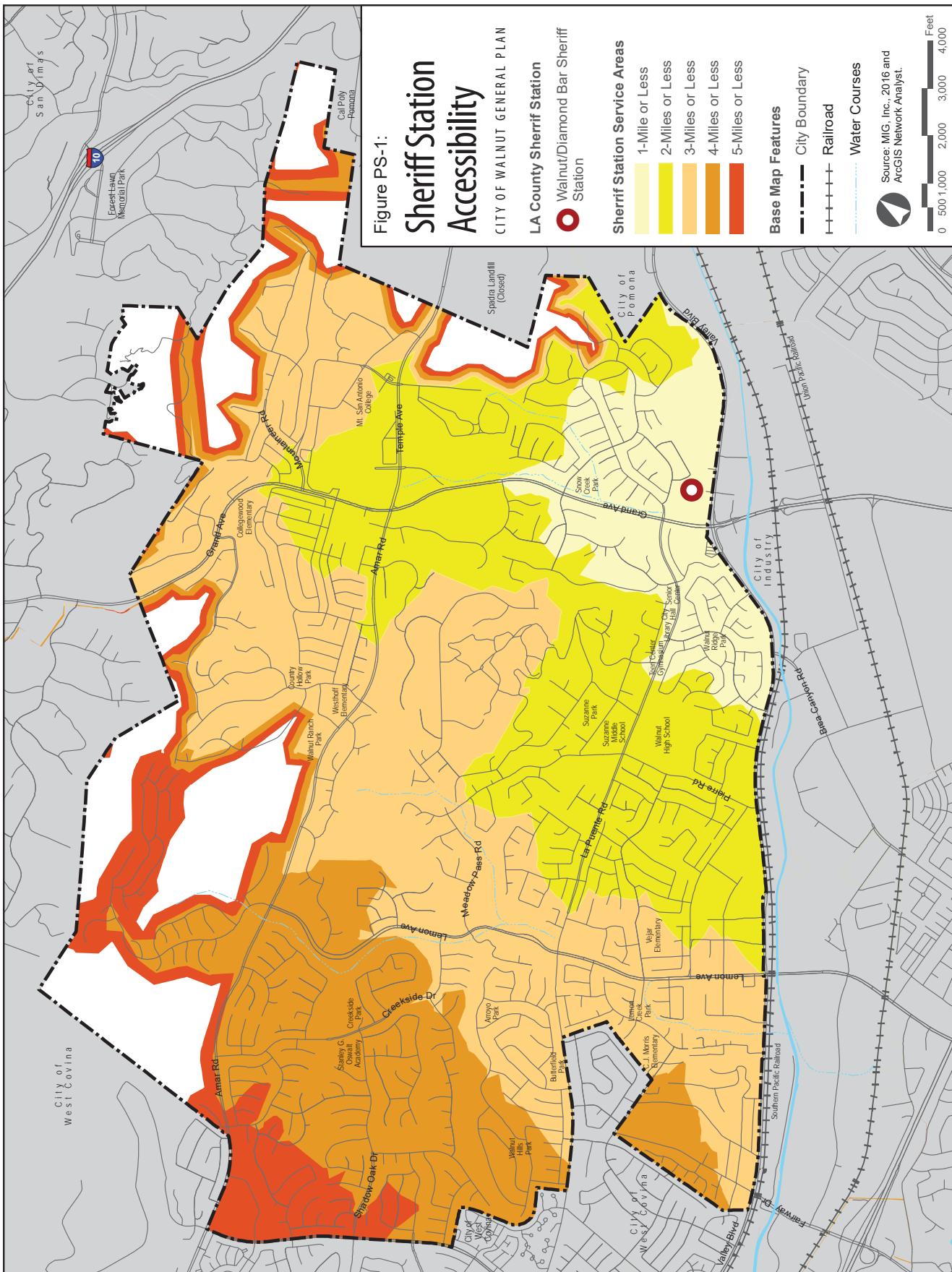
The Los Angeles County Sheriff's Department augments crime prevention efforts through the following programs.

Crime Prevention

This program supplements the contractual agreement with the Los Angeles County Sheriff's Department. Crime Prevention conducts and coordinates various public information and community involvement programs, including Business Watch, Neighborhood Watch, and the National Night Out program.

The Volunteers on Patrol Program (VOP)

This program aids law enforcement activities by having trained volunteers conduct various inspections and checks which would otherwise be completed by sworn deputies or City staff. Primary activities include vacation checks, park patrol, business center watch, code enforcement field checks, and early morning recycling and scavenging checks.



The Citizen's Options for Public Safety (COPS)

The COPS program was established in July of 1996 when the State approved AB 3229, which authorized the distribution of funds to local agencies on a per-capita basis for the purposes of first-line law enforcement services. This service provides law enforcement services, counseling, and intervention programs.

Fire Protection

The City contracts with the Los Angeles County Fire Department (LACFD) for fire prevention, fire suppression, and emergency medical services. Two fire stations are in Walnut, operated by Division VIII of the County Fire Department. See Figure PS-2: Fire Station Boundaries for the location of the stations and the service area in miles for both stations.

Fire Station No. 61

This station serves the City of Walnut as well as surrounding County areas, the City of Industry, and the City of Diamond Bar. This station has a paramedic unit and a fire engine unit that respond to all emergencies, including accidents, fires, swift water rescues, and hazardous material spills.

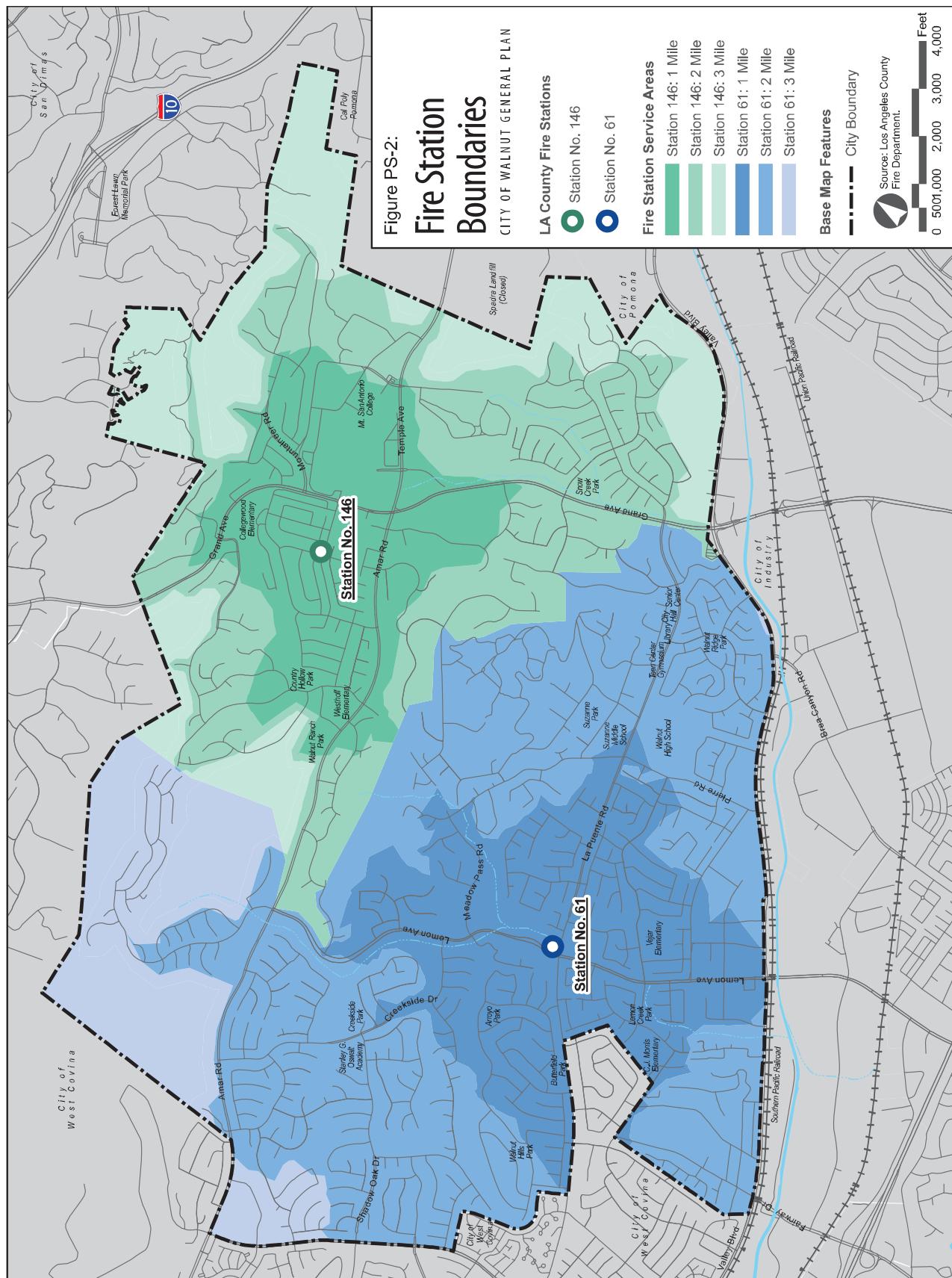
Fire Station No. 146

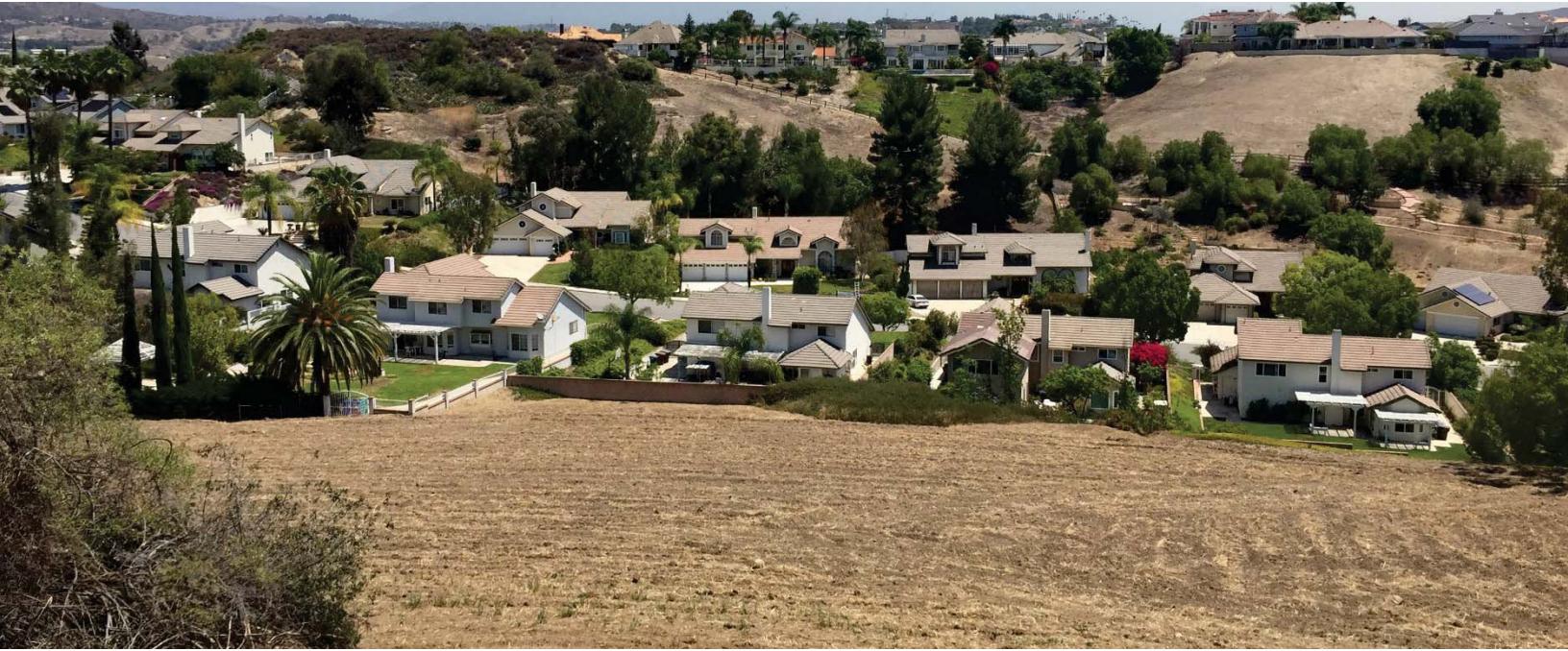
This station serves the City of Walnut, including Mt. San Antonio College. This station is known as a critical station. This means that although station staff respond to emergencies in Walnut, the station also provides mutual aid to other cities, such as West Covina and Diamond Bar, as well as other areas, including Orange County. This station has one fire engine and a barn-type structure to store the fire apparatus.

As of 2017, the LACFD's response goal for fire calls was within five minutes of receiving the request for assistance 90 percent of the time, based on the demands created by a structural fire. The response goal for non-emergency calls is eight minutes. This goal may change over time, but the overarching objective is to maintain rapid response capabilities, recognizing the critical importance to arrive and intervene at a fire scene prior to the fire spreading.

In addition, all building and planning activity is conducted in partnership with Sheriff and LACFD staff. The City and LACFD inspect commercial and industrial

buildings for compliance with all applicable codes. In addition, the County Fire Marshal and Fire Department regulate activities, including weed abatement and brush clearance, in the Wildland Fire Areas.





Brush clearance along the hillsides adjacent to residential homes

Fire Hazards

While the hills in Walnut frame the City and create beautiful scenery, they are also a potential hazard. In addition to urban fire potential, wildfires in the hills are an ever-present concern—especially when fueled by shrub overgrowth, occasional Santa Ana winds, and high temperatures. Wildfire is an uncontrolled fire spreading through vegetative fuels and exposing or possibly consuming structures. Wildfires often begin unnoticed and spread quickly. Naturally occurring and non-native species of grasses, brush, and trees can fuel wildfires.

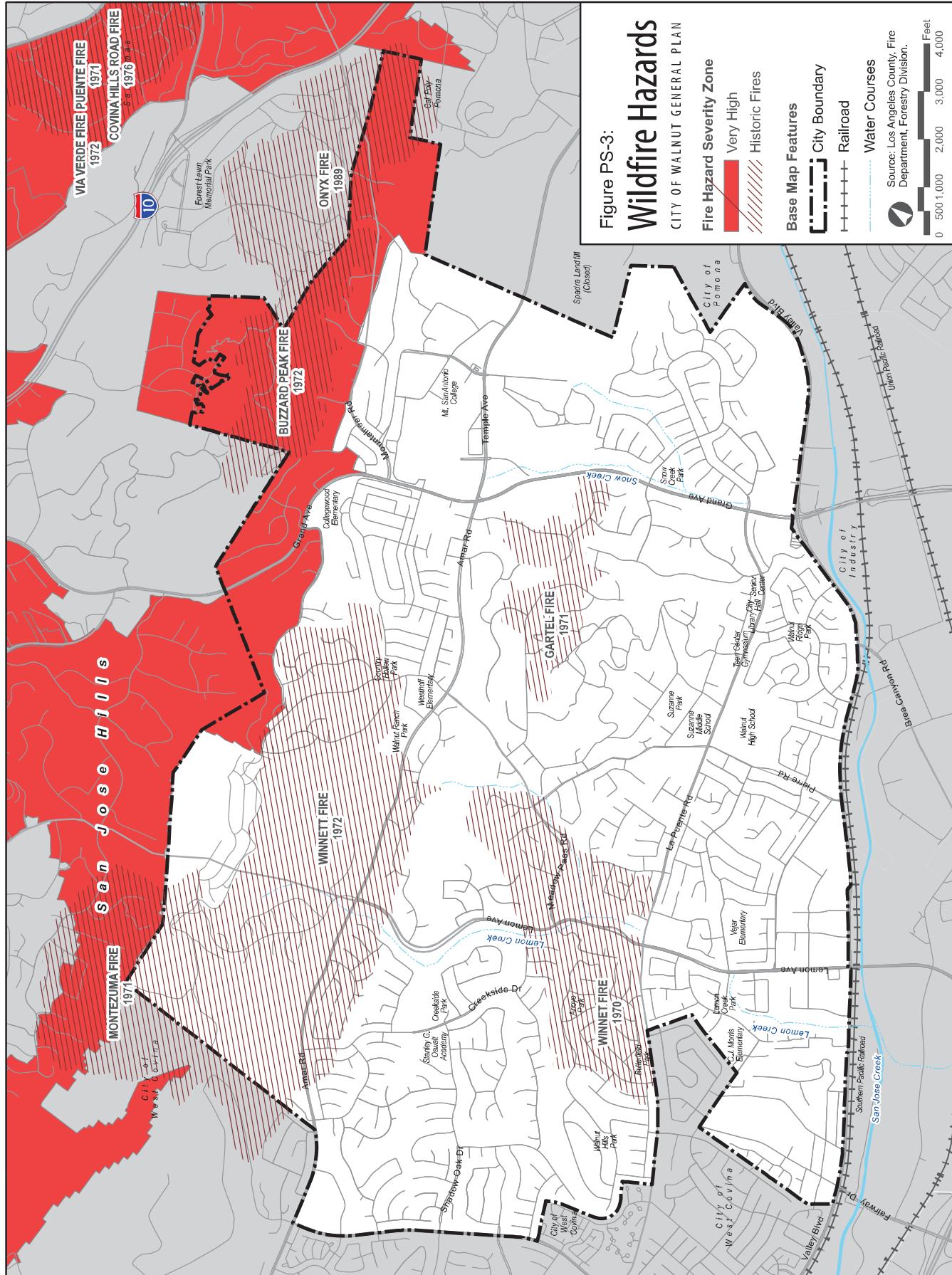
A wildland/urban interface fire is a wildfire in a geographical area where structures and other human development meet or intermingle with wildland or vegetative fuels. In 2016, the City amended the Municipal Code to adopt the designations of certain areas of Walnut as a Very High Fire Hazard Severity Zone (as defined by the State) and subjected these areas to the California Building Code tailored specifically for structures within that Zone. The northern portions of Walnut lie within a designated Very High Fire Hazard Severity Zone (VHFSZ); see Figure PS-3: Wildfire Hazard.

Wildland-Urban Interface (WUI)

A wildland urban interface is where nature meets the urban form. For Walnut, this presents challenges in the hillsides. Attention to these interfaces can help prevent the spread of a wildfire and potentially saves lives and property, specifically in communities built within or adjacent to hillsides such as the San Jose Hills. While periods of normal or above-average rainfall help reduce elevated hazards resulting from California's frequent cycles of drought, wet years also produce abundant vegetation. High winds and dry seasons create strong potential for wildfire in the San Jose Hills. This is particularly of concern to properties in all areas north of La Puente Road.

Wildfire-specific Prevention

Wildfire fighting and control are provided by the LACFD. For wildland firefighters, LACFD follows the National Wildfire Coordination Group qualifications for operational, logistical, planning, and financial positions. The California Department of Forestry and Fire Protection (CAL FIRE) provides policy-level direction of wildfire suppression and also includes land use planning.



Since the City contracts for firefighting services with the County of Los Angeles, wildfire planning within the unincorporated County areas and the City is fully integrated.

Ready! Set! Go!

The County's Ready! Set! Go! program is geared towards assisting residents in understanding the wildfire threats around them, as well as providing instructions in minimizing risk exposures and escaping wildfires.

Fuel Modification

To create "defensible space" that provides sufficient barriers between structures and potential wildfire fuel sources, LACFD provides guidelines and reviews landscape and irrigation plans submitted by property owners prior to the construction or remodeling of a structure; this is known as a fuel modification plan. Fuel modification plans vary in complexity and reflect the fire history, the amount and type of vegetation, the arrangement of the fuels, topography, and local weather patterns, together with construction, design, and placement of structures.

Brush Clearance Inspection Program

The Brush Clearance Inspection Program is a joint effort between the LACFD and the County of Los Angeles Department of Agricultural Commissioner/Weights and Measures, Weed Hazard, and Pest Abatement Bureau (Weed Abatement Division). This unified enforcement identifies properties that may have hazardous overgrown vegetation, requires clearance, and will remove the vegetation if the owner fails to act. These measures create defensible space for effective fire protection of property, life, and the environment. LACFD's Brush Clearance Unit enforces applicable fire codes as they relate to brush clearance on both improved and unimproved parcels, coordinates inspections and compliance efforts with fire station personnel, and provides annual brush clearance training to County fire station personnel.

Los Angeles Equestrian Evacuation Center

The County provides emergency evacuation of large animals, including horses, coordinated through its Department of Animal Care and Control. Several sites in the County offer evacuation shelters for horses. During

the Reservoir and Fish fires of 2016 that affected cities north of Walnut, horses were evacuated to the Los Angeles County Fairplex in Pomona.

Additional Fire Hazard Reduction Programs

The LACFD has other programs such as the Vegetation Management Program to minimize the wildfire hazards typically based on the management of fuel sources and educational programs.

Water Supply

Walnut Valley Water District (WVWD) provides water services to the City of Walnut. WVWD has formed partnerships with neighboring water districts to invest in water infrastructure projects that provide additional supplies from year to year, consistently without relying entirely on imported water. Such projects provide a secondary water source, ensuring system reliability in times of catastrophic need such as fire or earthquake.

WVWD has also prepared an Urban Water Master Plan that includes a water supply reliability assessment and has developed a water shortage contingency plan.

Further information on water infrastructure can be found in the Chapter 5 Community Facilities and Infrastructure Element.



Buzzard Peak

Geologic and Seismic Hazards

Most of California is seismically active, meaning earthquakes pose a constant risk. Possible earthquake-triggered geologic effects include ground shaking, fault rupture, landslides, liquefaction, subsidence, and seiches. Also see the Technical Appendices for more detail on seismic risks.

Earthquake Faults

Ground shaking (earthquakes) and surface fault rupture are potentially significant hazards in Walnut given the City's location relative to the San Jose Fault, which traverses east-west along the northern edge of the City (see Figure PS-4: Seismic Hazards). A study of regional seismicity has indicated that moderate to severe ground shaking may be expected, originating from any of three major fault Zones: the San Andreas, Newport-Inglewood, and Sierra Madre. The San Andreas Fault Zone is located approximately 28 miles to the north, and the Newport-Inglewood and Sierra Madre Fault Zones occur about 20 miles to the northwest and southwest, respectively.

The San Jose Fault has a southwesterly trend through the City of Claremont and then turns westerly just north

of Pomona and crosses into Walnut. In the San Jose Hills, the bedrock geology historically has shown movement (last activity identified in the 1990s). The fault is classified as potentially active, with the capability of generating a magnitude 6.5 earthquake. Damage to buildings caused by seismic activities represent a hazard to the population in Walnut. However, because most structures in Walnut are wood-frame, single-story residential homes, they are relatively earthquake-resistant when not constructed over a fault zone. Greater risks exist for unreinforced masonry buildings. Given that most nonresidential construction in Walnut has occurred after the adoption of the State seismic building codes, potential risks to structures have been addressed.

The level of earthquake magnitude generally is stated using a logarithmic scale. For example, that a magnitude 5.0 event has a shaking amplitude (wave measurement) 10 times greater than a 4.0 earthquake measured at the same location. To help the public better understand how an earthquake might be observed and experienced, scientists have developed the Modified Mercalli Scale, shown in Table PS-1.

Table PS-1: Earthquake Magnitude and Effects Due to Ground Shaking

Richter Magnitude	Modified Mercalli Intensity Scale	Structure Damage
Earthquake Category: Minor		
2.0	I. Detected only by sensitive instruments	No Damage
	II. Felt by persons at rest, on upper floors	
3.0	III. Felt indoors; vibration like passing trucks	
	IV. Vibration like passing of trucks; dishes, windows, doors disturbed	
4.0	V. Felt outdoors; small unstable objects displaced or upset	Building Damage
5.0	VI. Felt by all; furniture moved; weak plaster/masonry cracks	
5.3	VII. Difficult to stand, Damage to masonry and chimneys	
Earthquake Category: Moderate		
6.0	VIII. Partial collapse of masonry; frame houses moved	Structural Damage
6.9	IX. Masonry seriously damaged or destroyed	
Earthquake Category: Major		
7.0	X. Many buildings and bridges destroyed; landslides	
7.7	XI. Rails bent gently; pipelines severely damaged	
Earthquake Category: Great		
8.0	XII. Damage nearly total; waves seen on ground; objects thrown in air	Total Destruction

Source: *The Severity of an Earthquake*, U.S. Geological Survey, 1989.

Seismic-induced Landslides and Liquefaction

Geology and earthquakes can result in many kinds of earth movement and change, including settlement, collapse, subsidence, expansion, liquefaction, and slope failure. The two most common events are landslides and liquefaction.

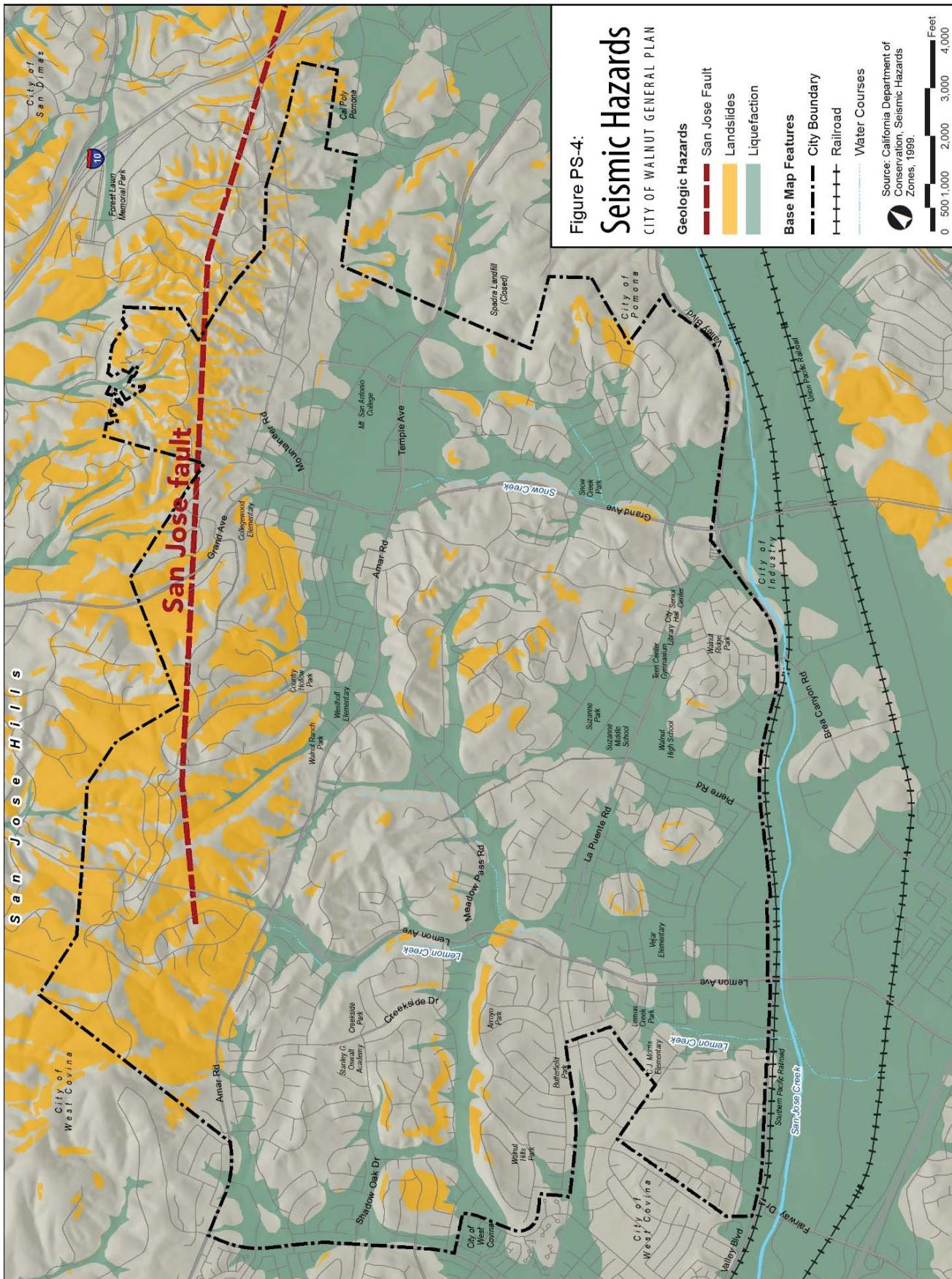
Landslides in the City are considered a high-priority hazard due to hilly topography and the relatively high risk for earthquakes. Landslides in the San Jose Hills

represent a major secondary hazard. Heavy rainfall can produce another kind of earth movement: mudflow. A mudflow (or debris flow) is a rapidly moving slurry of water, mud, rock, vegetation, and debris. Larger debris flows are capable of moving trees, large boulders, and even cars. This type of failure is especially dangerous, as it can move at speeds more than 10 miles per hour, is capable of crushing buildings, and can strike with very little warning. As with soil slips, the development of debris flows is strongly tied to storm periods of prolonged rainfall. Ground failure occurs during an intense rainfall event following saturation of the soil by previous rains. Even relatively small amounts of debris can cause damage from inundation and/or impact. Due to Walnut's hillsides and steep slopes, mud and debris flow can be a factor, particularly after prolonged rainfall.

Liquefaction may occur in areas where relatively loose, sandy soils mix with high groundwater levels (less than 50 feet) during long duration and cause high seismic ground shaking. Earthquakes can cause water pressure to increase in loose sediments, leading to the sediments losing strength and behaving like a liquid. A variety of ground deformation can occur because of liquefaction, leading to structural and infrastructure damage.

Areas prone to liquefaction and other ground deformation hazards are illustrated in Figure PS-4: Seismic Hazards. The Liquefaction Hazard Zone designation does not mean that all areas within the Zone will necessarily experience liquefaction. Nor does it mean that they should be excluded from development. Instead, the Zone is intended to identify areas where the potential for damage is great enough to require further evaluation and potential mitigation. The State Seismic Hazards Mapping Act requires preparation of a geotechnical report prior to the approval of most new development projects where such conditions are present. In addition, a disclosure statement must be provided prior to the sale of property within a Liquefaction Hazard Zone.

The City also has on file at City Hall a geologic, seismic zone, landslide potential, and liquefaction potential maps in addition to Figure PS-4.





Los Angeles County Fire Department Hazardous Materials Squad

Hazardous Materials

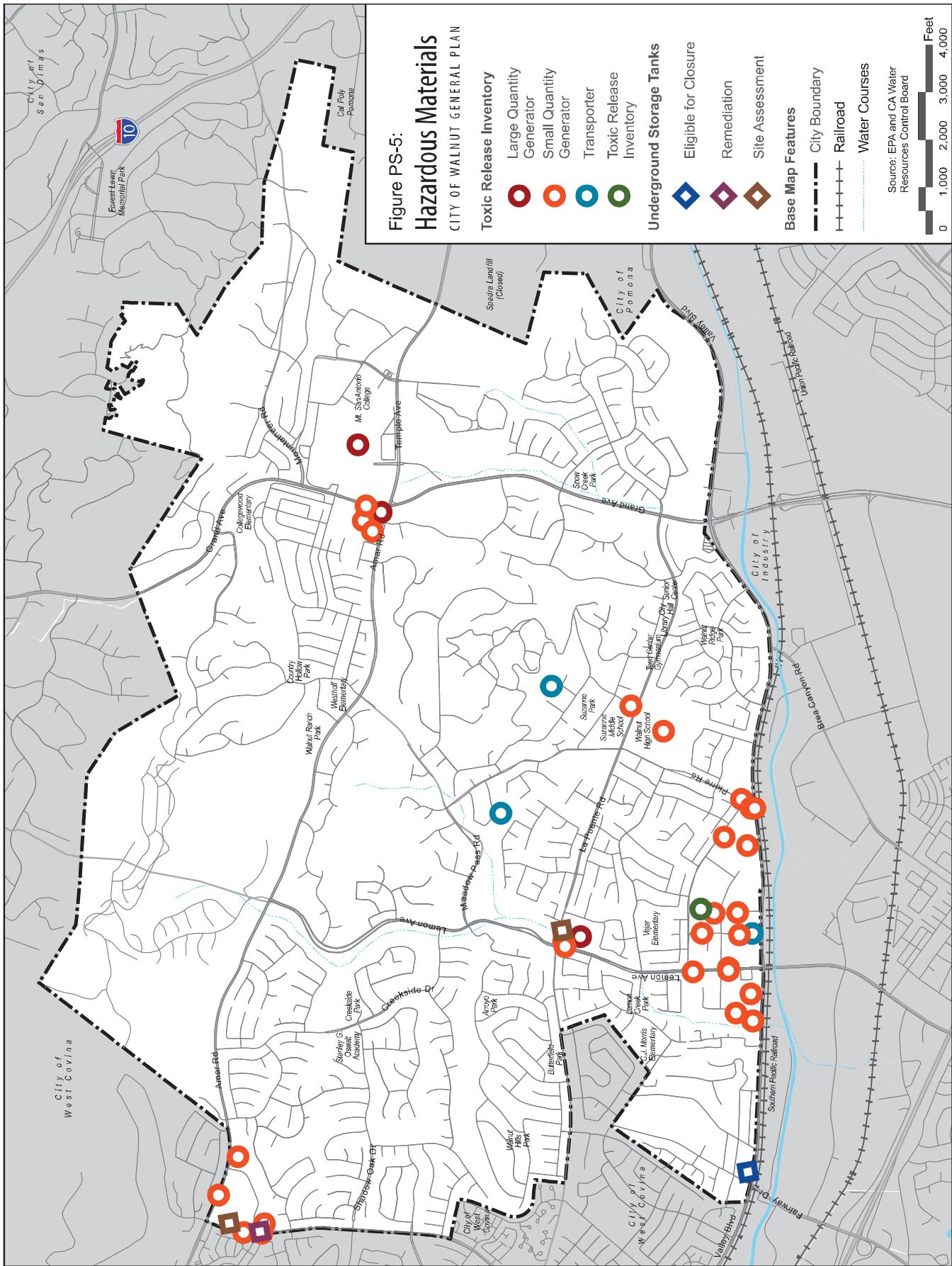
Hazardous materials can be found throughout any urban environment. Homeowners often store used batteries, car oil, pesticides, cleaners, and paint, all of which are potentially hazardous. Industrial businesses may also use or process potentially hazardous materials. The primary difference between hazardous materials and hazardous wastes is that hazardous materials are produced for specific uses whereas hazardous wastes are the by-products of various processes. Hazardous materials are classified based on the form of hazard(s) they pose, namely flammable, combustible, poisonous, and/or radioactive. Since 1990, State law has required that hazardous waste be properly disposed of in approved hazardous waste treatment or disposal facilities. To accomplish this, new treatment methods and facilities have been developed and approved to pre-treat hazardous waste before its final disposal.

Given that Walnut is largely residential in character, the risk of residents' exposure to dangerous hazardous materials is low. The railroad tracks, located south of the City limit, pose a concern due to the possibility of accidental release during a train crash.

Walnut does not contain any "brownfield" sites, which are properties requiring State or Federal attention to remediate or clean up.

The City's Hazard Mitigation Plan provides for long-term mitigation planning by identifying policies and actions that can be implemented over the long term to reduce risk and future losses.

Figure PS-5: Hazardous Materials, identifies the approximate locations of business that use or produce materials that are regulated by the U.S. Environmental Protection Agency and underground storage tanks that are regulated by the California State Water Resources Control Board. This latter agency oversees the statewide Underground Storage Tank Program, which is aimed at protecting public health and safety and the environment from releases of petroleum and other hazardous substances from tanks.



BKK Landfill

Opened in the early 1960s in the hillsides of the City of West Covina and adjacent to the City of Walnut, the BKK Landfill includes a closed Class I (hazardous waste) landfill and a closed Class III (municipal waste) landfill. The Class I landfill accepted municipal waste from about 1964 to 1987 and hazardous waste from approximately 1968 to 1984.

As result of accepting hazardous materials over several decades, the waste has contaminated the local groundwater basin and released hazardous gases into the air. In 1984, the landfill forced the evacuation of neighboring homes due to high levels of toxic gas. Ultimately, West Covina City officials worked to have the landfill closed in 1996.

To halt the spread of contaminated groundwater, the U.S. Environmental Protection Agency (EPA) adopted a plan to contain liquid waste and control polluted groundwater at the now closed hazardous waste disposal facility. The groundwater beneath BKK is not used as drinking water.

Over 200 monitoring wells have been installed at BKK that have been used to determine the extent of groundwater contamination. BKK installed a cap on the hazardous waste landfill, and the facility operates a gas collection system to reduce air emissions. The cap minimizes the seepage of rainwater into the landfill, reducing the spread of contamination.

Several consent decrees have been filed between responsible parties and the California Department of Toxic Substances Control (DTSC) regarding the financial support, day-to-day operations, and maintenance and monitoring activities at the facility.

Today, the former landfill site remains capped, with some surroundings lands encompassing approximately 340,000-square-feet of commercial space and recreational uses. Ongoing cleanup remains a priority for the EPA, DTSC, and other agencies and local jurisdiction. The City of Walnut continues to be vigilant of the closed BKK landfill site, in protecting its residents living near the landfill.

Flood Hazards

Flooding can lead to property damage and personal injury. Under the direction of the Federal Emergency Management Agency (FEMA) through the National Flood Insurance Program (NFIP), flood-prone areas have been mapped throughout the country. The most common flood hazard zone in the NFIP is Zone A, indicating that the area is subject to 100-year flooding. This means that under the strongest storm anticipated within a 100-year span, the area will flood. This can also be interpreted as being subject to a one percent annual chance of flooding. Another common flood zone is Zone X, indicating that the area is not subject to flooding. Zone D indicates that flood potential for the area has not been determined but is possible. Zone AE is designated to those areas subject to 100-year floods and also have had base flood elevations established. Base flood elevation indicates the anticipated height of floodwaters during the 100-year storm event. This becomes important when developing in the floodplain fringe because FEMA regulations limit development within the floodplain fringe that would raise base flood elevations by more than one foot.

According to the FEMA Flood Insurance Rate Maps for the City of Walnut (Map Panel No. 06037C1725F and 06037C1695F), much of the northern and eastern portions of the City closest to the San Hose Hills are located within Zone D, where flooding hazard is undetermined but possible. The southern portion of the City is located within Zone X, which indicates areas outside the 0.2 percent annual chance floodplain (Figure PS-6: Flood Hazards). According to the Hazard Mitigation Plan, flooding along, with severe weather, drought, and landslides, is considered a High Priority Risk.²⁵

Portions of the City are prone to urban flooding, also sometimes referred to as ponding, due to low areas along traffic lanes, with an occasional problem of debris accumulation in storm drains. Flood control channels and basins are at risk of overflowing their banks during times of heavy rainfall. The following areas are considered at risk to urban flooding:

- Temple Avenue between Bonita Drive and the east city border (both directions)

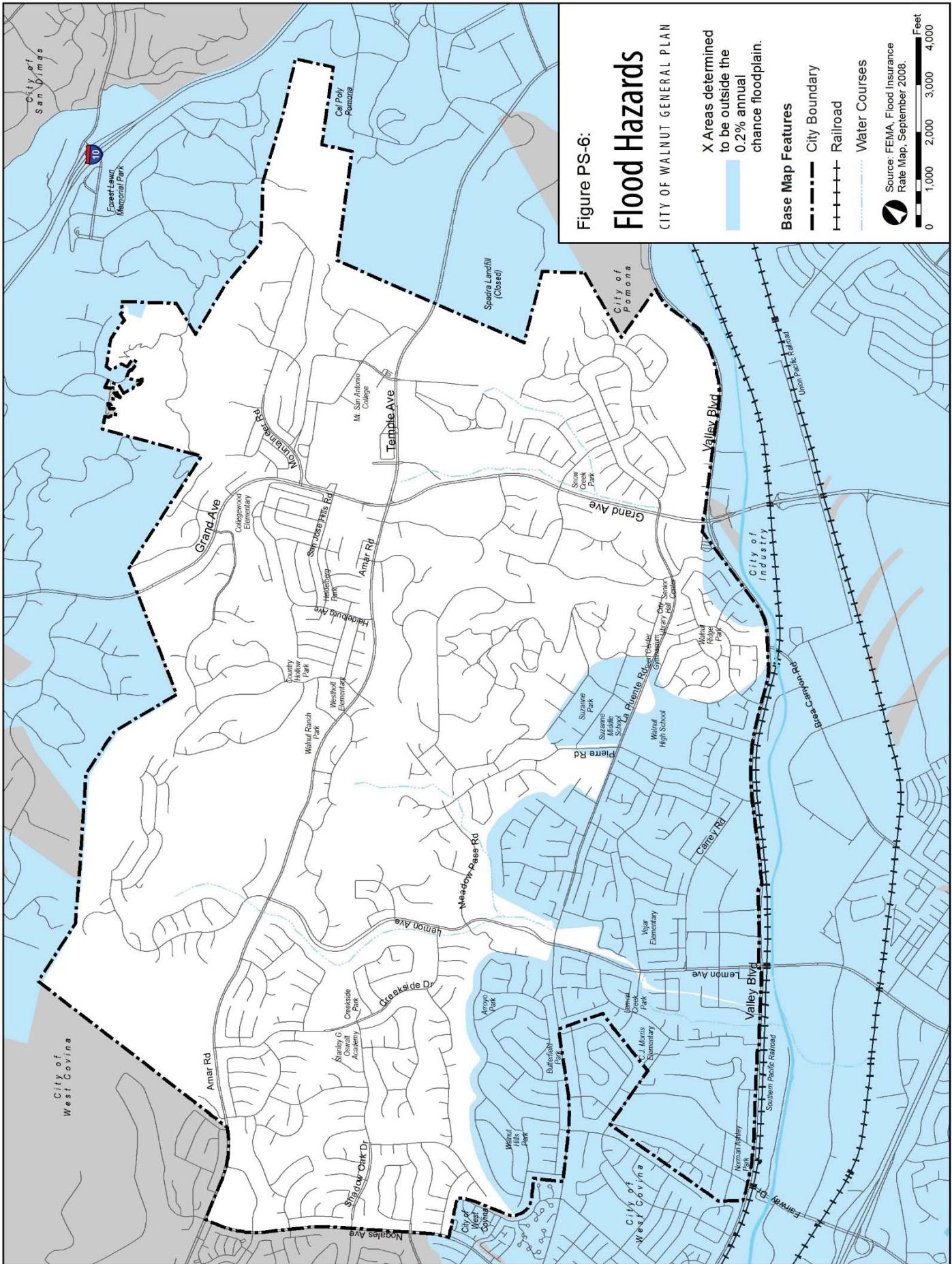
- La Puente Road between Gartel Drive and Pierre Road (westbound)
- Valley Boulevard between Lemon Creek Drive and the Lemon Creek Overpass (westbound)
- Valley Boulevard between Lemon Avenue and Paseo Tesoro (westbound)
- Vejar Road between Ricci Avenue and Scherer Avenue (eastbound)

Dam and Levee Failure

Throughout Los Angeles County, a total of 103 dams provide flood protection and impound water for domestic use. These dams are owned by 23 agencies and organizations, ranging from the federal government to homeowner associations. Collectively, these dams hold billions of gallons of water in reservoirs. Seismic activity can compromise the dam structures, and the resultant flooding could cause catastrophic flooding. Walnut, however, does not lie within a dam inundation area, per the Los Angeles County All-Hazard Mitigation Plan. Puddingstone Reservoir is located several miles to the north, but the reservoir's inundation area would not affect the City due to the intervening topography.

Mud and Debris Flows

A mudflow (or debris flow) is a rapidly moving slurry of water, mud, rock, vegetation, and debris. Larger debris flows are capable of moving trees, large boulders, and even cars. This type of failure is especially dangerous, as it can move at speeds in excess of 10 miles per hour, is capable of crushing buildings, and can strike with very little warning. As with soil slips, the development of debris flows is strongly tied to exceptional storm periods of prolonged rainfall. Ground failure occurs during an intense rainfall event, following saturation of the soil by previous rains. Even relatively small amounts of debris can cause damage from inundation and/or impact. Due to Walnut's hillsides and steep slopes, mud and debris flow can be a factor, particularly after prolonged rainfall.



PUBLIC SAFETY: LOOKING FORWARD

Wildfire Hazards

Due to expansive open spaces in the City, natural vegetation, hillside slopes, and severe drought conditions, the potential for wildfires in Walnut is high. Residential properties abutting open space lands are at greater risk during wildfires, if proper fuel reduction and brush reduction requirements are not met. The City will continue to work with regional agencies and coordinate strategies designed to prioritize fire safety in Walnut. Additionally, contracting with the Los Angeles County for police and fire services benefits the City by providing integrated core public services and has been an instrumental part of the City's operations since 1978.

Crime Prevention

Walnut experiences few incidents of violent crime. However, residents have expressed concern about burglaries and the need for programs that deter break-ins and similar property-related criminal activity in the neighborhoods. Community safety is a key reason residents move to and stay in Walnut. This General Plan includes policies (see Goals and Policies at the end of this Element) to guide future decisions regarding the level of crime prevention and protection services provided.

Seismic and Geologic Hazards

The topography of the San Jose Hills creates a distinctive hillside environment, giving Walnut its unique character. However, the terrain can come with geologic challenges, such as landslides and mud and debris flow as the result of prolonged rainfall. And with the San Jose fault traversing along the City's northern boundary, there is the potential for high level seismic activity, including the triggering of landslides and other potential damage to structures. This element continues to promote geotechnical evaluation prior to new development, where necessary, and encourage earthquake preparedness.

GOALS AND POLICIES

Providing a high level of public safety and emergency services for the City is a high priority. Maintaining, improving and, when necessary, expanding the City's public safety services, programs, and infrastructure will ensure a safe, educated, and protected community from natural and human-caused hazards. These goals and policies outline the City's intent to promote safety and security through prevention and mitigation.

Goal PS-1: Effective and comprehensive crime prevention/protection and fire services that respond to the community's safety needs

Policy PS-1.1: Law Enforcement and Fire Services

Maintain law enforcement and fire prevention and protection services that maximize protection of life and property.

Policy PS-1.2: Los Angeles County Contracting

Continue to contract with Los Angeles County Fire Department to provide fire services and the Los Angeles County Sheriffs' Department to provide law enforcement services.

Policy PS-1.3: Development Review

Engage the Los Angeles County Sheriffs' Department in the review of development applications for security and public safety measures.

Policy PS-1.4: Additional Patrols

Explore ways to increase additional Sheriff patrols.

Policy PS-1.5: Community-Oriented Policing

Provide community-oriented policing and crime prevention programs.

Policy PS-1.6: Neighborhood Watch Program

Provide Neighborhood Watch Program and other similar programs intended to help neighborhoods prevent crime through social interaction. Sponsor educational programs to encourage participation in the Neighborhood Watch Program.

Policy PS-1.7: COPS Program

Work with the Sheriff's Department to maintain the Citizen's Options for Public Safety (COPS) program or similar efforts to provide proactive law enforcement.

Policy PS-1.8: Environmental Design

Look at design approaches that deter crime and vandalism for both public and private projects when reviewing development proposals and the design of public spaces. Consult methods found in Crime Prevention through Environmental and Design resources.

Policy PS-1.9: Future Needs

Require an assessment and projection of future emergency service needs regarding personnel, training, and equipment.

Goal PS-2: Minimized risks associated with wildland fires

Policy PS-2.1: Wildfire Hazards

Minimize the intensity of new residential development in the Very High Fire Hazard Severity Zone. Require fire protection plans for any new development located within the Very High Fire Hazard Severity Zone.

Policy PS-2.2: Development Review

Involve the Fire Department in the early design stage of all projects requiring public review to ensure Fire Department input and appropriate modifications and fire safe design is incorporated in future development.

Policy PS-2.3: Emergency Access/Evacuation

Ensure adequate emergency access and evacuation routes for all new hillside development, including adequate ingress and egress access.

Policy PS-2.4: Hillside Development

Require that new hillside development have frequent grade breaks in access routes to ensure timely response from fire personnel in an emergency situation.

Policy PS-2.5: Public Education

Conduct public education for residents of hillside properties and in high fire hazard areas to provide information about defensible space, evacuation routes, fuel modification, and legal brush clearance requirements.

Policy PS-2.6: Fuel Modification

Continue to monitor and require short term and long-term maintenance of fuel modification zones and vegetation clearance for hillside development and public and private roads in and adjacent to the Very High Fire Hazard Severity Zone.

Policy PS-2.7: Roadway Vegetation Clearance

Develop a program that requires ongoing maintenance of vegetation clearance on public and private roads within residential hillside areas and in the Very High Fire Hazard Severity Zone.

Policy PS-2.8: Agency Consultation

Consult regularly and cooperatively with public agencies responsible for fire protection. Coordinate wildland fire prevention efforts with adjacent jurisdictions and fire agencies.

Policy PS-2.9: After Major Wildfire

Consult with fire agencies after any major wildfire event to evaluate and plan for future preventative measures, such as increased buffer zones.

Policy PS-2.10: Post Fire Re-Build

Develop a program that identifies the required steps, preventive fire mitigation, Fire Department evaluation, and Municipal Code requirements prior to rebuilding any structure after a large wildfire structure loss.

Policy PS-2.11: Water System Adequacy

Maintain adequate water pressure, fire flow, and water storage capabilities to meet required fire-flow pressures. Consult with water agencies to maintain long-term integrity of water supplies and related infrastructure systems.

Policy PS-2.12: Fire Flow

Consult with the Fire Department in reviewing new residential development projects to ensure new projects meet minimum fire-flow requirements identified under the California and Los Angeles County Fire Codes.

Policy PS-2.13: Public Facilities

Discourage locating essential public facilities and water infrastructure facilities within the Very High Fire Hazard Severity Zone.

Policy PS-2.14: Mutual Aid Agreements

Support the work of the Los Angeles County Fire Department to be engaged in inter-faith service coordination preparedness and mutual aid multi-agency agreements to maintain effective and efficient services.

Policy PS-2.15: Address and Signage

Require all newly constructed or approved roads, streets, and buildings to be designated by names or numbers, posted on signs clearly visible and legible from the roadway to facilitate emergency response personnel and to avoid delays in response.

Goal PS-3: Minimized risks associated with seismic and geologic hazards

Policy PS-3.1: Earthquake Preparedness

Conduct earthquake preparedness education campaigns in coordination with regional and State agencies, as well as local school districts and colleges. Education campaigns should engage with the whole community and target public behavior changes around earthquake preparedness.

Policy PS-3.2: Geotechnical Evaluation

As appropriate, require geotechnical evaluation and recommendations prior to new development. Such geotechnical evaluation shall analyze the potential hazards from landslides, liquefaction, expansive soils, and mud and debris flow. Recommendations will include mitigation to avoid or minimize the identified hazards.

Policy PS-3.3: Landslide Hazards

Require that any site with a slope exceeding 10 percent be reviewed against current Landslide Hazard Potential Zone maps of the State of California to determine the need for geotechnical and structural analysis.

Policy PS-3.4: Seismic Building Codes

Require that all new development comply with the most recent State of California seismic building codes and the Seismic Hazards Mapping Act. As appropriate, require mitigation of potentially adverse impacts of geologic and seismic hazards.

Goal PS-4: Resiliency and preparedness to respond quickly and effectively to natural and human-caused disasters and threats

Policy PS-4.1: Disaster Preparedness

Maximize disaster preparedness for natural and human-caused disasters.

Policy PS-4.2: Hazard Mitigation Plan

Continue to implement the City of Walnut Multi-Jurisdictional Hazard Mitigation Plan, and update the Plan on a regular basis.

Policy PS-4.3: Evacuation and Shelter

Maintain current evacuation strategies and routes for all types of disasters, and identify locations of facilities for emergency shelter for all needs.

Policy PS-4.4: Warning System

Maintain the Walnut Notification System or similar program to provide residents with critical information about emergency situations. Develop public outreach strategies to encourage awareness that publicizes the system, and encourage all residents to sign up.

Policy PS-4.5: Mobilization

Prepare for the effective mobilization of City resources—both public and private—in the event of any disaster.

Policy PS-4.6: Regional Response Planning

Engage in regional emergency response planning.

Policy PS-4.7: Training

Ensure the ongoing training of City staff on their functions/responsibilities in the Emergency Operations Center and in disaster preparedness, first aid, and CPR. Conduct regular exercises, and participate in regional exercises to ensure that employees are adequately trained.

Policy PS-4.8: Volunteers

Encourage the use of volunteer groups to augment emergency services, and clearly define responsibilities during a local emergency.

Policy PS-4.9: Multilanguage Capabilities

Provide emergency preparedness materials in languages that match the needs of Walnut residents.

Policy PS-4.10: Climate Change Impacts

Incorporate climate change effects and impacts into public emergency preparedness education programs, with special consideration given to effective methods to

communicate the issue to a general audience. Develop and implement a strategy to identify and assess local vulnerabilities associated with climate change. Develop a method for prioritization of adaption strategies and create a strategy toolkit that identifies areas of action.

Policy PS-4.11: Consultation with OEM

Consult with the County of Los Angeles Office of Emergency Management for all emergency planning and disaster response needs.

Goal PS-5: A high degree of community awareness and participation in the proper storage and disposal of hazardous waste materials

Policy PS-5.1: Hazardous Materials Handling

Ensure the safe handling, storage, and transportation of hazardous materials citywide.

Policy PS-5.2: Coordination

Coordinate with regional agencies that assist in protecting the public from hazardous materials exposure.

Policy PS-5.3: Proper Storage and Disposal

Require the proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fire, or the release of harmful fumes. Maintain information channels to the residential and business communities about the illegality and danger of dumping hazardous material and waste into the storm drain system and creeks.

Policy PS-5.4: Household Hazardous Waste Collection

Explore and implement efficient, economical, and convenient ways to offer household hazardous waste collection for residents in partnership with the City's solid waste contractor and the County. Coordinate with the Los Angeles County Public Works and other agencies to provide household hazardous waste and E-waste collection events.

Policy PS-5.5: Monitoring

Work with appropriate authorities to ensure the safe handling of hazardous materials, including the monitoring of facilities that use, store, or handle hazardous materials.

Policy PS-5.6: Train Transport

Consult with Los Angeles County agencies and LACFD to properly address train transport and other hazards planning in the event of a train accident.

Policy PS-5.7: Monitoring of BKK Landfill

Continue to monitor and consult with Federal and State agencies involved in the cleanup of the BKK landfill site. Continue to monitor and review future development projects near and around the landfill site.

Goal PS-6: Avoid and minimize flood risks, dam inundation, and other flood events

Policy PS-6.1: Locating Public Facilities

Locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, or identifying mitigation measures.

Policy PS-6.2: Keeping Current with Flood Regulations

Continue to enforce, and update when necessary, the City's Floodplain Management Ordinance. Periodically review maps prepared by FEMA and the State Department of Water Resources to identify changes in mapping of areas subject to flooding and amend the General Plan or Municipal Code as warranted.

Policy PS-6.3: Coordination with Other Agencies

Cooperate and coordinate with federal, State, and local jurisdictions and agencies involved in the mitigation of flood hazards from dam inundation, and other flood events.

Policy PS-6.4: Informing the Public About Flood Hazards

Integrate flooding-related topics into emergency planning education and emergency operation programs.

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Chapter 7

Noise





CHAPTER 7

NOISE

INTRODUCTION

Walnut's rural character—with low-density housing and open spaces—lends itself to the quiet environment that residents enjoy. By monitoring and regulating noise and noise sources, the City helps maintain the conditions that contribute to the local quality of life that residents have come to enjoy.

Noise commonly is defined as any "unwanted sound." Excessive and unwanted noise may interfere with communication, work, rest, recreation, sleep, and can impact residents' quality of life. For these reasons, the City includes the consideration of new noise-generating sources and ambient noise conditions in land use planning as well as decision-making activities.

This Element addresses noise that affects the broader community, rather than noise associated with site-specific conditions. The goals and policies in this Element guide decisions concerning how properties are used in relation to roads, the existing railroad within the adjacent City of Industry, and commercial and industrial businesses; as these tend to be the most common

Noise

Contents

- Introduction
- Foundation for Noise
- Principal Noise Sources in Walnut
- Baseline Noise Measurements
- Maintaining a Healthy Noise Environment: Looking Forward
- Goals and Policies

sources of noise in an urbanized area. This Element explores noise reduction and noise exposure strategies and establishes noise/land use compatibility standards that seek to minimize these effects.



Summer Concerts and Movies in the Park at Creekside Park

FOUNDATION FOR NOISE

Noise is part of every urbanized environment, however, excessive noise, or noises that interfere with normal community activities often require a proactive approach. Many variables come into effect when a noise becomes an annoyance: the noise level, the time of day that the noise occurs, cumulative noise sources that create irksome background sounds, and the activity someone is engaged in as the noise occurs. The most significant noise concerns in Walnut arise from traffic noise along arterial roadways, construction activity, the horns and sounds of trains along the City's southern border, as well as outdoor industrial and commercial operations. Noise also comes from yard equipment (i.e. leaf blowers), power tools, loud music, or even parties and events at local parks. Some noise sources—like traffic and train noise—are for the most part, outside of the City's control. However, the City has taken a proactive approach to minimize these approaches (e.g. quiet zone).

Notwithstanding, the City can regulate the interplay of noise and land use patterns to address community noise concerns, particularly by separating traditionally noisy uses from noise-sensitive uses like homes, schools, child-care centers, and elderly-care facilities. This is effective because noise levels decrease over spatial distance. In addition, mitigation measures, such as the incorporation of walls, can be used in some instances to shield people with heightened noise sensitivities.

In recognition of the fact that noise affects a community's quality of life, Section 65302(f) of the Government Code identifies the specific noise analysis and policy direction that must be included in a General Plan, with attention paid as well to Section 46050.1 of the Health and Safety Code.

Noise Basics

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. Often, people

judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness."

Measurement and Perception

Sound intensity is measured and expressed in decibels (dB), with an adjustment referred to as the A-weighted measure to correct for the relative frequency response of the human ear. Of the various scales available for measuring noise, the A-weighted sound pressure level (dBA) is the scale of measurement that is most useful in community noise measurement. The A-scale approximates the frequency response of the average ear when listening to most ordinary everyday sounds.

The limit to using decibels as the basic measurement of sound is that decibels represent a rough connection between the physical intensity of sound and its perceived loudness to the human ear. For example, a 10-decibel increase in sound level is perceived by the human ear as only doubling of the loudness of the sound. Ambient sounds in the urban environment generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Another key factor of how sound is interpreted by the listener is the time of day or night during which the sound is heard. Noise typically is more bothersome at night than during the daytime due to the reduction of overall ambient noise.

The duration of a sound also affects how it is perceived or how much of a nuisance it may be. A given level of noise may be tolerable depending on the duration of exposure experienced by an individual. For example, a quick airplane flyover may be less annoying than a freeway that hums consistently at all hours of the day. Measures of noise exposure have been developed to consider not just the A-level variation of noise but also the duration of the disturbance.

Community Noise Equivalent Level (CNEL)

To provide a standard measure for community noise exposure that considers the time-varying characteristics, the City can use either the Community Noise Equivalent Level (CNEL), or (Ldn) Day-Night Average Level as

acceptable standard metrics.¹ This General Plan uses CNEL as the standard.

CNEL is a 24-hour energy average metric that penalizes evening and nighttime noise and provides a uniform measure for time-varying noise environments. The CNEL system measures the average noise levels for the evening hours (7:00 P.M. to 10:00 P.M.) by increasing the levels 5dB and measures the average noise levels for nighttime hours (10:00 P.M. to 7:00 A.M.) by increasing them 10dB. The daytime noise levels are combined, and these measured weighted levels are averaged to obtain a CNEL value. Figure N-1 (Typical Noise Levels in the Environment) illustrates common indoor and outdoor sources at different levels and how they are perceived.

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others due to noise exposure (in terms of both exposure time and "insulation" from noise) and the types of activities typically involved. Residences, hotels, schools, libraries, religious institutions, convalescent care homes, senior centers, natural areas, parks, and outdoor recreation areas are generally more sensitive to noise than commercial and industrial uses. Special considerations are typically applied to minimize noise impacts to new development as well as construction activity adjacent to these sensitive uses.

City Noise Regulations

The WMC addresses noise in Chapter 16B. Regulations outline what sounds are considered nuisances (and therefore, not permitted), limit hours of construction operations, regulate what land uses can be used in proximity of residential uses, and specify hours for the use of landscaping equipment (e.g. the leaf blower). The Noise Ordinance sets standards for maximum noise levels based on times of day and land uses, as indicated in Table N-1. These regulations reflect typical standards used by cities throughout California.

¹ California General Plan Guidelines, Ch. 4 Noise Element, pp. 131-137

Table N-1: Exterior Noise Standards

Receptor: Land Use	Time Interval	Noise Level
Residential	10:00 PM to 7:00 AM	45 dB
	7:00 AM to 10:00 PM	50 dB
Commercial	10:00 PM to 7:00 AM	55 dB
	7:00 AM to 10:00 PM	60 dB
Industrial	Anytime	70 dB

Source: City of Walnut, Municipal Code Chapter 16B-5
(Exterior Noise Standards)

Figure N-1: Typical Noise Levels in the Environment

Common Noise Source	Noise Level (dBA)		Effect
Thunderclap (near) Symphony Orchestra Power Saw (chainsaw) Stereos (over 100 watts) Garbage Truck/Cement Mixer Motorcycle Average City Traffic Garbage Disposal Vacuum Cleaner, Hair Dryer Normal Conversation Quiet Office Refrigerator Whisper Rustling Leaves Normal Breathing	Uncomfortably Loud	120 dBA	Threshold of pain begins around 125 dB
		110 dBA	Regular exposure to sound over 100 dB of more than one-minute risks permanent hearing loss.
	Very Loud	100 dBA	No more than 15 minutes of unprotected exposure recommended for sounds between 90–100 dB
		90 dBA	Very annoying (88 dB)
		80 dBA	85 dB is the level at which hearing damage (8 hrs.) begins
		70 dBA	Intrusive; interferes with telephone conversation
	Moderately Loud	60 dBA	Comfortable hearing levels (Under 60 dB)
		50 dBA	
		40 dBA	
	Quiet	30 dBA	Very quiet (30 dB)
		20 dBA	Just audible (20 dB)
		10 dBA	
		0 dBA	

Source: U.S. Department of Health and Human Services, National Institute on Deafness and Other Communication Disorders 2010; American Medical Association and the Canadian Hearing Society of Ontario; and National Institute on Deafness and Other Communication Disorders, National Institutes of Health, 1990.

Land use decisions and the development review process are key ways to minimize noise impacts on sensitive land uses. Noise compatibility may be achieved by not locating conflicting land uses adjacent to one another and by incorporating buffers and noise control techniques in the overall site design process. This can be achieved by integrating increased setbacks, dense landscaping, building transitions, walls, and building construction techniques.



Vehicular traffic is a major source of noise in the City.

PRINCIPAL NOISE SOURCES IN WALNUT

Since 1960, the State of California has published well-defined criteria that cities can use to make land use decisions relative to ambient noise conditions. Development in Walnut has occurred mostly post-1960, so local land use patterns have been designed to limit exposure of residential neighborhoods to significant noise sources. Walnut's predominant residential land use pattern, with plenty of open spaces, helps create a relatively noise-free environment. A key exception are the pre-1960s residential neighborhoods north of Valley Boulevard. However, increased noise from nearby rail traffic and regional traffic growth can be anticipated over time.

Trains

Trains can be a significant noise concern in the form of low, rumbling sounds that vibrate from the ground, as well as noise from horns and street crossing safety devices at all hours of the day. The Union Pacific Railroad (UP) runs through the City of Industry parallel to Valley Boulevard along Walnut's southern border. The

rail line largely accommodates freight traffic, and no passenger service stops within Walnut.

At-grade rail crossings at Brea Canyon Drive, Lemon Avenue, and Fairway Drive—all immediately south of the City limits—mean that neighborhoods near Valley Boulevard are exposed to train horns and crossing gate bells both day and night. However, this corridor is designated as a "Quiet Zone," where train crews will not



Train moving along the southern city border

regularly sound horns at street crossings along Valley Boulevard while passing by the City's limits. (Train engineers may sound horns as necessary for public safety.) This restriction became effective in 2013 for both Union Pacific freight trains and Amtrak passenger trains. Improvements were made to intersections in the form of extra gates and traffic signals which reduces the need to sound the horns. Such improvements minimize the chance of vehicles getting struck by trains when operations are occurring within the "Quiet Zone."

The UP rail tracks are part of a regional and national route for goods movement, known as the Alameda Corridor (ACE) Trade Corridor, extending from the downtown Los Angeles rail yards through the Cajon Pass in San Bernardino County and into central and eastern Riverside County. The City can expect increased train travel along the route, resulting in more frequent noise.

Roadways

Street noise is usually the most prevalent noise source in any community and one of the most difficult to mitigate. The City's major arterials—Grand Avenue, Valley Boulevard, Amar Road, and Temple Avenue—carry significant daily traffic loads that consistently generate noise. The intersections at the Snow Creek Village shopping centers (Valley Boulevard/Grand Avenue) and Mt. San Antonio College (Grand Avenue/Amar Road) also create a noise environment that extends into the nearby neighborhoods. Also, during the time in which local schools are in session, drop-off and pick-up activity brings many cars and associated noise into and through residential neighborhoods.

Other Sources

Other sources of noise include non-transportation sounds such as those caused by stationary equipment (e.g., air conditioning units, yard work, and construction activity). Regulations to minimize excessive noise from non-transportation sources includes compliance with the Municipal Code's noise standards which seeks to limit certain noise-generating activity during evenings and early mornings. Advancements in technology that assist in the muffling of sounds also reduce noise from construction and stationary equipment.

In residential neighborhoods, common noise complaints—other than leaf blowers—focus on mechanical equipment such as pool motors and air conditioning units.



Automobile noise



Other noise sources

BASELINE NOISE MEASUREMENTS

To understand and document baseline (year 2017) noise conditions throughout the community, the City measured ambient noise levels at seven sites around Walnut that represent a variety of environments. These locations are shown on Figure N-2. Noise level measurements were taken for long-term (24 hours) and short term (15 minutes) during the daytime periodically in December of 2017.

Noise measurements serve as a snapshot of noise levels at a particular time and location, offering a sense of how

other similar locations might experience noise during comparable times of the day. Table N-2 summarizes the long-term measurement results of noise monitoring at 12 locations. Table N-3 summarizes the short-term measurement results of noise monitoring at 20 locations. Figure N-3 indicates noise conditions in 2017 based on traffic volumes and the noise measurements made. The Citywide noise conditions are shown in the form of a CNEL noise contour map, with each contour band illustrating the noise exposure zones and land uses exposed to ambient noise levels of 65, 70, 75, and 80 CNEL.

Table N-2: Long-Term (24 Hours) Measurement Results (2017)

Measurement	Location	Primary Noise Source	CNEL (dBA)
L-1	Nogales Street, Curbside	Roadway	75.7
L-2	Shadow Oak Drive, Curbside	Roadway	65.2
L-3	Meadow Pass Road, Curbside	Roadway	66.6
L-4	Lemon Avenue, Curbside	Roadway	74.8
L-5	La Puente Road, Curbside	Roadway	72.3
L-6	Grand Avenue, Curbside	Roadway	74.2
L-7	Creekside Drive, Curbside	Roadway	65.1
L-8	Amar Road, Curbside	Roadway	73.6
L-9	Grand Avenue, Curbside	Roadway	75.1
L-10	La Puente Road, Curbside	Roadway	74.2
L-11	Valley Boulevard, Curbside	Roadway and Train	81.0
L-12	Valley Boulevard, Curbside	Roadway and Train	78.4

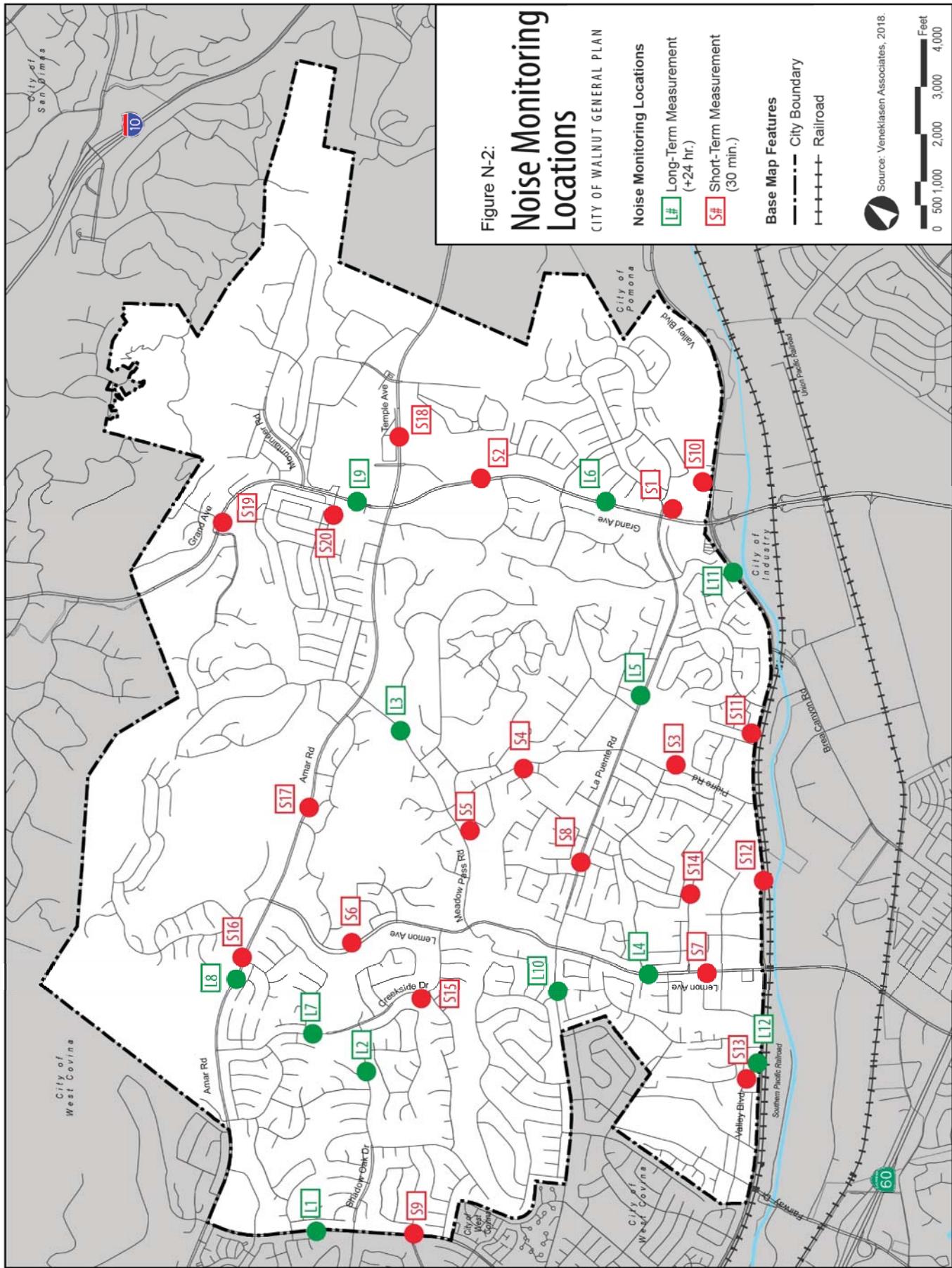
Note: Long-term measurements conducted between December 19, 2017 to December 21, 2017. Measurements L-1 to L-6 conducted on December 19 and December 20. Measurements L-7 to L-12 conducted on December 20 and December 21.

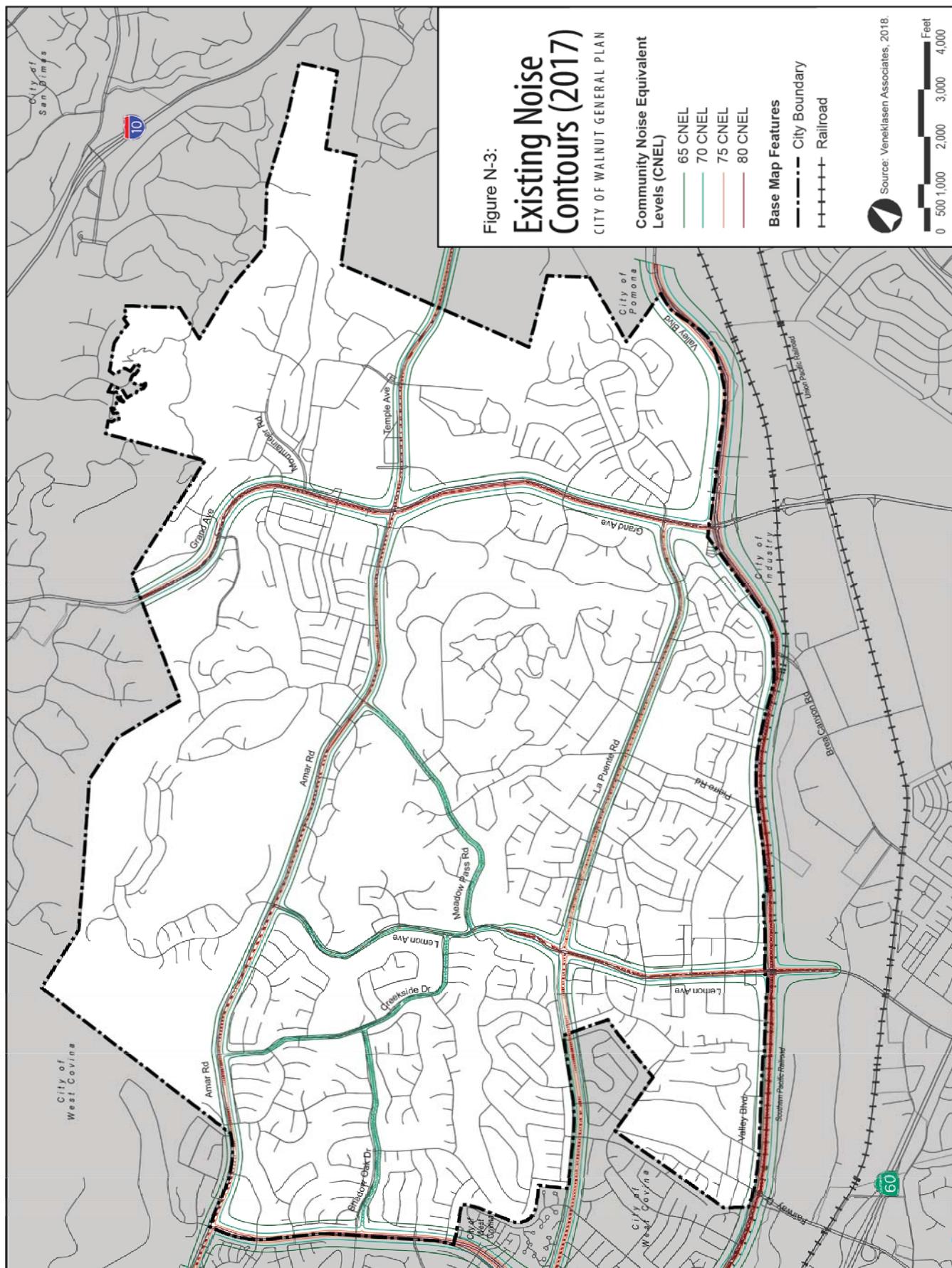
Source: Veneklausen Associates, 2017.

Table N-3: Short-Term Measurement Results (2017)

Measurement	Location	Date	Day	Time	Primary Road Source	Leq (dBA)
S-1	Grand Ave., Curbside	12/19/17	Tuesday	2:33pm – 2:46pm	Roadway	73.7
S-2	Grand Ave., Curbside	12/19/17	Tuesday	3:45pm – 3:56pm	Roadway	71.6
S-3	Pierre Rd., Curbside	12/19/17	Tuesday	4:20pm – 4:32pm	Roadway	65.5
S-4	Pierre Rd., Curbside	12/19/17	Tuesday	4:40pm – 4:52pm	Roadway	55.1
S-5	Meadow Pass Rd., Curbside	12/19/17	Tuesday	4:57pm – 5:09pm	Roadway	61.8
S-6	Lemon Ave., Curbside	12/19/17	Tuesday	5:14pm – 5:26pm	Roadway	65.9
S-7	Lemon Ave., Curbside	12/19/17	Tuesday	5:38pm – 5:39pm	Roadway	68.1
S-8	La Puente Rd., Curbside	12/19/17	Tuesday	5:57pm – 6:09pm	Roadway	71.5
S-9	Nogales St., Curbside	12/19/17	Tuesday	6:19pm – 6:30pm	Roadway	72.6
S-10	Valley Blvd., Curbside	12/21/17	Wednesday	2:38pm – 2:39pm	Roadway	73.3
S-11	Valley Blvd., Curbside	12/21/17	Wednesday	2:55pm – 3:06pm	Roadway	75.8
S-12	Valley Blvd., Curbside	12/21/17	Wednesday	3:12pm – 3:24pm	Roadway	75.3
S-13	Castlehill Dr., Curbside	12/21/17	Wednesday	3:30pm – 3:42pm	Roadway, Train	64.4
S-14	Carrey Rd., Curbside	12/21/17	Wednesday	3:49pm – 4:00pm	Roadway	68.2
S-15	Creekside Dr., Curbside	12/21/17	Wednesday	4:08pm – 4:19pm	Roadway	62.7
S-16	Amar Rd., Curbside	12/21/17	Wednesday	4:24pm – 4:35pm	Roadway	71.8
S-17	Amar Rd., Curbside	12/21/17	Wednesday	4:39pm – 4:50pm	Roadway	68.0
S-18	Temple Ave., Curbside	12/21/17	Wednesday	4:56pm – 5:07pm	Roadway	71.7
S-19	Grand Ave., Curbside	12/21/17	Wednesday	5:14pm – 5:25pm	Roadway	71.1
S-20	San Jose Hills Rd., Curbside	12/21/17	Wednesday	5:30pm – 5:42pm	Roadway	63.9

Source: Veneklasen Associates, 2017.





Noise Modeling Results

Ambient and lowest noise levels, in terms of dBA, were measured for all major roadways. Long and short-term measurements throughout the City, in terms of the 24-hour CNEL descriptor, indicate that roadway traffic is the most significant source of noise. Based on the traffic-noise modeling, the roadways in the City with the greatest modeled traffic-noise levels include:

- Valley Boulevard
- Grand Avenue
- Lemon Avenue
- Amar Road
- Temple Avenue
- La Puente Road
- Nogales Street

Residential land uses closest to these road segments are currently exposed to noise levels at or below 70 dBA CNEL.

In addition to traffic noise on local roadways, freight trains traveling on the Union Pacific Railroad line that runs along Valley Boulevard in the City of Industry also contribute to community noise levels.

MAINTAINING A HEALTHY NOISE ENVIRONMENT: LOOKING FORWARD

The City will continue to make land use decisions with noise concerns as a high priority. The key concerns will continue to be roadway and railroad noise. Also, with the introduction of mixed-use development and allowances for residential use along West Valley Boulevard, considering new land use/noise compatibility standards are appropriate.

Land Use Compatibility

The California Office of Planning and Research (OPR) *General Plan Guidelines 2017* has established guidelines for land use/noise compatibility using four categories for judging the severity of noise intrusion on specified land uses. Consistent with these guidelines, Walnut has adopted the following criteria for exterior noise levels:

- normally acceptable
- conditionally acceptable
- normally unacceptable
- clearly unacceptable

A “conditionally acceptable” condition requires that detailed analysis of the noise reduction requirements be conducted for proposed new development, and that noise mitigation be incorporated into site and building design. By comparison, a “normally acceptable” condition indicates that standard construction can occur without a need for any special noise attenuation.

One of the most important considerations for Walnut is to protect existing and proposed residential neighborhoods from new noise intrusions. Careful review of site design and operational characteristics of proposed commercial uses will allow the City to address site-specific noise concerns through design and operational conditions applied to individual projects; including any development along Valley Boulevard.

Figure N-4 establishes the noise criteria adapted from the OPR’s General Plan Guidelines to reflect Walnut’s land uses to be used in the review of development proposals. Figure N-5 illustrates future noise contours Citywide based projected future traffic volumes along major roadways. The future noise contours are similar to the 2017 baseline contours (Figure N-3) because the City is largely built out and land use policy implementation will not lead to significant increases in local traffic volumes. The key areas where noise exposure zones can be expected to expand are to be completed when future noise contour mapping is complete.

The noise model used to create the future contours does not account for a future in which electric vehicles may be the norm rather than the exception. Electric vehicles do generate road noise from tires, but the contribution of engine noise can be expected to be substantially reduced.

Mixed-use designations apply to two areas that historically have supported only commercial and industrial uses: West Valley Boulevard and Walnut Hills Plaza (see Figure LCD-8 in the Land Use and Community Design Element). Noise control to address the residential/commercial interface in mixed-use projects relies upon building code standards and the careful selection of appropriate and compatible commercial uses via zoning regulations. For commercial uses, the City may require limited delivery hours and/or hours of operation to minimize impacts to adjacent residential uses.

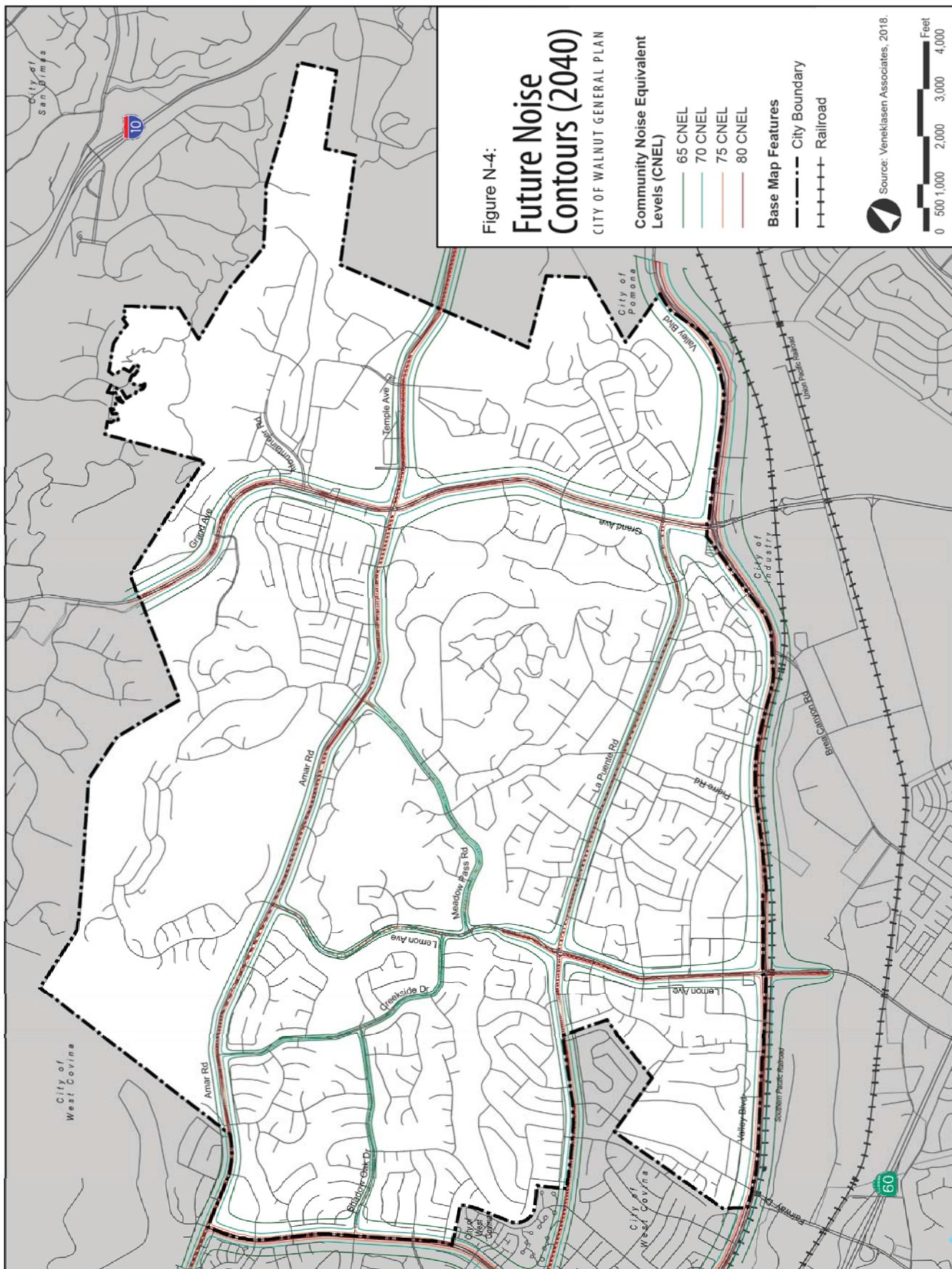
Noise associated with special one-time or regularly occurring special events—particularly outdoors and/or at City parks—are easily addressed through the City’s Noise Ordinance. In addition, all City departments must comply with State and Federal Occupational Safety and Health Administration (OSHA) standards. Any new equipment or vehicles purchased by the City will comply with local, State, and Federal noise standards.

Table N-4: Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Equivalent (CNEL), dB						
	55	60	65	70	75	80	85
Very Low-and Low-Density Residential							
Low Medium-Density Residential							
Medium-Density Residential							
Mixed Use							
Commercial							
Industrial							
Schools and Public Institutional							
Parks and Open Space							

Key	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
	Specified land use is satisfactory, assuming buildings are of conventional construction	New development should be undertaken only after detailed analysis of noise reduction requirements are made.	New development should be generally discouraged, if not, a detailed analysis of noise reduction requirements must be made.	New development should generally not be undertaken

Source: Governor's Office of Planning and Research. 2017. *State of California General Plan Guidelines*. Appendix D, Noise Element Guidelines, Figure 2. Sacramento, CA.



Transportation Noise Mitigation

Since mobile noise sources (cars, trucks, and trains) are not under the City's control, the most common ways to reduce transportation-related noise impacts are through the following but not limited to:

- Site planning
- Landscaping
- The use of natural topography as a barrier
- The design and construction of noise barriers
- Compliance with State standards for interior noise environments for existing and new residential development

GOALS AND POLICIES

The City of Walnut aims to protect residents' quality of life by maintaining an environment with little excessive or harmful noise. This includes minimizing point-source and ambient noise as well as transportation-related noise. Walnut will identify current and future sources of noise so that future land uses can be organized, and new development can be adequately designed in a manner that minimizes noise impacts on residents and businesses.

GOAL N-1: Quiet neighborhoods

Coordinate the City's land use policies promoting a small-town ambience with the appropriate measures to control, and to measure noise impacts.

Policy N-1.1: Land Use/Project Evaluation

Use the Land Use Compatibility for Community Noise Environments scale (Figure N-4), the Future Noise Contour Map (Figure N-5,) and the WMC to evaluate land use decisions to mitigate unnecessary noise impacts or discourage further unmitigated noise-inducing developments.

Policy N-1.2: Dynamic Noise Evaluation

Continue to refine noise standards responsive to seasonal variations in noise source levels, existing outdoor ambient levels (i.e., relative intrusiveness of the source), general societal attitudes towards the noise source, prior history of the source, tonal characteristics of the source, and qualitative community-equivalent standards.

Policy N-1.3: Minimize Noise Impacts

Minimize noise impacts in the community to ensure that noise does not detract from Walnut's quality of life.

Policy N-1.4: Code Tools to Minimize Noise

Continue to use established code regulations that help minimize noise. Encourage continued use of zoning regulations, design review, and environmental assessment to implement and develop further effective noise policies.

Policy N-1.5: Commercial Delivery Areas

Locate delivery areas for new commercial and industrial development away from existing or planned homes.

Policy N-1.6: Stationary Noise Sources

Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/residences, landscaping activities, and special events.

Policy N-1.7: Noise Mitigation

Require development projects to implement mitigation measures, where necessary, to reduce noise levels to meet adopted standards and criteria. Such measures may include, but are not limited to, berms, walls, and sound-attenuating architectural design and construction methods.

Policy N-1.8: Mixed Use

Require that mixed-use structures and areas be designed to minimize the transfer of noise from commercial uses to residential uses.

Policy N-1.9: Industrial Uses and Equipment

Require analysis and implementation of techniques to control the effects of noise from industrial sources, utilities, and mechanical equipment.

GOAL N-2: Minimize transportation noise and vibration

Monitor and regulate impact of transportation-related sources of noise located within and adjacent to the City's boundaries.

Policy N-2.1: Quiet Zones

Continue to support and lobby for programs that establish limitations on train horns via "Quiet Zones" for neighborhoods within the vicinity of a railroad track.

Policy N-2.2: Traffic-calming Solutions to Street Noise

Evaluate solutions to discourage through traffic in neighborhoods through noise-attenuating roadway materials and modifications to street design.

Policy N-2.3: Trucks

Designate a system of truck routes on specified arterial streets to minimize the negative impacts of trucking through the City.

Policy N-2.4: Urban Freight

Continue to review developments for noise-minimizing loading and logistics site planning and delivery

Policy N-2.5: Regional Railroad Projects

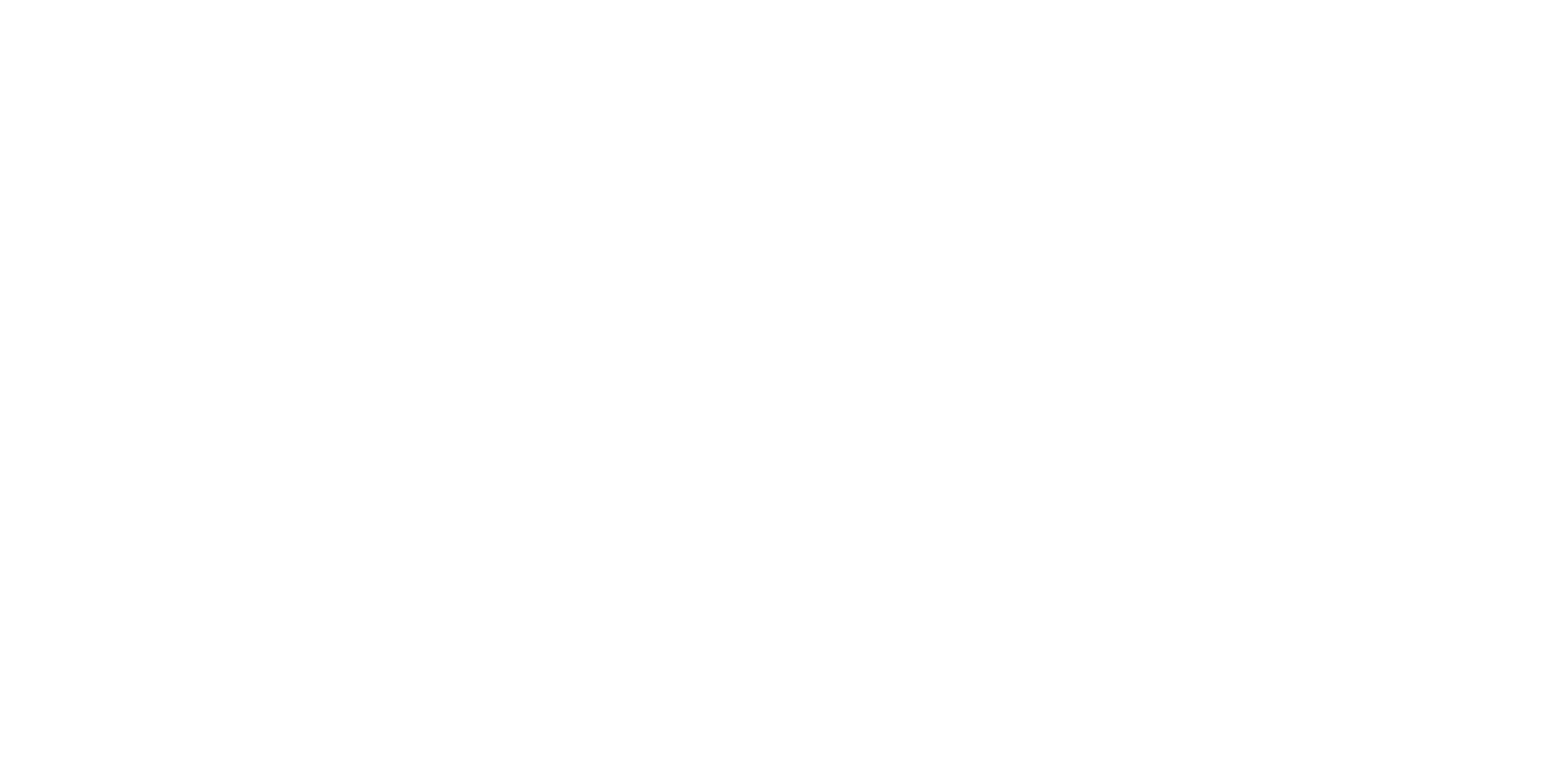
Continue to support projects that minimize impacts on residents, improve traffic conditions, and reduce train horns and noise.

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Appendix A

Implementation Plan





APPENDIX A: IMPLEMENTATION PLAN

INTRODUCTION

This Section defines the programs and strategies the City will pursue to achieve the goals and policies of the General Plan. This Appendix is designed to be used by all City departments to craft documents which include, but are not limited to, budgets and master plans.

The implementation actions are intended to be updated more frequently than the rest of the General Plan, adding or modifying actions due to changing social, economic, and environmental conditions, as well as changes in funding and department priorities. Changes to this section do not require a General Plan Amendment because they have been adopted by a separate resolution and do not change the policies or goals of the General Plan.

ORGANIZATION

The implementing actions are organized according to eight categories:

- A. General Plan Maintenance and Monitoring
- B. Implementing Policy Documents and Regulatory Codes
- C. Development Review and Entitlement
- D. Master Plans, Planning Studies, and Reports
- E. Public Improvements
- F. Financing and Budgeting
- G. City Services, Operations, and Public Information
- H. Coordination with Partners

Each implementation action includes a number for the action, a title, text describing the action, responsible departments/agencies, timeframes, and funding sources.

Responsible Departments

Each implementation action lists the City departments and divisions that will be involved in implementation. Additionally, because relationships with outside agencies are so critical to the success of the Walnut General Plan, other key agencies, or partners, are listed in *italics* along with the key City department. While these agencies may not be directly responsible, adding them to this manual for implementation will help clarify who the City should partner with to achieve results. Responsible Walnut Departments can include but are not limited to:

- The City Manager's Office
- The City Clerk's Office
- The Human Resources Department
- The Community Development Department
- The Community Services Department

Responsible agencies can include but are not limited to:

- Los Angeles County Sheriff's Department (LACSD)
- Los Angeles County Fire Department (LACFD)
- Los Angeles County Library (LACL)
- Los Angeles County Flood Control District (LACFCD)
- Los Angeles County Public Works (LACPW)
- Covina Valley Unified School District (CVUSD)
- West Valley Unified School District (WVUSD)
- Mt. San Antonio College (Mt. SAC)
- California State Polytechnic University Pomona (Cal Poly Pomona)
- Golden State Water Company (GS Water)
- Suburban Water Systems (SWS)
- Three Valleys Municipal Water District (TVMWD)
- West Valley Water District (WVWD)
- California Department of Forestry and Fire Protection (CAL FIRE)
- Southern California Association of Governments (SCAG)
- Los Angeles County Metropolitan Transportation Authority (Metro)

Timeframe

Each action includes a time frame. These are general and intended to provide a guide of how long it should take to implement the action. They are divided into four categories:

- Short-term: Begin work within 1 to 3 years (Short)
- Mid-term: Begin work within 1 to 7 years (Mid)
- Long-term: Begin work within 3 to 15 years (Long)
- Ongoing

Funding Sources

Potential funding sources are identified for each action item as fees, bonds (B), general fund (GF), grants (G), Federal funds (FF), State funds (SF), and County funds (CF).

Acronyms

Walnut Departments:

Community Development
Department (CD)
Community Services Department
(CS)
Public Safety Administration
Department (PSAD)

Other Agencies:

California Department of Forestry
and Fire Protection (CAL FIRE)
Southern California Association of
Governments (SCAG)
Los Angeles County Metropolitan
Transportation Authority (Metro)

Water Districts:

Golden State Water Company (GS
Water)
Suburban Water Systems (SWS)
Three Valleys Municipal Water
District (TVMWD)
West Valley Water District (WVWD)

School Districts and Schools:

Covina Valley Unified School District
(CVUSD)
West Valley Unified School District
(WVUSD)
Mt. San Antonio College (Mt. SAC)
California State Polytechnic University
Pomona (Cal Poly Pomona)

Funding Sources:

Bonds (B)
Federal Funds (FF)
General Funds (GF)
Grants (G)
State Funds (SF)

Timing:

Long-term (Long)
Mid-term (Mid)
Short-term (Short)

Los Angeles County Agencies:

Los Angeles County Sheriff's
Department (LACSD)
Los Angeles County Fire Department
(LACFD)
Los Angeles County Library (LACL)
Los Angeles County Flood Control
District (LACFCD)
Los Angeles County Public Works
(LACPW)

A. GENERAL PLAN MAINTENANCE AND MONITORING

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.A.1	An annual report will be created and presented to the Planning Commission and City Council describing how the General Plan is being implemented.	Community Development	N/A	Ongoing	GF

B. IMPLEMENTING POLICY DOCUMENTS AND REGULATORY CODES

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.B.1	<p>The Community Development Department will review and amend the Zoning Code (Municipal Code, Title 6) for consistency with the General Plan Land Use Plan Diagram and the goals and policies in all Elements. In accordance with State statutes, the Zoning Code will be amended "within a reasonable time" following adoption of the General Plan. These revisions will include provisions that, at a minimum:</p> <ol style="list-style-type: none"> 1. The new Mixed-Use Land Use and accompanying Specific Plan(s) that will include requirements for commercial inclusion; moderately scaled transitions to surrounding areas to buffer existing surrounding uses; mandates for the inclusion of main entrances, lobbies, front stoops, and porches; designs that prevent noise transfer from commercial uses to residential uses 2. Provide limitations on non-healthy land uses such as alcohol sales and cannabis-related businesses 3. Permit private noncommercial agriculture uses in residential areas 4. Encourage community gardens 5. Accommodate the development of multi-generational households 6. Require pedestrian amenities for all new development 7. Discourage gated communities 8. Require outdoor spaces for new development 9. Assurances that open space areas are Zoned to protect these spaces yet allow passive recreation 	Community Development Partners: LACFD CAL FIRE	LDC-1-2,1.7,1.8, 1.12,1.13,1.17, 2.1,3.4,4.5,5.1, 5.2,5.3,5.7, 5.8, 5.9,6.1,6.2,6.3, 6.4,7.2,7.3,7.4, 7.5,7.6,7.9,8.5, 9.3 COR-1.1,2.2,2.4, 7.1,7.2,11.5 CFI-2.3,7.4 PS-2.1,2.10,2.11, 3.2,3.3,5.3 C-4.5,4.6,5.2,5.4, 7.1,10.3 N-1.4,1.5,1.6,1.7, 1.8	Short	GF

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Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	<p>10. Require that all biologically sensitive areas be identified on site plans</p> <p>11. Increased pervious surfaces requirements</p> <p>12. Streamlining processes for residential solar projects</p> <p>13. Encourage fire protection plans for any new development located within the Very High Fire Hazard Severity Zone</p> <p>14. Discourage the placement of public and water infrastructure facilities within the Very High Fire Severity Zone unless they are intended for firefighting/prevention.</p> <p>15. Provide clearly visible signage to aid emergency responders</p> <p>16. Encourage geotechnical studies for new development on slopes exceeding 10% or as needed</p> <p>17. Develop parking lots to include clearly defined paths for pedestrian and bicycles</p> <p>18. Inclusion of amenities to support public transit use</p> <p>19. Ensure parking standards maintain balance between parking supply and demand</p> <p>20. Inclusion of drop-off and pickup areas for ridesharing in non-residential developments</p> <p>21. Assure noise impacts are regulated through mechanisms such as, but not limited to, hours of operation</p> <p>22. Encourage the placement of delivery areas away from homes for commercial and industrial uses</p> <p>23. Encourage industrial businesses to perform a noise analysis for new development, as warranted for the proposed use</p>				
IA.B.2	The City will implement regulations and provide incentives that require public and private developments to reduce energy use over the long term.	Community Development	COR-5.1	Short; Ongoing	GF, G, SF
IA.B.3	The City will explore the possible adoption of a gray water Ordinance for municipal, business, and residences, as well as including broad approaches to addressing adverse effects of climate change.	Community Development	COR-5.9, 10.1 PS-1.4	Mid	GF, G

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.B.4	The City will investigate the establishment of a locally collected and administered traffic mitigation fee Ordinance.	Community Development	C-6.3	Short	GF
IA.B.5	The City will draft an Ordinance that will allow the formation of parking districts.	Community Development	C-7.3	Mid	GF

C. DEVELOPMENT REVIEW AND ENTITLEMENT

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.C.1	All new planned developments and Specific Plans will be reviewed and approved so that they include revenue and employment-generating uses, diverse housing types, parks and open spaces, active transportation connectivity and facilities, and preserve the rural character of the City.	Community Development	LCD-1.2, 1.3 COR-10.8 C-1.1,1.2	Ongoing	Fees
IA.C.2	<p>The Community Development Department will review all new project applications to ensure they incorporate the principles, goals, and policies of the General Plan including, but not limited to:</p> <ol style="list-style-type: none"> 1. Universal Design 2. Sustainability 3. Adjacency/buffer issues 4. Promote walkability 5. Include public gathering places 6. A balance of uses 7. Preservation of unique places 8. Inclusion of public maintenance using easements on/in open space areas 9. Providing increased pedestrian access 10. Encouraging mixed-use development with commercial components 11. Maintenance of the scale between existing residential communities and new residential projects 12. Preservation of the night sky 13. Inclusion of pedestrian amenities 	Community Development, PSAD, Partners: LACSD, LACFD, LACFCD, WVUSD, CVUSD, GS Water, SWS, TVMWD	LDC-1.4,1.5,1.7, 1.8,1.10,1.11, 1.12,1.13, 1.17,2.2,3.4,5.9, 6.1,6.2,7.3,7.4, 7.5,7.6, 10.1 COR-2.4,5.7, 7.1,8.1,9.2,9.3, 12.3 CFI-1.3,2.1,2.2, 2.3,5,2,6.1,10.3 PS-2.2,2.3,2.4, 2.11 C-11.2 N-1.1,1.3,1.6, 1.7,2.4	Ongoing	Fees

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	<p>14. Identification of all sensitive areas on site plans</p> <p>15. Water Supply Assessments for projects that trigger such a requirement</p> <p>16. Inclusion of low-impact vegetated treatment system</p> <p>17. Awareness of potential for subsurface archaeological deposits</p> <p>18. Dedications of easements for trails where appropriate</p> <p>19. Assurance that services are available for new development</p> <p>20. Limitation of negative aesthetics of infrastructure</p> <p>21. Undergrounding utilities</p> <p>22. Storm water management best practices</p> <p>23. Enforcement of Zoning rules, General Plan policies and State regulations as they apply to local colleges</p> <p>24. Transmit all development review to Los Angeles County Fire Department for input</p> <p>25. Assure adequate emergency access is provided</p> <p>26. Assure water pressure is adequate</p> <p>27. Consider delivery activities and their possible impacts</p> <p>28. Use tools in the General Plan to evaluate noise in land use decisions</p> <p>29. Minimize noise impacts on sensitive receptors through implementation of long-term and short-term mitigation measures specific to each project</p> <p>30. Encourage development to be sensitive to the topography, physical context, and community character of Walnut</p> <p>31. Minimize alteration of existing topography especially in hillside areas during the development and redevelopment process</p> <p>32. Retain natural landform character by using contour grading that varies slope gradients and provides a smooth, rounded transition to existing grades</p> <p>33. Promote the protection of prominent ridgelines whenever feasible. This shall be accomplished by siting development below ridgelines in such a manner that permits the ridgeline to remain visible</p> <p>34. Ensure that structures are adapted to hillside topography to minimize grading and to limit visibility to all structures from community-level viewsheds</p> <p>35. Avoid horizontal bands of development or long structures with unbroken facades</p>				

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	36. Use creative architectural design solutions to adapt the structures to the hillside topography (such as split-level design)				
IA.C.3	The City will require all building permits to comply with all current State and Federal requirements which include, but are not limited to, seismic hazards.	Community Development	PS-3.4	Ongoing	Fees

D. MASTER PLANS, PLANNING STUDIES, AND REPORTS

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.D.1	The City will analyze possible land assembly strategies and incentives with the goal of creating regulations that promote infill development of a cohesive nature.	Community Development	LCD-1.15,5.1	Mid	GF
IA.D.2	<p>The City will consider creating a Trails, Creeks, and Open Space Design Guidelines and Management Plan, focusing on entryways, intersections, parks, and other public areas to further the character and identity of the City. Additionally, the plan should:</p> <ul style="list-style-type: none"> 1. Highlight ways to improve passive recreational opportunities in creeks, trails and hillsides 2. Encourage low-impact design for storm water systems and onsite retention 3. Use trails to connect all neighborhoods, major facilities, and new developments 4. Identify trailhead improvements 5. Provide effective management of natural resources, open spaces, and natural creeks 	Community Services	LCD-7.12,8.4,8.5 COR-1.1,1.2,2.2 CFI- 2.2,6.3,6.4,6.5 PS-1.8 C-3.1	Mid	GF, G, SF
IA.D.3	The conversion of office/commercial uses to residential uses may potentially trigger the need for a fiscal impact report.	Community Development	LCD-4.3	Ongoing	GF
IA.D.4	<p>A Transportation Plan may be maintained and/or updated by the City and will address the following:</p> <ul style="list-style-type: none"> 1. Continue to use the Level of Service metric to measure traffic congestion and compliment this approach with new State mandated vehicle-miles-traveled requirement(s), especially for potential parking and mitigation to assure facilities meet the demand, and incorporate more traffic calming techniques throughout the City 2. Incorporate enhanced pedestrian designs such as wayfinding and street trees 3. Preserve streetscape edges including natural vegetated mountain, street landscaping, and hillside edges 4. Allow medians on any part of the street and provide possible active transportation paths and additional landscaping to separate modes of transit 	Community Development, City Manager Partners: Metro	C-1.8,2.2,2.3, 2.5,2.6,3.1,3.2, 3.3,3.4,3.6, 5.6,6.1,6.4,11.1 N-2.3	Ongoing	GF, G, SF

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Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	<p>5. Incorporate strategies from Metro's <i>First and Last Mile Strategic Plan</i></p> <p>6. Develop and implement system improvements that help reduce Greenhouse gas emissions through reduction of vehicle miles traveled, encouraging "Green Street" strategies, and continuing to evaluate truck routes.</p>				
IA.D.5	The City may adopt a master signage and wayfinding plan for all public parks and trails, which will include use signage and other means to encourage recreational uses in natural areas.	Community Services	COR-11.12	Mid	GF, G, SF
IA.D.6	The City may perform an analysis to identify and evaluate the transportation system for potential improvements to better accommodate seniors and disabled persons.	Community Services	C-1.5	Mid	GF, G, FF
IA.D.7	The City may develop and implement a bicycle master plan.	Community Development	C-4.1	Mid	GF, G, SF

E. PUBLIC IMPROVEMENTS

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.E.1	The City will explore creative ways to incorporate "Complete Streets" throughout the City. Strategies will include context-sensitive improvements that respect the rural identity of the City and maintain an aesthetic through landscaping and careful implementation of non-essential signage. These strategies will include, at a minimum, that all street improvements of any kind will capitalize on the opportunity to incorporate Complete Street designs. These features may include new pedestrian and bike connections to previous development through the elimination of walls and extensions of sidewalks where possible. The available public rights-of-way may be used to provide wider sidewalks, bicycle lanes, trail facilities, and transit amenities.	Community Services, Community Development	LDC-1.11 C-1.1,1.2,1.3, 1.6,1.7,1.10,2.6	Mid	GF, G, SF
IA.E.2	The City will add beneficial and strategic plantings in open space areas and hillsides to help maintain slopes, enhance habitat value, and improve community aesthetics. This should include planting on private slopes using easements whenever possible.	Community Services, Community Development	COR-1.3	Ongoing	GF, B, G
IA.E.3	The City will explore ways to: <ol style="list-style-type: none"> Provide additional linkages between open spaces to accommodate additional wildlife movement Encourage the creation of water-wise demonstration gardens Support the expansion of recycled water use wherever possible If feasible, encourage the installation of solar panels on public buildings Establish new parks or improve new parks (some with emphasis on nature play) Create an outdoor amphitheater Relocate the City Yard; Use sustainable and carbon-neutral materials when repaving Use noise-attenuating roadway materials and street design modifications that would limit noise 	Community Services	COR-2.3,5.7,6.3, 10.4,11.2,11.3, 11.10,11.14 CFI-1.8,1.9 C-6.5 N-2.2	Mid to Long	G, GF, SF
IA.E.4	The City will continue to: <ol style="list-style-type: none"> Preserve and enhance natural green bottom waterways and remove any turf from hillsides in public spaces 	Community Services	COR-2.6, 3.1,3.4, CFI-1.4,2.1,6.1, 6.2	Ongoing	G, GF, SF

Continued on next page

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	<ul style="list-style-type: none"> 2. Maintain wood lodge pole fencing on trails 3. Implement identified capital improvement projects 4. Limit negative aesthetic impacts of infrastructure 5. Implement best practices in storm water management 6. Correct any storm water deficiencies in the system 7. Maintain adequate water pressure for firefighting 8. Use neighborhood traffic control techniques when needed and supported by analysis 	Partners: LACFCD, WVUSD, CVUSD, GS Water, SWS, TVMWD	PS-2.11 C-2.1		
IA.E.5	<p>The City will prioritize:</p> <ul style="list-style-type: none"> 1. The replacement of all playground equipment more than 20 years old and add shade over all playground equipment 2. Add trail enhancements such as rest stations. 	Community Services	COR-11.9,11.11, 12.7	Short	GF, G, SF
IA.E.6	The City will pursue establishment of an aquatics facility.	Community Services, in partnership with Los Angeles County Board of Supervisors	COR-11.13 CFI-1.8	Short	GF, G, CF
IA.E.7	The City will seek to implement intelligent transportation systems strategies such as adaptive signal controls, fiber optic communication equipment, closed circuit television cameras, and real-time transit information, to reduce traffic delays, lower greenhouse gas emissions, improve travel times, and enhance safety for drivers, pedestrians, and cyclists.	Community Services	C-10.1	Mid	SF, FF, G

F. FINANCING AND BUDGETING

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.F.1	<p>The City will annually create a budgeting process that seeks to optimize revenue sources, fund City services and programs, and provide capital funds for improvements. The process will also:</p> <ol style="list-style-type: none"> 1. Maximize revenue from City-owned land and resources 2. Maintain efficient operations in the delivery of services and maintenance of public infrastructure, including community centers, parks, roads, storm drainage, and other infrastructure 3. Identify long-term funding sources for facility maintenance 4. Recover costs when possible for facility use, planning and building services, code enforcement, community events, and administrative costs. 	All City Departments	LCD-4.2,4.4,4.5 COR-11.8 CFI-1.2,1.5, 1.6,1.7,5.2	Ongoing	GF
IA.F.2	<p>When preparing budgets, the City will consider:</p> <ol style="list-style-type: none"> 1. The City shall seek to obtain vacant parcels that can contribute to open spaces 2. Increased funding for trail maintenance 3. The use of a fiscally constrained model to fund and maintain the existing and planned transportation network 4. Pursuing grants and other funding sources to pay for transportation improvements 5. Supporting special assessment districts for street and traffic improvements 	City Manager's Office Partners: Metro	COR-1.1, 12.5 C-8.1,8.3, 8.4	Ongoing	B, G, GF
IA.F.3	The City will add complete street improvements to the Capital Projects Program as a set of improvements, not as individual improvements, to assure they are prioritized, as they need to be more than \$100,000 to be added to the program.	City Manager's Office	C-1.1	Ongoing	Capital Projects Fund ¹
IA.F.4	The City will maintain its Adopt-A-Trail Program.	City Manager, Community Services	COR-12.8	Ongoing	GF, G

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¹ Comprised of Capital Equipment Fund, Proposition C Fund, Bikeway Fund, Proposition R Fund, Park Improvements Fund, and Three Oaks Recreation Facility Fund.

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.F.5	The City will review fees annually, establish actual costs, adjust existing fees, and establish new fees as needed.	Community Development, Community Services, City Manager's Office, Finance	LCD-4.2 C-8.2	Ongoing	GF
IA.F.6	The City will seek to add budgeting for maintenance of newly constructed gateway entry monuments. These should be done in conjunction with the Residential, Open Space and Commercial/Mixed Use Design Guidelines.	Community Services, Finance	LDC-7.11	Ongoing	G

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G. CITY SERVICES, OPERATIONS, AND PUBLIC INFORMATION

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.G.1	The City will periodically update marketing materials for the City for use in economic development. These will promote the unique and distinct neighborhoods and places.	Community Development, City Manager's Office	LCD-1.14	Short/Ongoing	GF
IA.G.2	Enhance Code Enforcement activities by adding additional funding, with emphasis on assuring vacant properties stay maintained. Educate homeowners on proper maintenance, including maintenance of creek beds on private property.	Community Development	LDC-1.16 COR-3.6 PS-1.4	Short/Ongoing	GF
IA.G.3	To help educated property owners and tenants about property maintenance, City staff will create multi-language materials. Information will include an explanation of the benefits of façade improvements and property upkeep, an outline of processes the City has to assist with such activities, and information on fire defensible space on residential properties, including brush clearance requirements.	Community Development Partners: LACFD, CAL FIRE	LCD-3.6, PS-2.5	Short/Ongoing	GF, B
IA.G.4	All City operations and procedures will be reviewed and revised, as necessary, to assure they are consistent with General Plan policies. At a minimum this will include: <ol style="list-style-type: none"> Maximize revenue from City-owned land and resources Adjust services to respond to changing demographic structures including an aging population Changes in ethnographic composition, and the possible decline in the K-12 school-age population Annual audits of energy efficiency for government buildings Reduction of landfill waste and increase recycling Including making conscious purchasing choices in municipal operations Supporting water conservation Supporting protection of historic sites Encourage and promote LEED certification on all new public buildings Assuring all parks and trails meet a broad range of interests 	All City Departments Partners: LACSD, LACFD	LCD-4.4, 4.5, 5.4,5.5,5.6, 9.5 COR-9.1,10.5, 10.6,11.1,11.7, 12.2,13.3 CFI-1.1 PS-1.1 C-10.2 N-1.2	Ongoing	GF, G

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Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	<ul style="list-style-type: none"> 11. Facility allocations 12. Reservations and fee policies for recreational uses 13. Reassessing City Facility resources 14. Maintenance of law enforcement and fire prevention services 15. Transportation system policies to accommodate autonomous and automated vehicles 				
IA.G.5	<p>The City will establish programs, alone or with partners, that weave together the goals, policies, and strategies in all Elements, such as complete streets policies, sustainability, and suburban greening/urban forest. New programs will include:</p> <ul style="list-style-type: none"> 1. Requiring ongoing maintenance of vegetation clearance on public and private roads, within hillside areas, and in the Very High Fire Hazard Severity Zone 2. Identifying the steps required to mitigate, evaluate, and identify code requirements for fire prevention prior to rebuilding any structure after a large wildfire 3. Public education program for the impacts of climate change, and implement strategies identify and assess local vulnerabilities 4. Electric vehicle charging stations Citywide and prioritize alternative fuel vehicles for City use 	<p>Administrative Services, Community Development, Community Services</p> <p>Partners: LACSD, LACFD</p>	LCD-5.4,9.6 PS-2.7,2.8, 2.10 COR-10.10 C-1.1,6.2 PS-4.10	Mid	GF, B, G
IA.G.6	<p>The City will support and/or continue to support:</p> <ul style="list-style-type: none"> 1. Senior housing development and in-house assisted living facilities, assuring these are coordinated with universal access facilities 2. Permanent and temporary public art installations 3. The Citywide trail system; 4. All community service programs and events, nature programing services, and environmental education throughout the City 5. Opportunities for special needs groups 6. Community special events 	All City Departments <p>Partners: LACL, LACSD, LACFD, CAL FIRE</p>	LCD-5.6,5.7, 5.7,8.1 COR- 8.1, 8.2, 9.1,12.1 13.1,13.2, 13.4 PS-1.5,1.6,1.7, 2.6,4.2,4.3,4.4, 5.1 C-3.1 N-2.1	Ongoing	GF, G, SG, B

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	<p>7. The Walnut Library as a central resource for information</p> <p>8. Community-oriented policing and crime prevention programs, provide support for neighborhood watch programs, and the Citizen's Options for Public Safety (COPS) program</p> <p>9. Monitoring of short-term and long-term fuel-modification zones for hillsides in and adjacent to the Very High Fire Hazard Severity Zone</p> <p>10. The City of Walnut Multi-Jurisdictional Hazard Mitigation Plan</p> <p>11. Evacuation strategies and plans for all types of emergencies</p> <p>12. The Walnut Notification Systems</p> <p>13. The safe handling, storage, and transportation of hazardous materials Citywide</p> <p>14. The City Dial-a-Ride service</p> <p>15. Efforts to expand and build upon existing programs that establish limitations on train horns</p>				
IA.G.7	The City will continue code enforcement activities to maintain aesthetically attractive neighborhoods and business centers.	Community Development	LCD-7.8	Ongoing	GF
IA.G.8	The City will continue to monitor development and use in and around the Alameda Corridor East and subsequent train noise complaints.	Community Development, City Manager's office	C-11.5,11.6	Ongoing	GF
IA.G.9	City staff on an annual basis will report to the City Council outlining an assessment and projection of future emergency service needs regarding personnel, training, and equipment. This will also include a plan to effectively mobilize City resources for disaster preparedness, a training regimen for staff in disaster preparedness, first aid, and CPR (including regular exercises).	City Manager's office	PS-1.9,4.5,4.7	Ongoing	GF
IA.G.10	The City will continue to contract with Los Angeles County Fire Department and Los Angeles County Sheriff's Department, and will enter into inter-fire service coordination and mutual aid multi-agency agreements for efficient services.	Administrative Services <i>Partners:</i>	PS-1.1,1.2	Ongoing	GF, SF

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
		LACSD, LACFD			
IA.G.11	<p>The City will work to provide multi-language information to the public for topics, including:</p> <ol style="list-style-type: none"> 1. Resource and water conservation 2. Reduction of solid waste and release of toxins for residential and commercial/industrial uses 3. Prepare education for disaster preparation and conduct earthquake and disaster preparedness campaigns in conjunction with regional agencies and nearby school districts and colleges 	City Manager's office, Community Services	LDC-7.10 COR-2.1,6.1, 6.2,9.3 PS-3.1,4.1,4.9	Ongoing	GF, SF
IA.G.12	The City will provide incentives and adopt policies to encourage tree canopies, protect mature trees and discourage tree topping on private property, and aggressively replace dead trees in public right-of-way, with emphasis on California Black Walnut/Oak trees.	Community Development, Community Services	COR-4.1,4.2, 4.3, 4.4,10.9	Short	GF

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H. COORDINATION WITH PARTNERS

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
IA.H.1	The City will court private neighborhood serving high-tax producing retail and restaurant opportunities, including exploring different economic benefits through tax incentives, real estate transactions, and redevelopment of existing shopping centers.	City Manager, Development Services, Private Developers	LDC-1.9,3.1,3.5, 3.7, 4.1	Ongoing	GF
IA.H.2	City staff will coordinate with local businesses and commercial property owners to develop programs to enhance and retain existing businesses, and pursue new developments and businesses which add to the City's economic base, provide assistance in improving physical and economic conditions for existing developments, staying ahead of trends, and providing a mix of industrial businesses.	Community Development, City Manager's Office	LCD-3.2,3.3,3.7, 3.8, 4.1,5.3	Ongoing	GF, G
IA.H.3	The City will maintain joint use agreements for park use with all applicable school districts.	Community Services	COR-11.6	Ongoing	GF
IA.H.4	The City will continue to consult with organizations, neighborhoods, developers, and businesses to offer green building educational programs.	All Departments	LCD-9.2	Ongoing	GF
IA.H.5	The City will continue to coordinate with the public and all applicable public agencies regarding transportation planning.	All Departments	C-9.3	Ongoing	GF, Grants
IA.H.6	The City will encourage volunteer organizations to help clean creek beds, and will work with nonprofit groups to pursue grant opportunities.	All Departments	COR-3.5, 3.7,	Ongoing	GF, Grants
IA.H.7	The City will continue to work with other outside agencies, including: <ol style="list-style-type: none"> 1. Southern California Edison to encourage residents and businesses to take advantage of any programs designed to reduce energy 2. The Southern California Association of Governments (SCAG) to provide data 3. The Los Angeles County Flood Control District and Regional Water Quality Control Board to explore additional ways to remove pollutants from storm water 4. Mt. San Antonio College and Cal Poly Pomona to continue to support their continuing education efforts, reduce impact to surrounding communities, explore infrastructure needs and possible joint projects, and preserve, enhance, and promote the Mt. SAC Wildlife Sanctuary and the Voorhis Ecological Reserve 	All Departments Partners: LACSD, LACFD, LACFCD, LACL, LACPW, CVUSD, WVUSD, RUSD,	COR-2.5,3.2, 5.2,8.2,10.2, 10.9 CFI-2.4,3.1,3.2, 3.3,4.1,4.2,4.3, 4.4,5.1,7.1,7.2, 7.3,7.5,8.2,8.3, 8.4,8.7,8.10,9.2 9.3, 9.4,9.5,9.6, 9.7,10.1,10.2, 10.4,10.5 PS-2.8,2.9, 4.6,4.10,5.2,5.4,	Ongoing	GF, Grants

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Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	<p>5. Local artists to implement cultural artistic features throughout the City</p> <p>6. Regional agencies to establish education programs regarding air quality</p> <p>7. Telecommunications companies to support efforts to develop improved communication technology and co-locations to match rural environment, reach new service areas, provide long term provision of utilities/trash collection and regarding the construction of improvements needed to maintain/enhance service levels</p> <p>8. All water agencies to address water conservation</p> <p>9. The County of Los Angeles Public Library system and the Walnut and Rowland Heights School Districts to maintain quality education/ information for the community quality facilities, adequate school capacity, student parking in adjacent residential neighborhoods, and school financing Local school district and colleges to develop a safe route to school plan for each school</p> <p>10. LACFD and LACSD to coordinate emergency and fire prevention efforts, especially after any significant emergency event, to protect the public from hazardous materials exposure, and to assure roadways allow efficient access for emergency vehicles</p> <p>11. Los Angeles County Public Works and the City's local waste contractor to provide hazardous and e-waste drop off locations, enhance opportunities for community-wide recycling, reuse, reduction programs, and to provide household hazardous waste and e-collection events and to explore and implement ways to offer collection of such items County agencies and LACFD to properly address hazardous material transport and other hazards planning in the event of a train incident</p> <p>12. Transit providers to align transit policies, routing, share data for transparency and to create a comprehensive network</p> <p>13. Neighboring jurisdictions and institutions regarding development projects that could affect the City's transportation system</p> <p>14. Regional transportation planning agencies to continue efforts including partnering to develop solutions for truck movements specifically on Grand</p>	SCAG, Cal Poly Pomona, Mt. SAC	5.5.6 C-1.4,1.9,2.4, 3.5,4.2,5.1,5.5, 5.7,5.8,9.1,9.2, 11.3,11.4 N-2.5		

Action Number	Action	Department/ Partner	Policies	Timeframe	Funding
	Avenue and Valley Boulevard, address freight train impacts to Walnut and support projects that minimize impacts on residents and improve traffic				