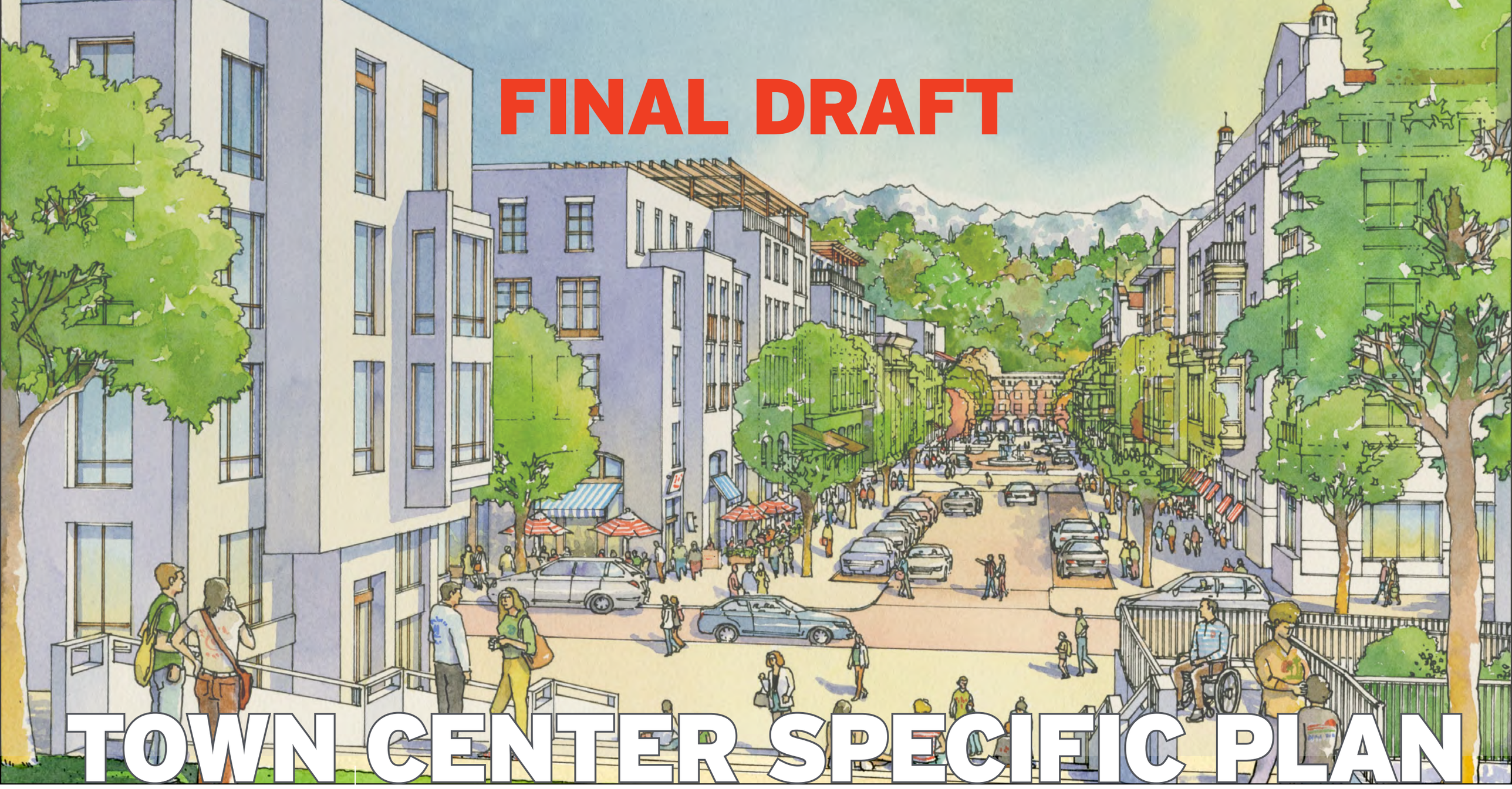

FINAL DRAFT

TOWN CENTER SPECIFIC PLAN

January 14, 2026

TORTI GALLAS + PARTNERS

CITY OF DIAMOND BAR CALIFORNIA

Diamond Bar, California

CITY OF DIAMOND BAR CALIFORNIA

PREPARED FOR:

CITY OF DIAMOND BAR, CALIFORNIA

BY:

TORTI GALLAS + PARTNERS, INC.

Table of Contents

CREDITS

CITY OF DIAMOND BAR

CITY COUNCIL

Stan Liu, Mayor

Chia Yu Teng, Mayor Pro Tem

Andrew Chou, Council Member

Ruth M. Low, Council Member

Steve Tye, Council Member

Nancy A. Lyons, Past Council Member

PLANNING COMMISSION

Ruben Torres, Chair

Mahendra Garg, Vice Chair

Naila Barlas, Planning Commissioner

William Rawlings, Planning Commissioner

Raymond Wolfe, Planning Commissioner

Kenneth Mok, Past Planning Commissioner

CITY STAFF

Daniel Fox, City Manager

Ryan McLean, Assistant City Manager

Greg Gubman, Community Development Director

David Liu, Public Works Director/City Engineer

Grace Lee, Planning Manager

Hal Ghafari, Public Works Manager/Assistant City Engineer

Stella Marquez, Administrative Coordinator

Mayuko Nakajima, Senior Planner

Marsha Roa, Community Relations Manager

Dat Tran, Associate Planner

Cecilia Arrellano, Senior Community Relations Coordinator

LEGAL COUNSEL

Omar Sandoval, City Attorney

James Eggart, Assistant City Attorney

Ricia Hager, Assistant City Attorney

David DeBerry, Former City Attorney

Figures

1 Introduction

2 Site, Form and Character

CREDITS

CONSULTANT TEAM

TORTI GALLAS + PARTNERS, INC
Master Planning and Urban Design

Neal I. Payton, FAIA, FCNU, Principle-in-charge

Brandon Diamond

Chaiwat Pilanun

Nicolle Cotes

Betina Sason

Kristie Kwok

SAPPHOS ENVIRONMENTAL, INC
Environmental

GIBSON TRANSPORTATION CONSULTING, INC
Traffic Engineering

RCLCO REAL ESTATE CONSULTING
Real Estate Market Analysis

CONSENSUS
Community Outreach

SALT
Landscape Architecture

KPFF
Civil Engineering

3 Public Realm

4 Infrastructure

5 Land Use, Density and Intensity Standards

6 Objective Design Standards

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Tables

3 Public Realm

4 Infrastructure

5 Land Use, Density and Intensity Standards

6 Objective Design Standards

Introduction

1 Overview

The Town Center Specific Plan (TCSP) tells the story of a Place, both a Vision for that place and a road map for its creation. The vision is for a vibrant, joyful and pedestrian friendly Downtown for the City of Diamond Bar on 45 acres of land spread over 37 separate parcels. These parcels center on Diamond Bar Boulevard just south of the SR-60 Pomona Freeway.

Diamond Bar's character is suburban in nature, reflecting the timing of its creation, in the latter portion of the 20th century. This character is responsible in part for the City's tremendous appeal to residents, both existing and prospective. However, this suburban pattern results in the absence of a truly urban, and social center, which according to feedback received during the process of updating the City's General Plan, was something highly desired by participants in the process of its creation. Therefore, anticipating continued growth in population over the next 20 years, and the corresponding need for additional housing, the City aims through the TCSP to create new residences, and public spaces in a mixed-use format to complement its commercial offerings and to create a new Downtown for Diamond Bar. In addition, it wants to accomplish this goal in a manner that will allow the Downtown to evolve over time, ultimately becoming the center of cultural, social and economic activity in the City.

The TCSP encompasses the dreams of the participants in the process of its creation. These dreams have inspired and guided the design, which in turn is informed by a vision of how this place will live, and how it may change. Not only does this document describe the physical aspects of the Place or WHAT is proposed to be built, but it also describes the thinking behind this proposal, or WHY this design is proposed in this manner. To that end, sprinkled throughout the first two chapters are a series of insights from Christopher Alexander, whose book, A Pattern Language, is one of, if not the most influential books on placemaking ever published, and whose observations, particularly his admonition to make joyful places, also inspired this TCSP.

1.1 Specific Plan Organization

The Specific Plan is organized into the following chapters:

Chapter 1: Introduction

This chapter describes the Specific Plan's organization; purpose; goals and policies; authority; relationship to other plans; the Specific Plan Area and scope of development and boundaries; local physical conditions and development limitations; and the public participation process that resulted in the Specific Plan.

Chapter 2: Site, Form and Character

This chapter describes the Specific Plan vision and the designated sub-areas. This chapter also describes the Objective Design Standard approach of the Specific Plan.

Chapter 3: Public Realm

This chapter establishes standards and guidelines for the public realm, including standards and guidelines for the thoroughfare networks and types, bicycle networks and facilities, Open Space networks and types, landscape, and streetscape.

Chapter 4: Infrastructure

This chapter provides an overview of the major utility infrastructure improvements needed at buildout of the Specific Plan Area and the public facilities planned to be available.

Chapter 5: Land Use, Density and Intensity Standards

This chapter identifies allowable uses for each block area as well as the permitted base density for each use and housing density bonuses that can be earned by utilizing applicable incentives.

Chapter 6: Objective Design Standards

This chapter identifies the plans that regulate private development in the Specific Plan Area and identifies land use standards, urban standards, and architectural standards that govern private development. This chapter identifies the Maximum Allowable Development in the Specific Plan Area. It also provides conceptual design guidelines.

Chapter 7: Implementation

This chapter addresses the actions that are necessary to implement the Specific Plan by both the City of Diamond Bar and private developers to achieve the goals of the Specific Plan. It includes a phasing plan and other implementation actions.

Chapter 8: Glossary of Terms

This document uses a variety of terms that are specific to the standards and guidelines presented herein. Throughout this Plan these terms are Capitalized to identify them.

1.2 Specific Plan Authority

California State Law authorizes cities to prepare and adopt Specific Plans in accordance with Government Code Sections 65450-65457.

This Specific Plan is a regulatory plan that provides the vision, zoning standards and objective design standards, infrastructure design, and implementation procedures for all land within the Plan Area. Subsequent tract or parcel maps, development agreements, local public works projects, zoning text or map amendments, and any action requiring ministerial or discretionary approval related to the Town Center South must be consistent with the TCSP. California Code Section 65302.4 authorizes the General Plan, and the zoning ordinances that implement the General Plan, to express community intentions regarding urban form and design. This means that the TCSP may be used to express those intentions and that it may also provide the zoning and standards for implementation.

1.3 Specific Plan Hierarchy

This Specific Plan should be interpreted with the following concepts in mind when making subsequent Specific Plan consistency conclusions and implementation decisions. Specific plans attempt to balance a range of competing interests. An agency, therefore, has the discretion to approve a project even though the project is not perfectly consistent with all of a specific plan's policies. (Sierra Club v. County of Napa (2004) 121 Cal.App.4th 1490.)

This Specific Plan includes:

- "Standards" are established rules for objective measures to which development must substantially conform, subject to deviations as provided in Chapter 6, Implementation. "Standards" are identified in this Specific Plan by use of the terms "will" or "shall."
- "Guidelines" are recommended practices specific to non-residential buildings that allow greater discretion in their interpretation, implementation, or use. Development in the Specific Plan Area should not be materially inconsistent with Specific Plan Guidelines. "Guidelines" are identified in this Specific Plan by use of the terms "should" or "may." In the event of a conflict between the Guidelines and State Housing Law, State Housing Law shall prevail.
- "Conceptual" examples depict one possible design that would substantially conform to the Standards and would be materially consistent with the Guidelines, but are not determinative. The Conceptual examples included in this Specific Plan, including graphic depictions and renderings are Conceptual, including without limitation the location, configuration, and massing buildings, the location and configuration of Streets other than Designated Thoroughfares, the placement and size of Open Space areas, and configuration of public facilities. Features depicted in greyscale on exhibits and renderings within the Specific Plan are Conceptual.
- "Illustrative" examples illustrate a real world example that would substantially conform to the Standards and would be materially consistent with the Guidelines, but are not determinative. The illustrative examples included in this Specific Plan, including photos, are illustrative with respect to all elements depicted therein, including buildings, building location, alignment of streets, placement of Open Space areas and configuration of public facilities.

1.4 Plan Purpose

The purpose of the Town Center Specific Plan is to implement the City of Diamond Bar's General Plan 2040 on the approximately 45-acre Specific Plan Area referred to as the Town Center Mixed Use area.

The Specific Plan is a tool authorized by State law that enables a jurisdiction to define a specific vision for the future development of a specified planning area. The Specific Plan contains unique and customized development Standards and Guidelines that enable the City of Diamond Bar to shape the streets and public spaces, and property owners to develop their properties according to the vision of the Specific Plan and consistent with the General Plan. For the Town Center area, the Specific Plan guides public and private investment and construction in a coordinated and integrated way.

The resulting Specific Plan is based upon a "new urbanist" paradigm, characterized by pedestrian amenities, a flexible mix of uses, networked thoroughfares and well-designed public spaces.

Accordingly, the primary purposes of this Specific Plan are to define:

- A Vision for the future of the Town Center that builds upon the goals and policies of the City's General Plan by providing new opportunities to live, work, and shop in the City of Diamond Bar.
- Goals and Policies that work in tandem with and refine those of the General Plan 2040.
- Form-based development standards and guidelines, that are customized to deliver development consistent with the community's vision for its future.
- Implementation recommendations so that private developers and City and regional officials have a clear understanding of the future context of the Specific Plan Area.

1.5 Plan Goals

The Specific Plan has been created to achieve the following Planning Goals:

Goal 1: Implement the community vision, goals and policies of the General Plan, which established the Town Center Mixed Use land use designation to "foster the development of a vibrant, pedestrian-oriented Town Center in Diamond Bar that serves as a place for Diamond Bar's residents to shop, dine, and gather."

Goal 2: Make the Town Center a complete neighborhood with a sense of place, that takes advantage of its location, to provide residents and visitors a unique experience.

Goal 3: Ensure that the physical design and programming of the Town Center supports health, wellbeing, and environmental sustainability, the latter so as to make progress toward meeting the greenhouse gas reduction targets of the Diamond Bar Climate Action Plan by supporting compact, infill, mixed-use development.

Goal 4: Allow for car-Lite / car-Optional living allowing those who choose not to use their car on a daily basis or who choose not to own a car at all to be easily accommodated thus furthering progress toward the City's climate action goals.

Goal 5: Provide great public spaces, and small parks with regenerative landscapes to support the goal of environmental sustainability.

Goal 6: Include a mix of uses, and urban housing types at a range of affordability levels, so as to implement the 6th Cycle Housing Element (Chapter 9 of the General Plan) and to fulfill Diamond Bar's commitment to provide affordable housing opportunities by rezoning the TCSP project area to facilitate the development of a portion of Diamond Bar's Regional Housing Needs Assessment (RHNA) allocation, including the production of housing that will be affordable to lower-income households.

Goal 7: Provide flexibility for the future – particularly for retail and commercial space – so as to adapt to changes in lifestyle and market conditions that are likely to occur throughout the lifespan of the plan.

Goal 8: Facilitate the development of the Town Center in phases or increments so as to recognize the multiple owners in the Plan Area and the expectation that these owners will likely have different time frames for redevelopment.

Figure 1-1 - The Town Center will be a vibrant, pedestrian oriented place

Figure 1-2 - The Town Center will be a lively hub for diverse activities

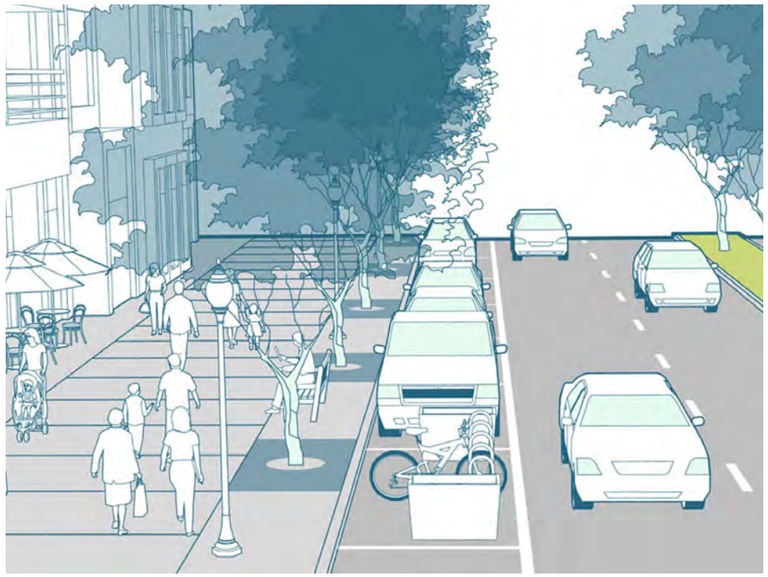

Figure 1-3 - The Town Center will be utilizing a "complete streets" policy

Figure 1-4 - Existing view of the San Gabriel mountains has the potential for opening a view corridor

1.6 Plan Policies

The Specific Plan is intended to:

Policy 1: Make walking a Desirable Choice by utilizing a "complete streets" policy to ensure that all forms of mobility are considered; and that safety for pedestrians and bicyclists is considered alongside safety for vehicle occupants. Among other things:

- Provide a continuous pedestrian network that connects buildings to each other, to the street, and to transit facilities.
- Provide street trees for shade
- Pedestrian scaled street lighting

Policy 2: Enhance the Sidewalks as Public Spaces:

- Create a "village" feel on key pedestrian corridors
- Expand seating areas and gathering spaces in the public right-of-way

Policy 3: Design and implement a "Road Diet" or narrowing of Diamond Bar Boulevard

- Reduce the crossing distance across Diamond Bar Boulevard
- Add Crosswalks at intersections

Policy 4: Provide an incentive to construct mixed-use and multi-family housing through a set of Objective Design Standards so that compliant proposals can be approved, providing certainty of design review approval and a more concrete approvals process timeline. These Standards address street design, Land Use, Building Types, Frontage Types, architectural qualities, building massing and orientation, parking, fencing, lighting, and signage, among other components. These Standards:

- Elevate and improve architectural variety, integrity, and quality.
- Create human-scale patterns, such as building entrances, landscaping and materials, that contribute to pedestrian-oriented and interesting streetscapes.
- Humanize the overall mass and bulk of large multi-family and mixed-use buildings.
- Animate building edges on the ground floor to create an inviting public realm with frequent windows, entries, and outdoor areas and dining (where appropriate) along the street to provide visual interest and promote a pedestrian-friendly environment.
- Orient building façades to frame the streets and other public spaces with sufficient building enclosure particularly on the first two floors

Policy 5: Ensure pedestrian-friendly design through intersection density that averages no less than 235 intersections per square mile, recognizing that intersection density (or block size) directly impacts walkability. See subsection 1.9.4.

Policy 6: Provide for a variety of Building and Land Use Types within close proximity to one another, including types that may not yet exist in the area, such as Live/Work or "Maker Spaces."

Policy 7: Minimize the extent of surface parking lots and garage doors visible from the public space network.

Policy 8: Provide a view corridor looking North towards the San Gabriel Mountains.

1.7 Relationship to Other Plans

Diamond Bar General Plan 2040

The City's General Plan calls for the transformation of the Plan Area from a suburban style, auto-oriented neighborhood commercial area into a vibrant, pedestrian-oriented, mixed-use district that serves the community.

Specifically, the General Plan states that during the process of updating the General Plan, residents "...expressed a desire for greater access to dining, entertainment, and retail establishments within the City. More specifically, community input indicated a desire for the concentration of these new establishments within a walkable area resembling a more traditional downtown" It was also noted that "...the City lacks a clear community focal point – a role commonly played by a vibrant downtown. The Town Center focus area is proposed along Diamond Bar Boulevard, between SR-60 and Golden Springs Drive, to build on the success of recent commercial redevelopment in that area. The Town Center would serve as a center of activity for residents of Diamond Bar, providing entertainment and retail opportunities and community gathering spaces in a pleasant, walkable environment.

To support this Vision, the General Plan's Land Use and Economic Development chapter includes the following Goals:

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

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

The TCSP implements these goals of the General Plan.

Housing Element

Under State Planning Law, the Housing Element is a required component of the General Plan. The Housing Element focuses on establishing City policies and programs to address the housing needs of current and future Diamond Bar residents. The Housing Element must be updated every eight years, and must be certified by the State Department of Housing and Community Development (HCD). This Specific Plan was adopted during the time that the HCD-Certified, 2021-2029 (or "6th Cycle") Housing Element Update was in effect.

One of the most significant issues that must be addressed in the Housing Element is how the City will accommodate its share of regional housing needs. The Regional Housing Needs Assessment ("RHNA") is the process established in State law by which future housing needs are determined for each jurisdiction. On March 4, 2021, the Southern California Association of Governments ("SCAG") adopted the final 6th Cycle RHNA plan, which assigned 2,521 dwelling units to Diamond Bar, distributed among the following household income categories:

2021-2029 RHNA Allocation – Diamond Bar

Extremely Low + Very Low	Low	Moderate	Above Moderate	Total
844	434	437	806	2,521

Source: SCAG, 3/4/2021

Program H-8 of the Housing Element commits the City to rezone three mixed-use focus areas, including the Town Center, to allow residential development at a minimum density of 30 dwelling units per acre to achieve this total. For the Town Center, this means that the rezoning process must allow for at least 1,350 dwelling units within its boundaries. This Specific Plan implements the Housing Element by upzoning the properties in the Plan Area to permit residential development at a maximum base residential density of 30 dwelling units per acre and providing incentives for the production of housing units that will be affordable to lower and moderate income households in the Town Center, including housing that will be affordable to lower-income households.

Development Code

Title 22 of the Diamond Bar City Code ("Development Code") prescribes standards, rules and procedures for all development within the City. The TCSP sets forth land use and development regulations for the Diamond Bar's Town Center area and will be incorporated by reference in the Development Code. Where there is conflict with the Development Code, the Specific Plan shall prevail. Where the Specific Plan is silent, the Development Code shall apply.

Technical Assistance Panel

In 2021, the City engaged the Los Angeles Chapter of the Urban Land Institute (ULI-LA) to assemble a Technical Assistance Panel (TAP) comprised of planning, architecture, development, economics and land use law practitioners to gain a better understanding of the market possibilities, implementation strategies, and design framework to consider as an initial step to implement the policies of the General Plan 2040 for the Town Center Focus Area.

The TAP convened during the week of April 12-16, 2021, where the panelists were able to perform reconnaissance and data analysis, and present some initial recommendations about the opportunities for the project area. The TAP presented its findings and recommendations at a Special Joint Planning Commission/City Council meeting on April 16, 2021 which was open to the public. Below are some of the TAP's key recommendations:

- An increase in the residential densities over that currently allowed by the General Plan 2040 is needed to encourage new housing options that are affordable at a mix of income levels, and to help drive demand for new restaurants and retail.
- An urban framework with urban-sized blocks, residential density with a priority on pedestrian movement in and around the focus area is envisioned to create a successful Town Center environment.
- Deliberate design choices can take advantage of the natural topography of the site by creating pedestrian-only plazas and paseos lined with retail and restaurants to activate the space offering dramatic views of the San Gabriel mountains.
- Adoption of a Specific Plan would provide the certainty to incentivize investment and create flexibility to ensure financial feasibility for future development.
- The first phase of development is likely to occur on properties in the southwestern portion of the area along Golden Springs Drive where property owners have expressed their willingness and desire to make the needed investment in support of the General Plan 2040 vision for the Town Center Focus area.
- Implementation will take significant effort and time. A wide range of development incentives, funding options, public investment and administrative processes will be need to be considered and created that focus on achievable short-, mid- and long-term timeframes.

A copy of the Diamond Bar Town Center TAP Report can be found at https://www.diamondbarca.gov/1065/Town-Center-Development

Climate Action Plan

Beginning in 2006, the State Legislature and Office of the Governor passed a series of laws and Executive Orders collectively mandating that California reduce its greenhouse gas (GHG) emissions to 80 percent below 1990 levels by 2050. SB 97 further requires that GHG emissions be analyzed as part of the environmental review process pursuant to the California Environmental Quality Act (CEQA). To reach these targeted reductions, the California Air Resources Board (CARB) recommends that local governments reduce per capita GHG emissions to 6 metric tons carbon dioxide equivalent (MTCO2e) per year by 2030, and 2 MTCO2e by 2050.

A Climate Action Plan (CAP) is a comprehensive inventory of specific activities a public agency should undertake to reduce greenhouse gas (GHG) emissions that originate within its jurisdiction. The City of Diamond Bar prepared its CAP concurrently with the 2019 General Plan Update process to document how it will be able to reduce its GHG emissions in compliance with State mandates and goals.

The Diamond Bar CAP applies broadly accepted climate science methodologies to estimate the City's per capita MTCO2e emissions for the General Plan's horizon year of 2040. Because current regulations only set forth 2030 and 2050 targets, the Diamond Bar CAP interpolates 4 MTCO2e to be the target for 2040.

The CAP finds that with the Policies set forth in the General Plan Update, Diamond Bar will meet its mandated GHG reduction targets without being subject to additional GHG reduction measures. Examples of such policies include those promoting compact, mixed-use development in Town Center and other mixed-use focus areas, and facilitating other modes of transportation through such means as expanding the City's bikeway network and accommodating electric vehicle infrastructure.

1.8 Setting

The City of Diamond Bar is located in the southeast corner of the San Gabriel Valley in eastern Los Angeles County approximately 27 miles from Downtown Los Angeles. A city of 56,000 residents, Diamond Bar is widely known and respected for its beautiful neighborhoods and excellent public schools.

Regional access is provided by both the SR-60 Freeway and the SR-57 Freeways. Major thoroughfares providing access to the Town Center area include Diamond Bar Boulevard, and Golden Springs Drive.

The TCSP Area (Plan Area) is centered around Diamond Bar Boulevard (which extends over 1,800 feet), generally bounded on the south by Golden Springs Drive (1,600 feet extent) and on the north by the SR-60 Freeway. It is within view of the San Gabriel Mountains (approximately 7 miles from the foot of the mountain range). The potential to open a view corridor looking toward the mountains is apparent.

The entire Plan Area is approximately 45 acres (net of public thoroughfares). Bounded on the west by the Fall Creek private condominium community, and the north by the SR-60 Freeway, it is bounded on the east by a neighborhood of single-family homes. The southern boundary of the site is Golden Springs Drive with Lorbeer Middle School and Mount Calvary Lutheran Church and School are to the south of the Plan area.

The Plan Area is composed of approximately 37 individual parcels with 23 unique property owners within a suburban style commercial district. It is bisected by Diamond Bar Boulevard, a seven-lane thoroughfare. This thoroughfare is also accompanied by painted bike lanes.

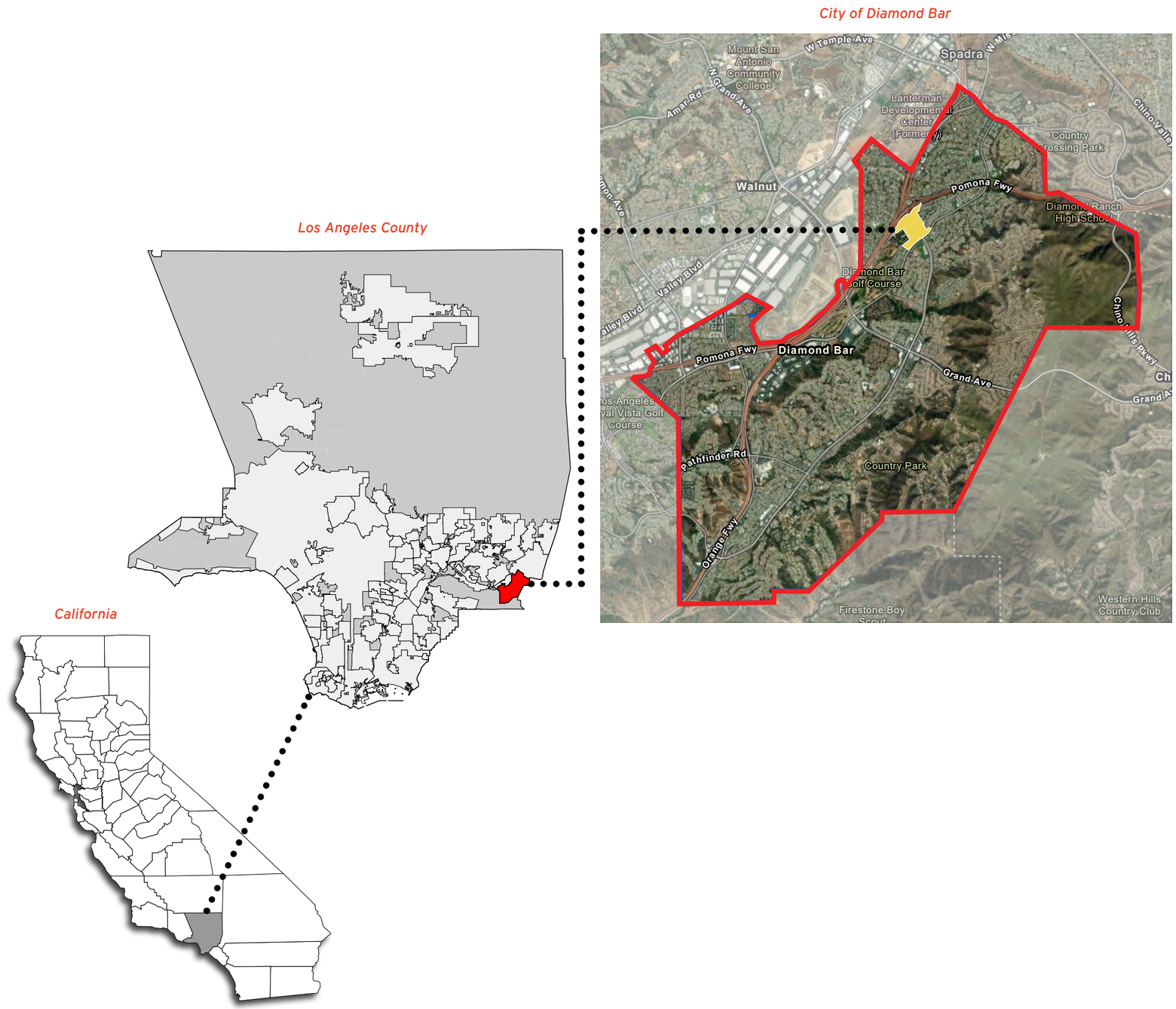

Figure 1-5 - City of Diamond Bar - Specific Plan Regional Context

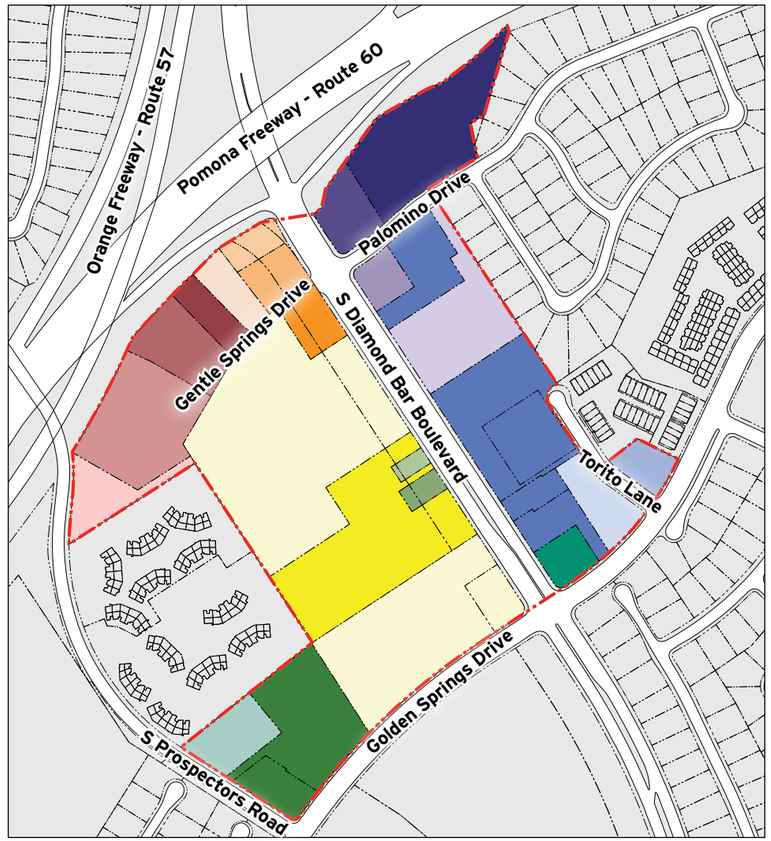

Figure 1-7 - Parcel Ownership Diagram

LEGEND: Ownership as of 09/01/2024

- Tranquil Garden LLC
- Ratan Hospitality LLC
- Akbar and Nida Ali
- Rotondi & Greiman Family Trust
- CLK Diamond Palace, LLC
- Live Stock Equipment Leasing
- Weil Robert C TR
- Franchise Realty Interstate Corp
- Diamond Springs LLC (Charles Co)
- Vincent Glen LLC (Charles Co)
- Phoenix Gluck LP
- Walnut Valley Water Dist
- Golden State Enterprises
- Chang Chin Intl. Investment LLC
- Rukhsana Omar
- Diamond Bar Petroleum Inc
- Village Medical Square LLC
- Harvest Eagle LLC
- 300 South Diamond Bar Blvd LLC
- Alta Diamond Bar LLC
- Anabi Real Estate Development LLC
- H and S Energy LLC
- AP Diamond Bar LLC

Figure 1-6 - Specific Plan Area (at left)

Figure 1-8 - View looking North West (Blocks West of Diamond Bar Boulevard)

Figure 1-9 - View looking West (Blocks West of Diamond Bar Boulevard)

Figure 1-10 - View looking North West (Blocks East of Diamond Bar Boulevard)

Figure 1-11 - View looking East (Blocks East of Diamond Bar Boulevard)

1.9 Local Physical Conditions

1.9.1 Specific Area Elevation Map

An analysis of the Specific Plan Area, Figure 1-12, reveals a gradual elevational change from approximately 718 ft above sea level (asl) at South Prospectors Road and the SR-60 Freeway at the northwestern tip of the Specific Plan Area to approximately 778 ft asl at Golden Springs Drive and Torito Lane in the southeast.

1.9.2 Specific Plan Area Slope Map

The majority of the Specific Plan Area has a slope between 1% and 6%, depicted as green in Figure 1-13. For reference, a maximum slope of 5% is considered suitable for accessible ramps (terracing required for steeper slopes). This means the Specific Plan Area has been engineered and currently is relatively flat and developable for the intended development. However, as a result of this engineering, two areas of steep slopes were created, making connectivity across the site in a north/south direction, difficult to achieve. These steep areas are apparent in the orange and red areas.

The topography impacts drainage of the site, with storm water drainage sheet flowing from the southeast corner of the site towards the northwest corner.

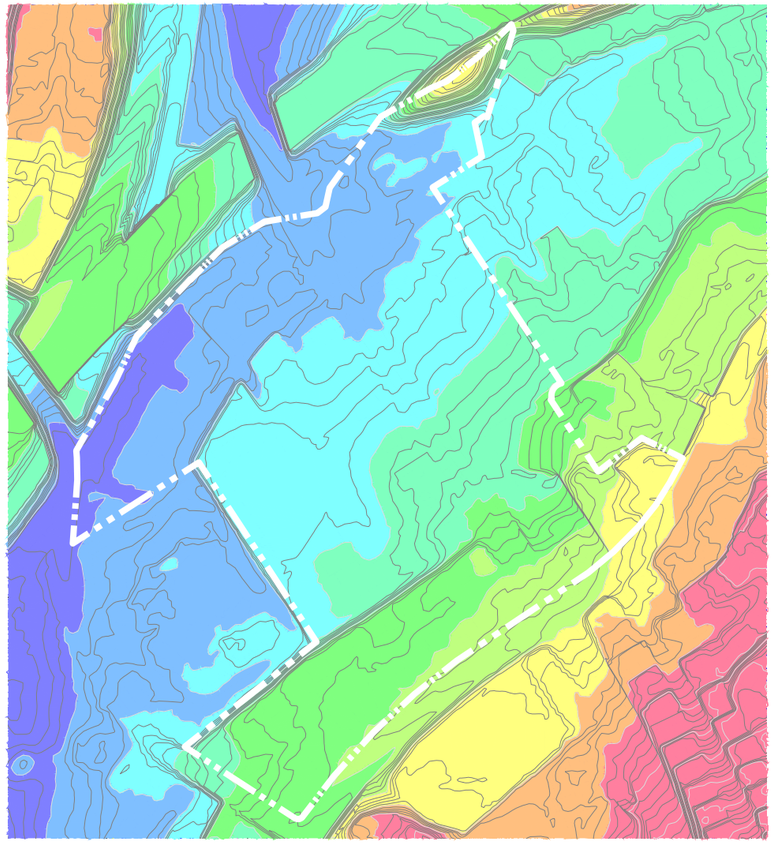

Figure 1-12 - Specific Area Elevation Map

Figure 1-13 - Specific Area Slope Map

1.9.3 Pedestrian Network including sidewalks, trails, and stair sequences

A survey of the sidewalk infrastructure of the plan area is provided with Figure 1-14. See Chapter 4: Infrastructure for more detail. The survey evaluated the sidewalk infrastructure in the Plan area based on the following criteria:

- Sidewalks should be sufficiently sized to allow at least two pedestrians to pass each other, with additional width on streets of with large volumes of traffic, such as Diamond Bar Boulevard and Golden Springs Drive. This width is consistent and not interrupted by utilities, such as lighting fixtures, utility poles or electrical transformers.
- Sidewalks should have shade from street trees, which also assists in providing a buffer from fast moving traffic. Additional landscape is a plus.
- Sidewalks should be framed on one side by buildings, with architectural detail sufficient to engage the eye at the speed of 3 miles/hour.
- Pedestrian oriented signage should be provided at a height easily visible to a pedestrian and meant to be read at a speed of 3 miles/hour.
- Sidewalk surfaces should be in good repair and of durable material.
- Amenities such as pedestrian scaled lighting, benches, and other street furniture should be provided.

A "good" sidewalk condition is one that meets many, but not all these criteria. Typically, such sidewalks are well used because they are joyful places to walk, while a "medium" grade reflects the existence of a sidewalk lacking most of these criteria. In such conditions, the few folks found to be walking usually have little choice. A "poor" grade reflects the lack of any sidewalk at all. The survey found only one side of one block with relatively good sidewalk conditions.

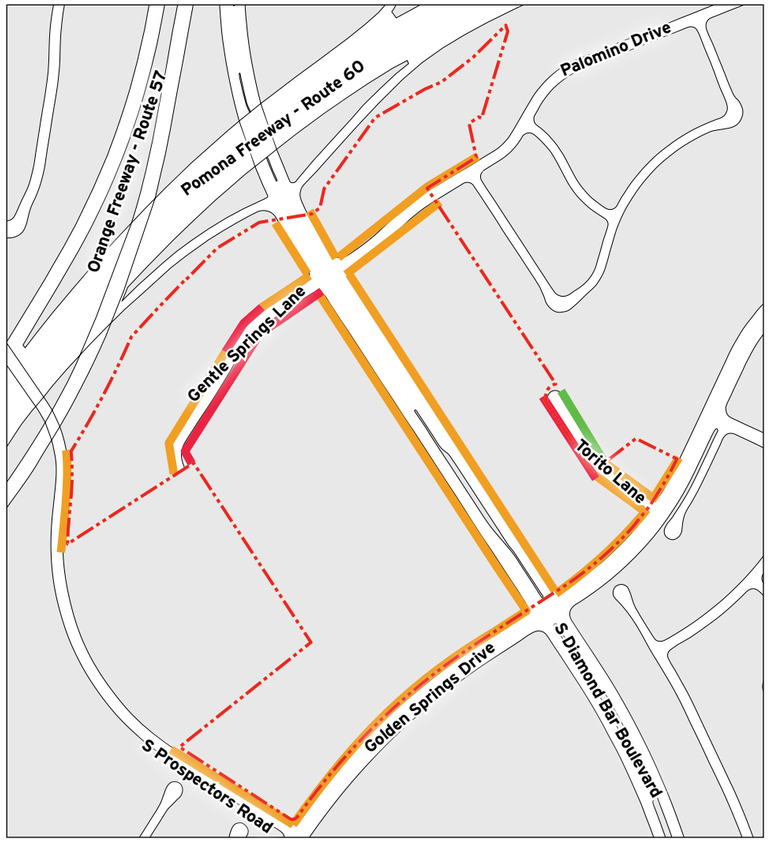

Figure 1-14 - Existing Sidewalk Conditions

Figure 1-15 - Existing sidewalk conditions along Torito Lane

Figure 1-16 - Existing sidewalk conditions along Gentle Springs

Regional access to the Specific Plan Area is provided by the Pomona Freeway (State Route 60). Primary local access is through Diamond Bar Blvd. and Golden Springs Drive. Additionally, Prospectors Road, Gentle Springs Lane/Palomino Drive, and Torito Lane provide secondary access to the Specific Plan Area. See Figure 1-17.

Diamond Bar Boulevard, which bisects the Plan Area is a seven-lane thoroughfare that seems to "unzip' the Plan Area, separating one side from another, and making it difficult for a pedestrian to cross. This thoroughfare is also accompanied by painted bike lanes. However, these are seldom used, as they are narrow, unprotected and split between the road surface and the gutter pan.

Shown on Figure 1-18, are the different bus routes that currently serve the Specific Plan Area. While there are bus routes along both, Diamond Bar Blvd. and Golden Springs Drive, the only bus stops currently located within the Specific Plan Area are located along Diamond Bar Blvd.

As seen on Figure 1-19, this diagram shows the existing bicycle network and already proposed improvements that have been planned separately from the Specific Plan, but have not yet been implemented, and need to be revised to reflect the preferred land use plan and public realm improvements. Currently, both Diamond Bar Blvd. and Golden Springs Drive have Class II bike lanes that are being proposed to be changed into Class IV bike lanes.

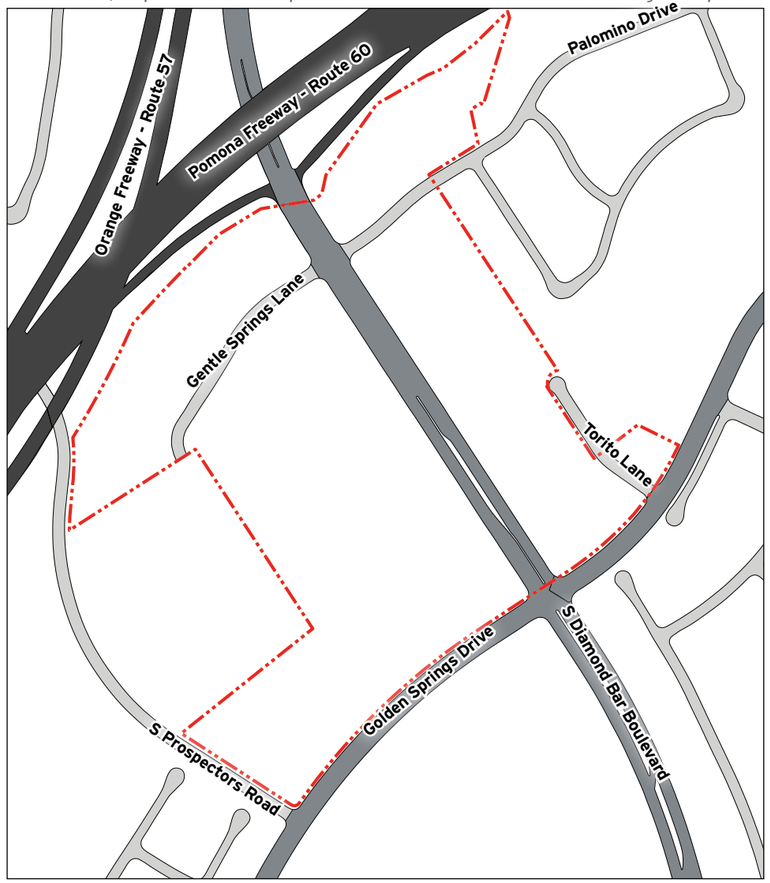

Figure 1-17 - Existing Mobility Network

LEGEND
- Specific Plan Boundary
- Highway
- Arterial
- Collector

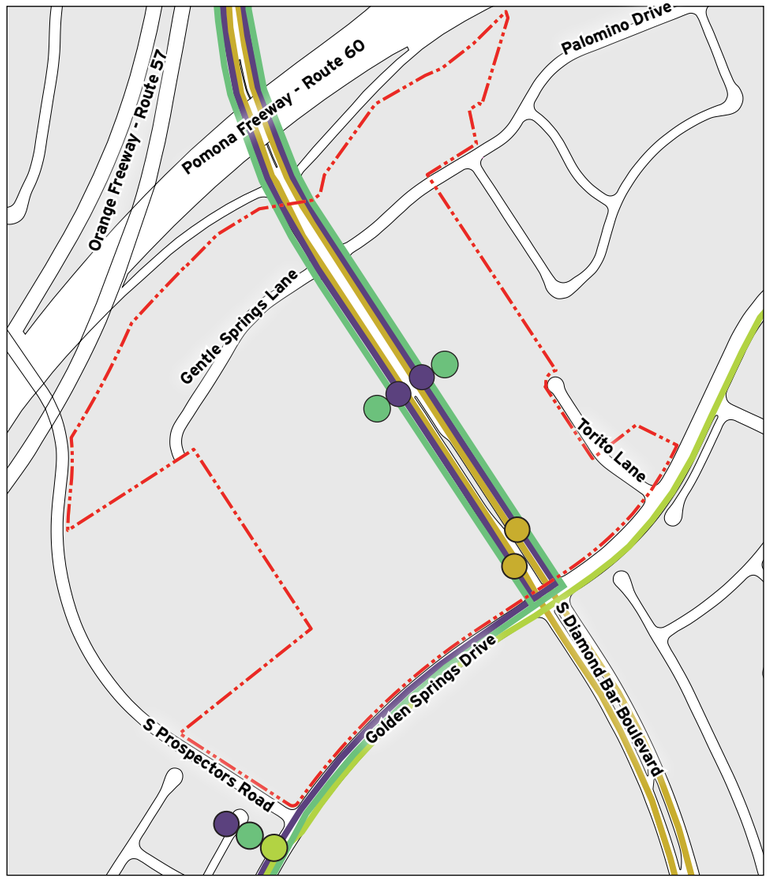

Figure 1-18 - Existing Transit Network

LEGEND
- Specific Plan Boundary
- Bus Stops

286 - Pomona Transit Center - Diamond Bar - Brea Mall	Every 60 mins.
482 - Pomona Transit Center - Rowland Heights - Puente Hills Mall	Every 30 mins.
853 - Diamond Bar - Diamond Ranch	Every 10 mins.
854 - Diamond Bar - Diamond Ranch	Every 8 mins.

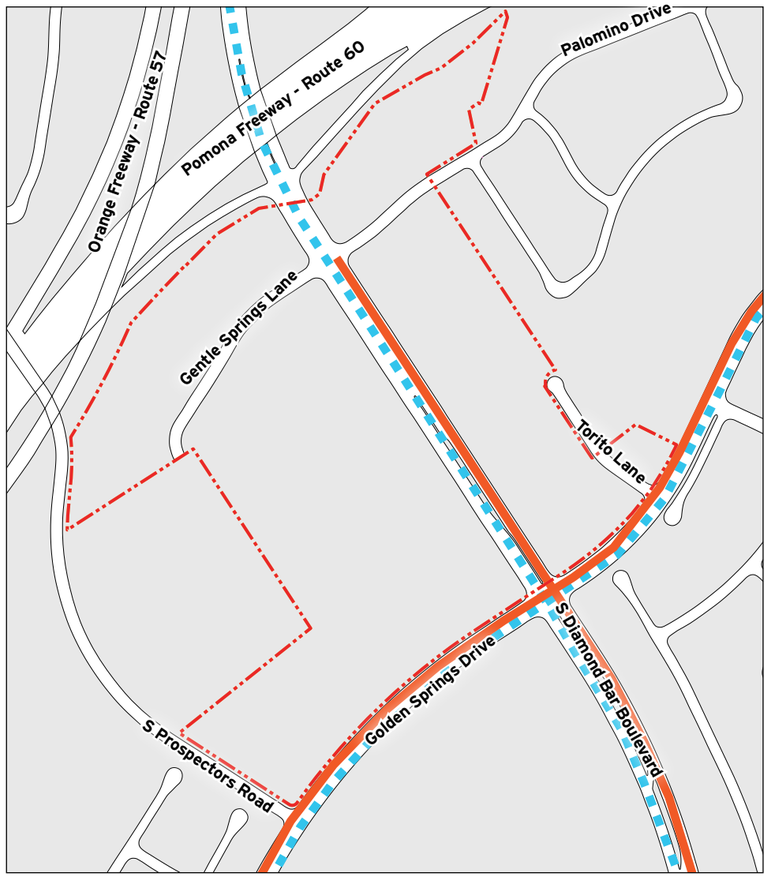

Figure 1-19 - Existing Bike Network

LEGEND
- Specific Plan
- Existing Class II Bike Lane
- Proposed Class IV Bike Lane

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1.9.4 Existing Block Structure and Intersection Density

The local street network within the Plan Area is minimal, because it was designed to support suburban style shopping centers which require large areas of surface parking. As a result, the existing block sizes are large with few intersections. This pattern contributes to the area's perception of it bring unfriendly to pedestrians, achieving at present a walk score of 67 (out of 100). By contrast, the nearby community of Downtown Monrovia has a walkscore of 89, Downtown pasadena has 90, and Claremont Village has 92. These are all considered walkers' paradises.

Research has shown that one of the key elements of pedestrian friendly intersection density is an objective method of assessing and predicting the walkability of a community. High intersection density often corresponds to a more walkable and therefore health-promoting environment. Research also indicates that higher street intersection density has environmental benefits. People living in neighborhoods with higher street intersection density tend to drive less and walk and take transit more. The decision to walk is more often influenced by intersection density than street connectivity. In addition, higher street intersection density is associated with less per capita air pollution from vehicle emissions, which benefits human health and the mitigation of climate change. Finally, additional studies of medium-sized cities in California provided a correlation between cities (or areas of cities) exhibiting higher intersection density and fewer vehicular related fatalities

Figure 1-20 - Existing Block Structure

Figure 1-21 - Existing wide intersection

Figure 1-22 - Existing wide street crossing

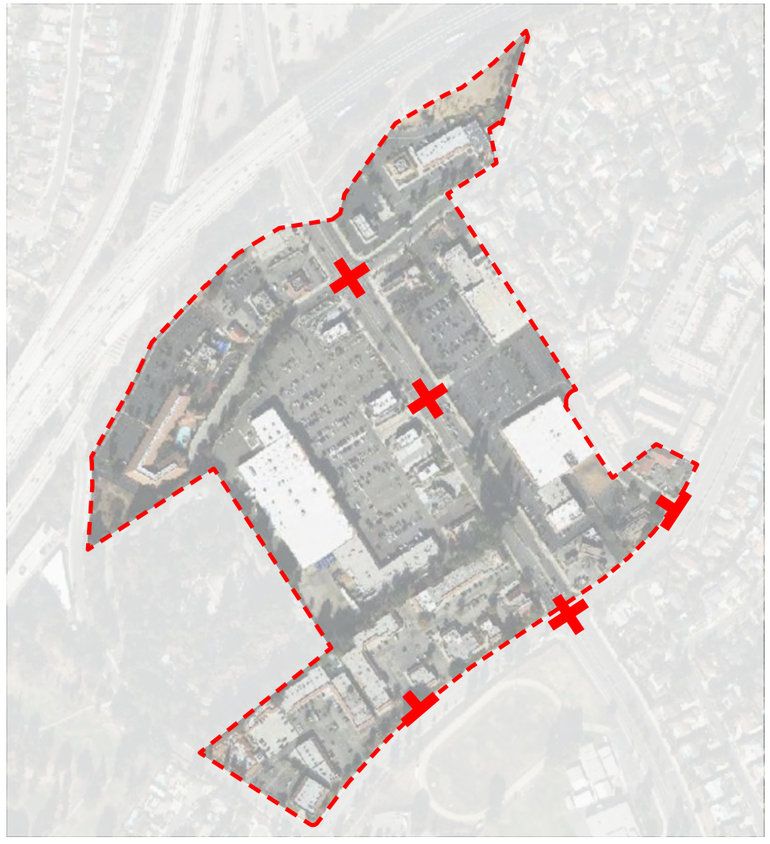

Figure 1-23 - Diamond Bar Intersection Ratio: 65 intersections/sq. mile

LEGEND
- Specific Plan Boundary
- Intersection

The Plan Area has 65 intersections per square mile. A walkable neighborhood should have at least 150 intersections per square mile at a minimum. Many of the Southern California area's more treasured neighborhoods approach and sometimes exceed 250 intersections per square mile. Figures 1-24 through 1-27 show the patterns of many of Diamond Bar's admired neighboring communities, which all demonstrate an intersection density greater than 150/sq mile.

Figure 1-24 - Downtown Pasadena: 352 intersections/sq. mile

Figure 1-25 - Downtown Monrovia: 287 intersections/sq. mile

Figure 1-26 - Downtown Chino Hills: 156 intersections/sq. mile

Figure 1-27 - Downtown Claremont: 261 intersections/sq. mile

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Figure 1-28 - Existing surface parking lot

1.9.5 Existing Parking Conditions and how they impact the Pedestrian Environment

Occupying 41.6% of the Plan Area, surface parking is currently the dominant land use in what is destined to become Downtown Diamond Bar. While parking is a necessary requirement in all but the most urban and transit friendly areas, empirical evidence has shown that the most walkable areas have no more than 10% of their land area devoted to surface parking (parking lots). Indeed, the existence of such large surface parking lots is anathema to the goal of the TCSP, which is to make a walkable urban place. This is true for several reasons:

1. The parking lots in the Plan Area have the effect of creating physical barriers that disrupt pedestrian connectivity. Most people simply don't enjoy walking through fields of parked cars. Moreover, their sheer size creates longer walking distances between destinations. This discourages pedestrians, as they likely perceive the area as less walkable or inconvenient.
2. Walkable urbanism thrives on density, where buildings and activities are close together, promoting a vibrant and interconnected community. The Town Center's surface parking lots occupy significant space but do not contribute to the desired density.
3. The large expanses of asphalt with few landscaping features detracts from the overall attractiveness and livability of the Plan Area.
4. The lack of active uses or eyes on the street typically associated with buildings with windows reduces the perceived safety of the area, potentially deterring pedestrians.
5. The Plan Area's large surface parking lots represent a substantial reservoir of impervious surface, which leads to stormwater runoff issues and water pollution.

In the following diagrams we see that such an enormous proportion of land devoted to surface parking is not inevitable, as admired communities nearby devote considerably less of a percentage of their land to storing the automobile.

Figure 1-29 - Diamond Bar Surface Parking Ratio: 41.6% (266 acres/sq. mile)

LEGEND
- Specific Plan Boundary
- Surface Parking Lot

Empirical evidence has shown that the most walkable areas have no more than 10% of their land area devoted to surface parking (parking lots). In the adjacent diagrams we see that Diamond Bar has 41.6% (266 acres per square mile), while nearby communities range from 5 to 31%.

Figure 1-30 - Downtown Pasadena. Surface Parking ratio: 5.3% (34 acres/sq. mile)

Figure 1-31 - Downtown Monrovia. Surface Parking ratio: 13.6% (87 acres/sq. mile)

Figure 1-32 - Downtown Chino Hills. Surface Parking ratio: 31.7% (203 acres/sq. mile)

Figure 1-33 - Downtown Claremont. Surface Parking ratio: 15.8% (101 acres/sq. mile)

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1.9.6 Existing Buildings

Most of the Specific Plan Area is currently developed with car-oriented buildings serving retail or storefront office uses. As is the norm for this type of development, they were constructed for their value as commodities, with no lasting value beyond their ability to generate rent. As the buildings age, and new retail centers are developed in other locations, offering additional amenities, these buildings' commodity value diminishes, making them ripe for replacement, see Figure 1-34.

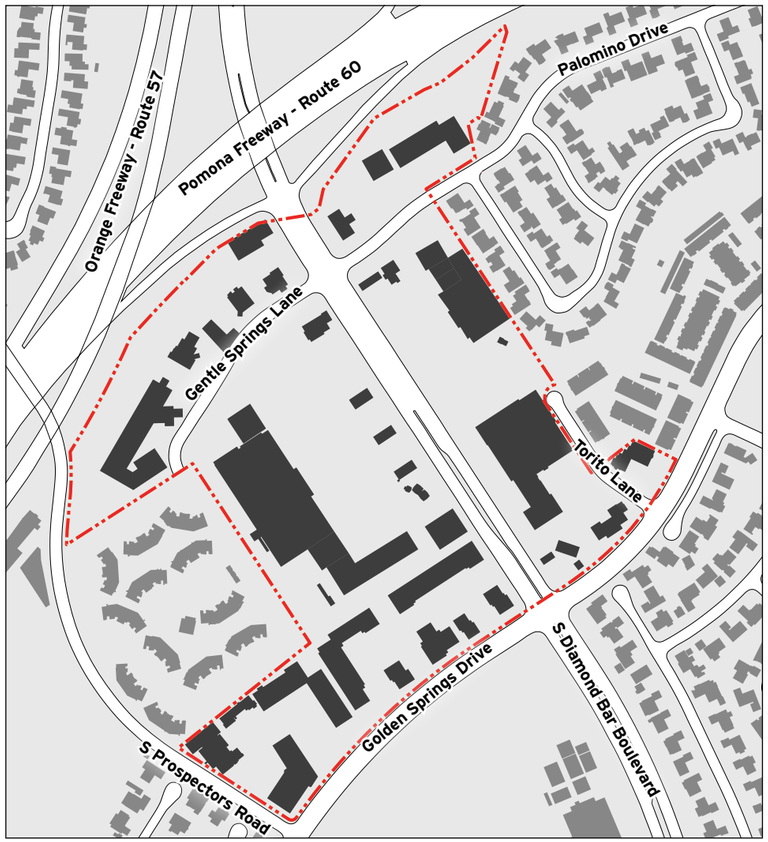

Figure 1-34 - Existing Buildings

1.9.7 Existing Utilities

Throughout the development of what is now the Town Center site, a patchwork of utility systems has been installed to serve the Specific Plan Area (see Figure 1-35). A pump station that serves the Walnut Valley Water District is located within the site area and it can be built around to allow for new development.

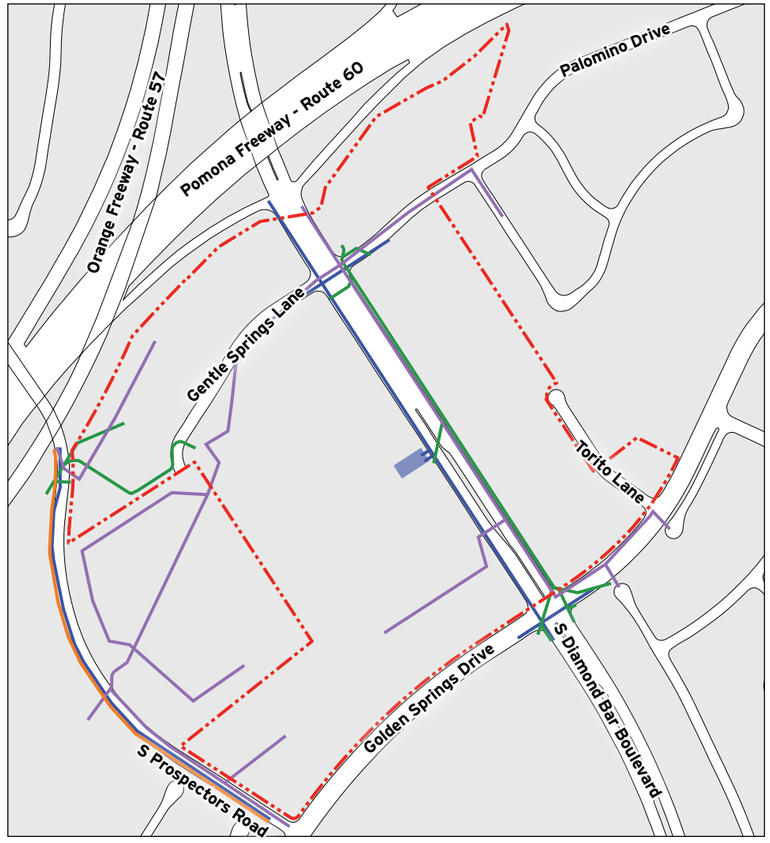

Figure 1-35 - Existing Utilities

1.9.8 Existing Parks and Amenities

As shown in Figure 1-38, with 152 acres of park land (not including non-park open space), Diamond Bar has 2.6 acres per 1,000 residents, which in comparison to nearby communities sits in between Pasadena and Claremont.

The area within a 1.5-mile radius of the Site Area (generally a 30-minute walk or 9-minute bike ride) includes a variety of amenities including five schools, five shopping centers, and six parks, sporting facilities or public open spaces. While there are several bicycle facilities in the immediate area, the roadway system is predominantly developed for car travel.

Figure 1-36 - Diamond Bar Center (7 in Figure 1-38)

Figure 1-37 - Pantera Park's playground (3 in Figure 1-38)

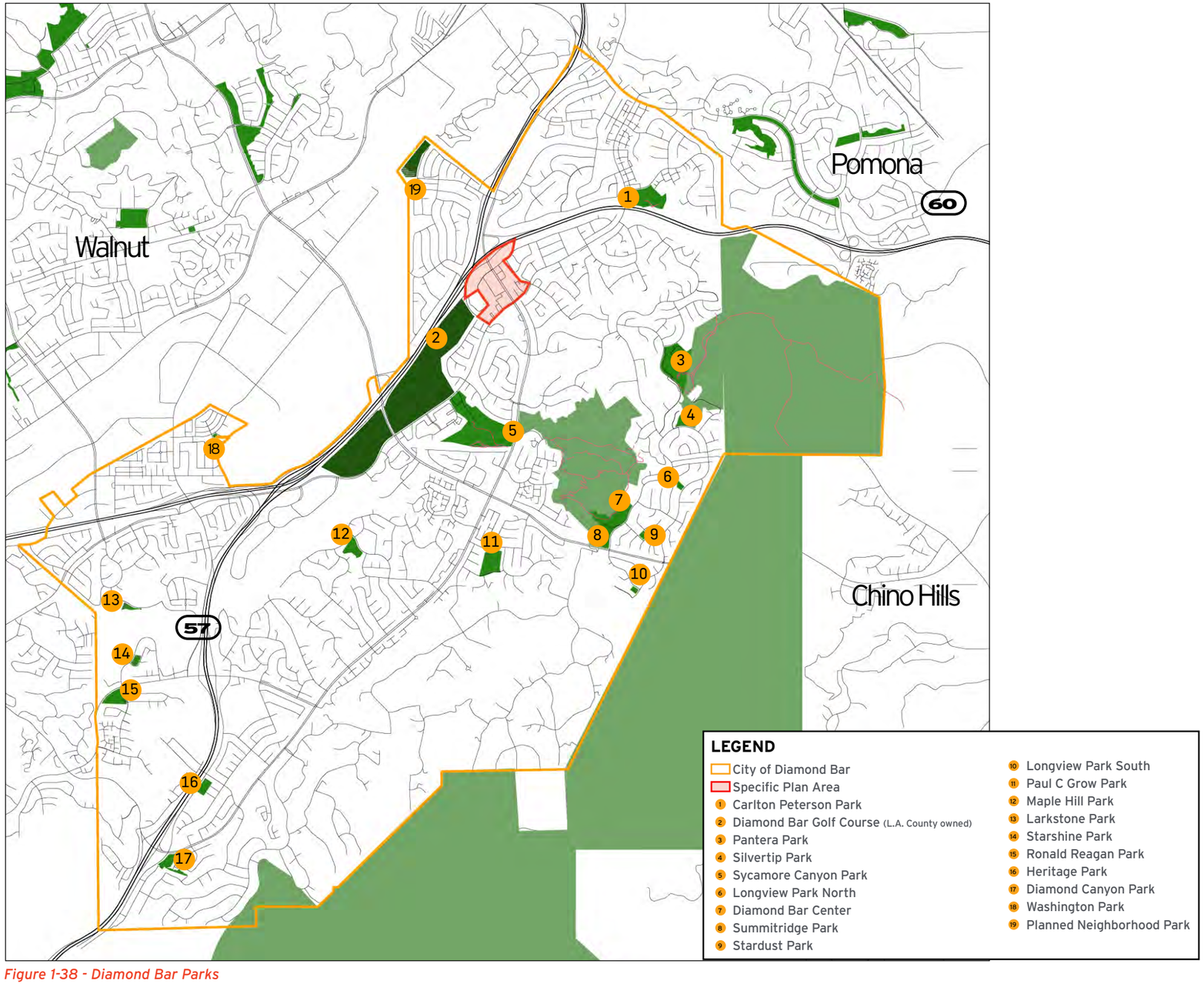

Figure 1-38 - Diamond Bar Parks

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Figure 1-39 - Study Area Amenities

1.10 Public Participation

This Specific Plan is a result of a community-based process that involved various forums for public participation. Community input from residents and local stakeholders coalesced into the driving vision for this Specific Plan.

1.10.1 Community Workshop

The first community meeting was held on July 21, 2022, at the Diamond Bar Center Grand Ballroom to introduce the public to the Diamond Bar Town Center Specific Plan and the process. After opening remarks by project team leaders, attendees were invited to share their vision for the Town Center area.

1.10.2 Design Charrette

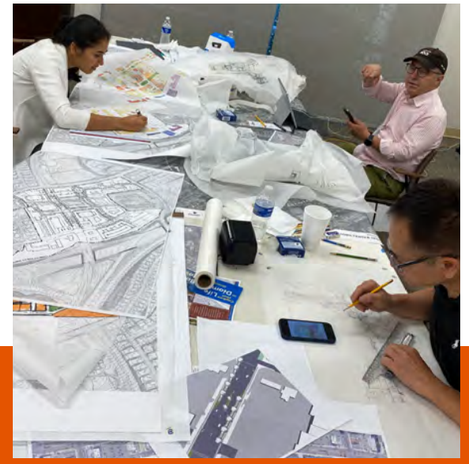
A five-day design workshop or charrette was held from August 22 through August 26, 2022, in the Windmill Community Room at Diamond Bar City Hall. The event was kicked off with a Monday night presentation that introduced the Specific Plan and charrette process. Throughout the week, designers and project team members collaborated with members of the public to develop a framework that appropriately reflects the community's vision for the Specific Plan Area. Stakeholder meetings also took place during the week to comprehensively address the various interests of local agencies, institutions, and community organizations. The Friday night presentation at the end of the week presented the group with a conceptual site plan that would guide the evolution of this Specific Plan.

Figure 1-40 - Word cloud from Community Workshop feedback

Community Engagement

Public workshops, periodic meetings, and a project website were a few of the ways that the public was encouraged to share their thoughts. Community comments were actively referenced by the project team throught the process.

Figure 1-41 - Community Workshop Photos



Community-Based Vision

The participating public directly interacted and influenced the vision and design of the draft Plan. The conceptual sketches (below) drawn in situ with extensive community input at the charrette guided the evolution of this Specific Plan.

Figure 1-42 - Charette Photos & Plan Alternatives

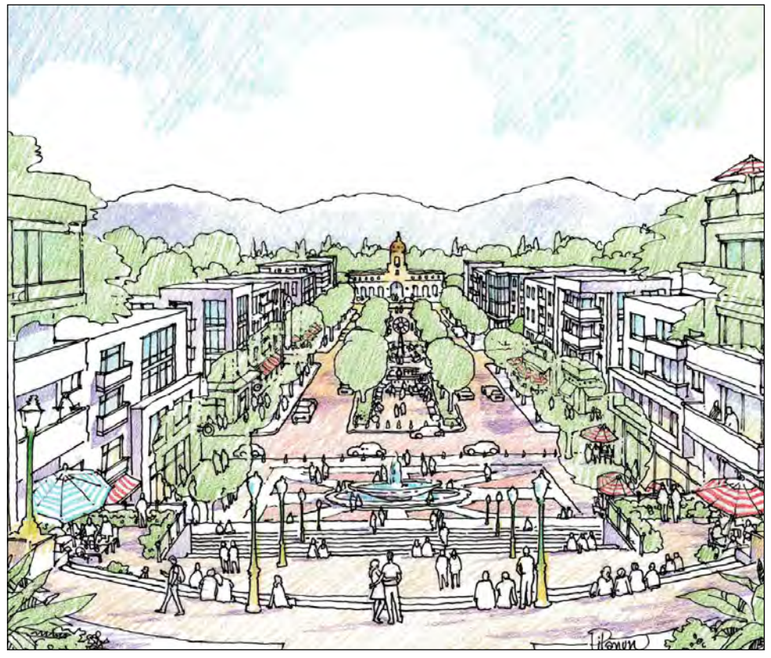


Figure 1-43 - Charrette Renderings

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1.10.3 Community Presentation

The second community meeting was held on March 22, 2023 at the Diamond Bar Center Grand Ballroom to update the public on progress made at developing the TCSP since the charrette. After a description on all the factors that led to the draft plan, the public was invited to ask questions, and offered comments, which were noted, and factored into the final plan.

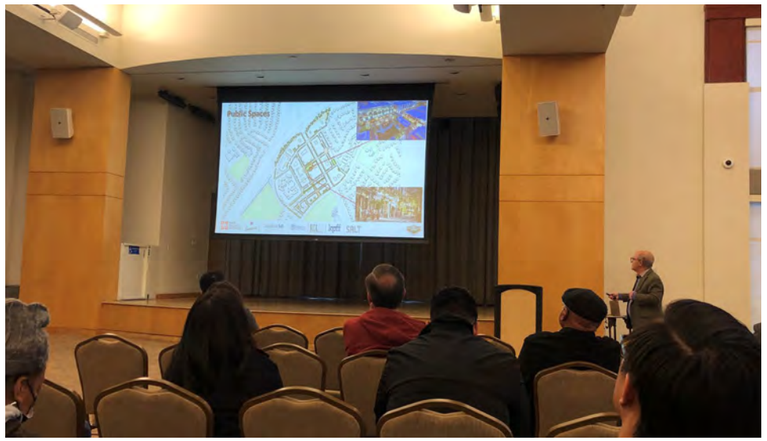

Figure 1-44 - Community Presentation

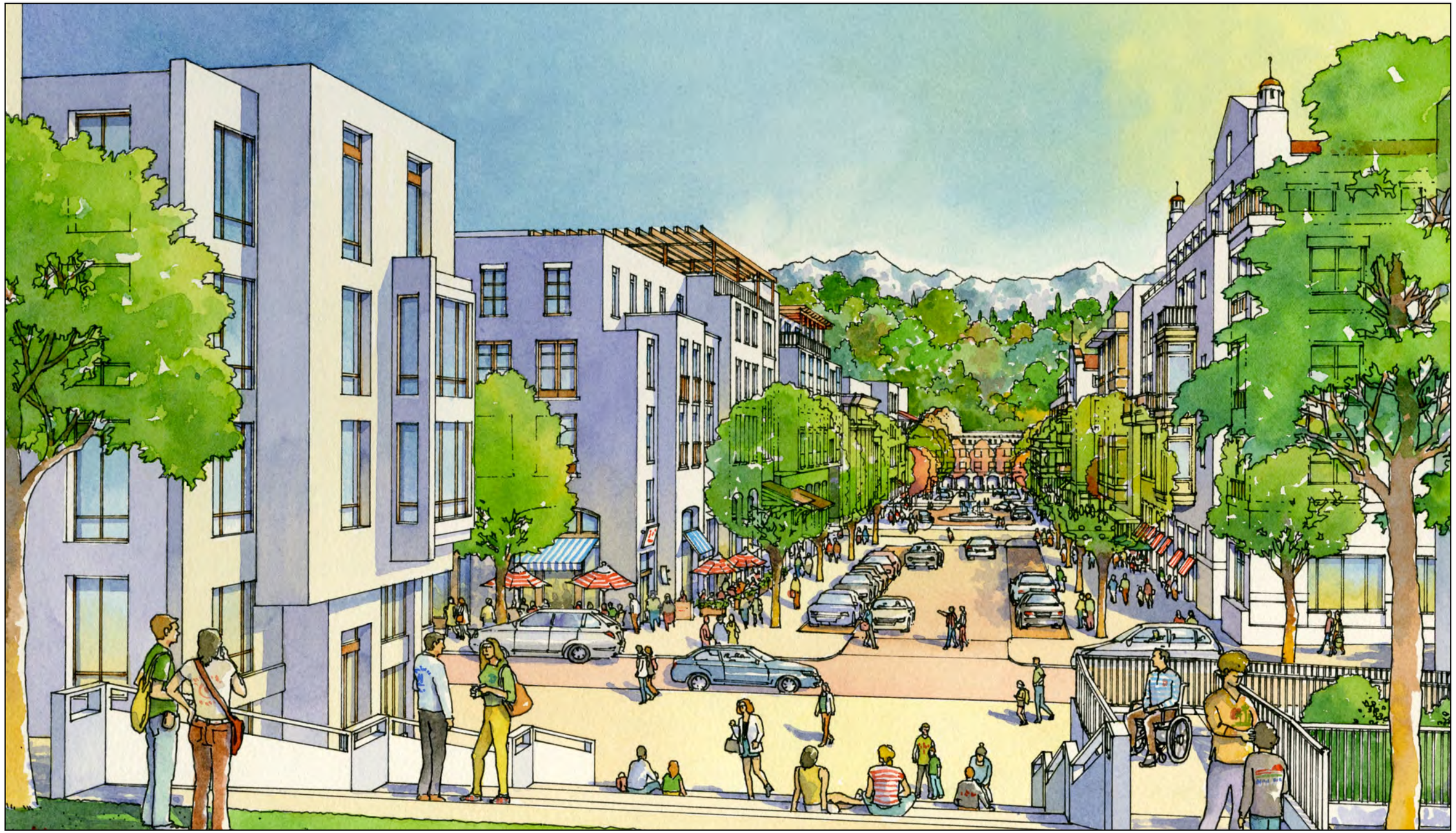

Figure 2-1 - Illustrative Rendering of Specific Plan

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Site, Form and Character

2 Vision and Plan

The Town Center Specific Plan is intended to realize the vision of a high density, urban scale, mixed-use development that will be a regional and community-wide destination in the heart of the city as expressed in the *General Plan 2040*, adopted in December 2019. The project is intended to create a vibrant public realm with a high intensity mix of uses to include retail, office, hotel, civic, and residential uses, and a bustling active environment during both day and evening hours. Numerous new public spaces, both hardscaped squares and landscaped greener park spaces, will be located throughout the Plan area to provide a variety of environments that will serve residents and downtown visitors alike. Figure 2-1 illustrates the envisioned public realm and character of this Plan.

2.1 Constraints and Opportunities

2.1.1 Constraints

While the disparate land ownership of 37 parcels among 23 separate owners (see Figure 1-7) presents the greatest obstacle to redevelopment, other physical characteristics must also be overcome.

Among them is the impediment presented by Diamond Bar Boulevard itself. Owing to its width and speed of traffic, it is difficult and uninviting for a pedestrian to cross. The boulevard seems to unzip the Town Center Area, creating two halves.

The topography is also challenging. When the site was originally graded to create the retail center, land was cut and filled, creating two 'rifts' across the site, making connectivity between the high and low portions of the Plan Area difficult at best.

The connectivity between the Plan Area and the adjoining areas also presents challenges, particularly from the north with the Pomona Freeway cutting the neighborhoods to the north off from the site, allowing a single access from Diamond Bar Boulevard, despite the fact that another site entrance off of Prospectors Road is also possible, though it is currently blocked by fencing.

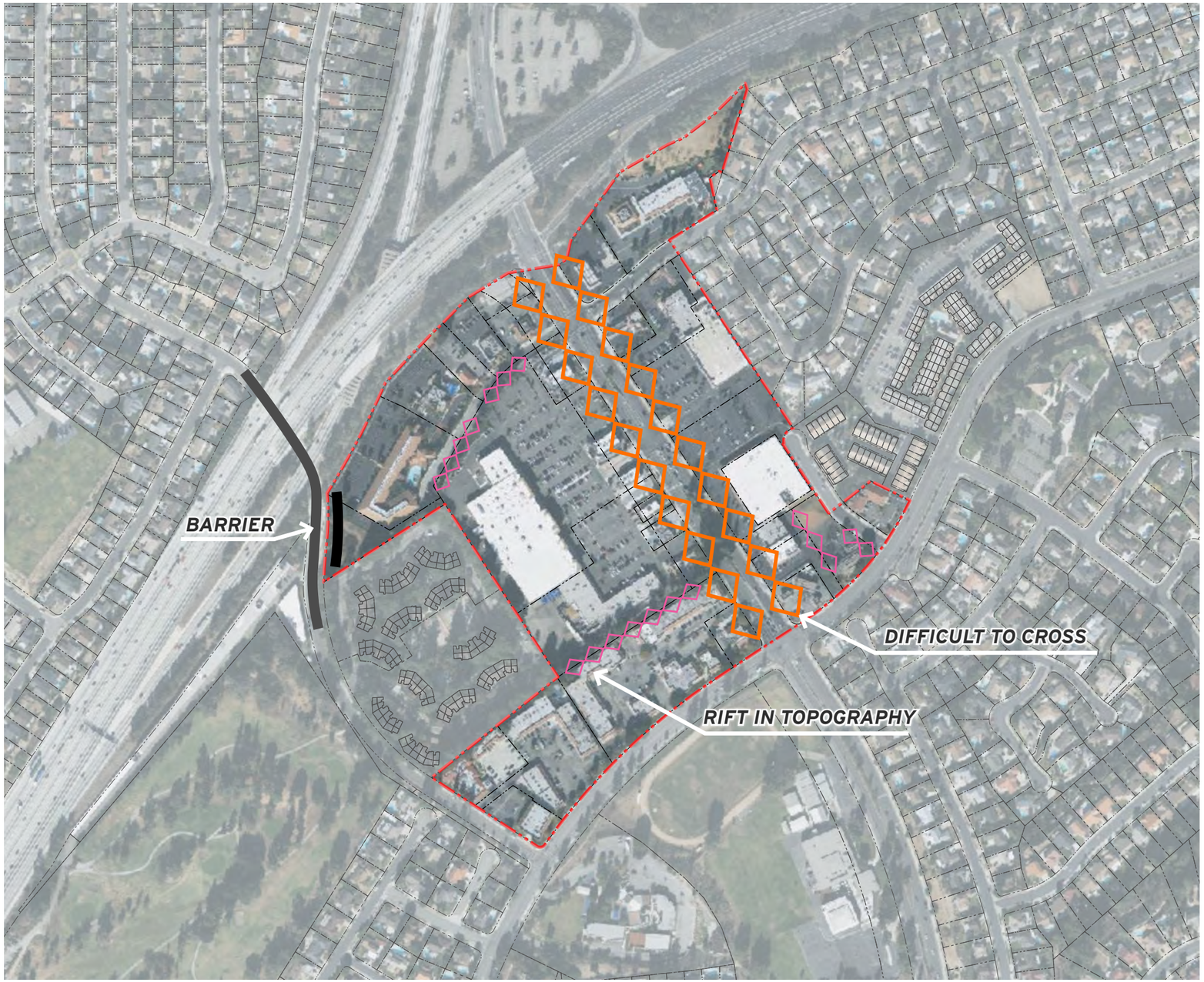

Figure 2-2 - Constraints Diagram

2.1.2 Opportunities

Figure 2-4 provides a diagram of opportunities for the site, including the introduction of a street grid, allowing for multiple ways into and through the plan area, and multiple places for a pedestrian to cross Diamond Bar Blvd. This street network can, in part, follow existing drive aisles in the parking lots. The introduction of the grid, will provide a more pedestrian friendly network overall by increasing the amount of intersections per square mile (See Section 1.9.4). Additional pedestrian access to the Plan area can be also be provided from Prospectors Road.

Other opportunities include a vantage point providing beautiful views of the San Gabriel Mountains, as well as a staircase and ramp allowing pedestrian access from the top of the site, to adjoining parcels below. A "road diet" (see Section 2.3.3), along Diamond Bar Boulevard, to accommodate widened sidewalks, as well as enhanced crosswalks would make it easier for pedestrians to cross, and while making it feel safer to walk and bike along the length of the boulevard within the Plan Area.*

The introduction of the street grid must also be accompanied by the provision of generous and well-designed sidewalks and streetscapes. These will be located along the main public spaces of the Town Center area. Such sidewalks should be bounded by articulated street walls to provide a feeling of spatial enclosure. The landscape should provide shade and street furniture, lighting and signage, and should be scaled to the pedestrian and encourage lingering.

Figure 2-3 - View of State Street in Santa Barbara, CA

Figure 2-4 - Opportunities Diagram

*Because Diamond Bar Boulevard is a disaster route, speed bumps and humps will not be allowed. Any enhancement to the crosswalk will be done at the same grade.

2.2 The Evolution of the Plan

The images on these pages, illustrate at the most conceptual level, the evolution of the plan ideas for the Town Center. Viewed sequentially, they represent a layering of ideas, beginning with the existing conditions and then adding, a new street/staircase that navigates the elevation change and takes advantage of the mountain view. The addition of more connections and public spaces follow until the framework of the master plan is formed.

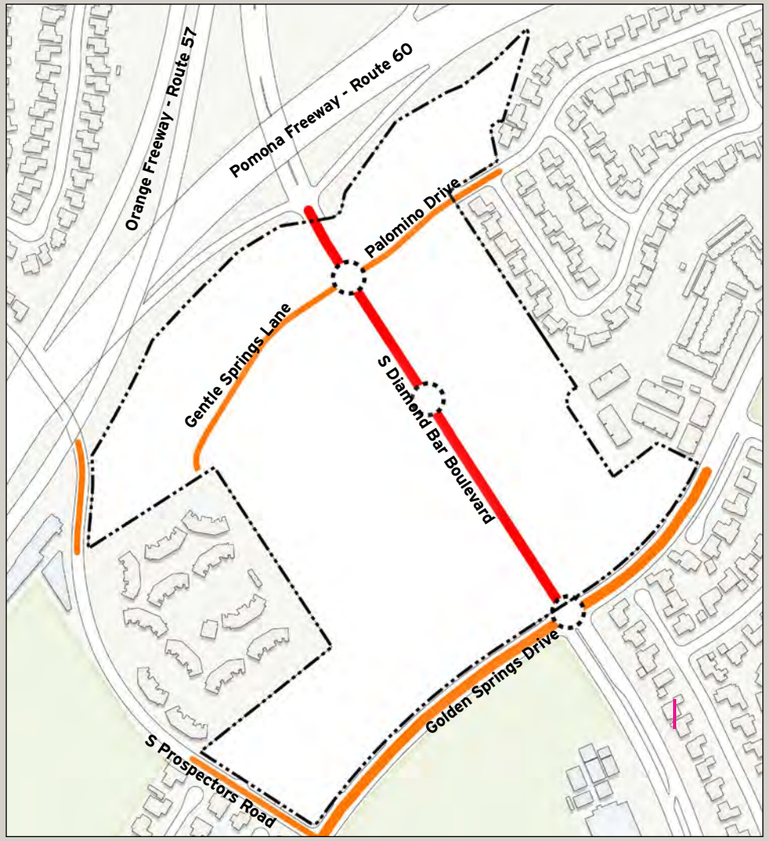

Figure 2-5 - Existing Street Fabric

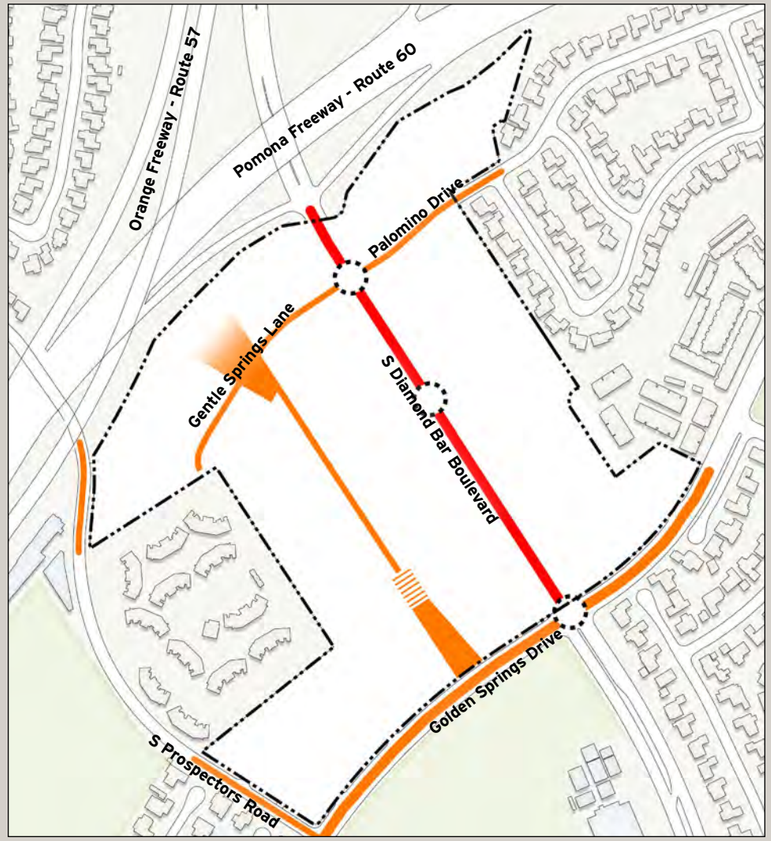

Figure 2-6 - The View Street

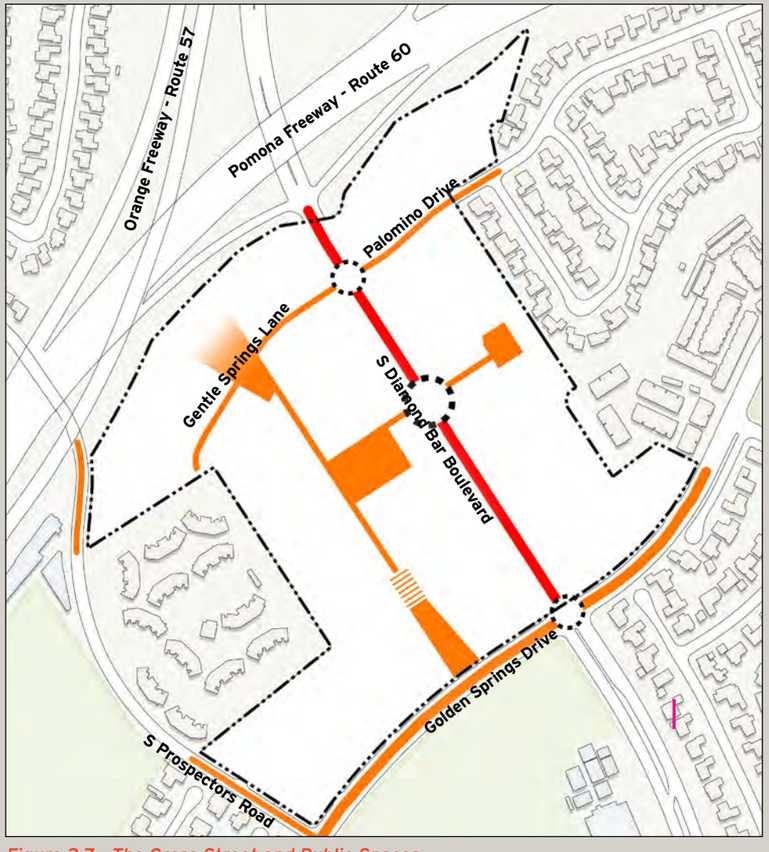

Figure 2-7 - The Cross Street and Public Spaces

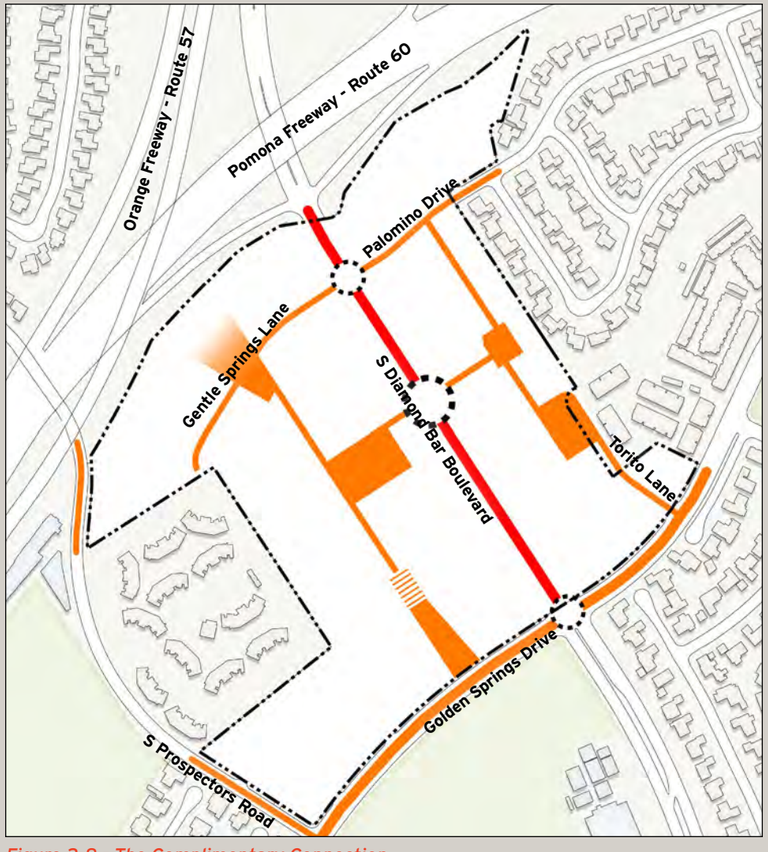

Figure 2-8 - The Complimentary Connection

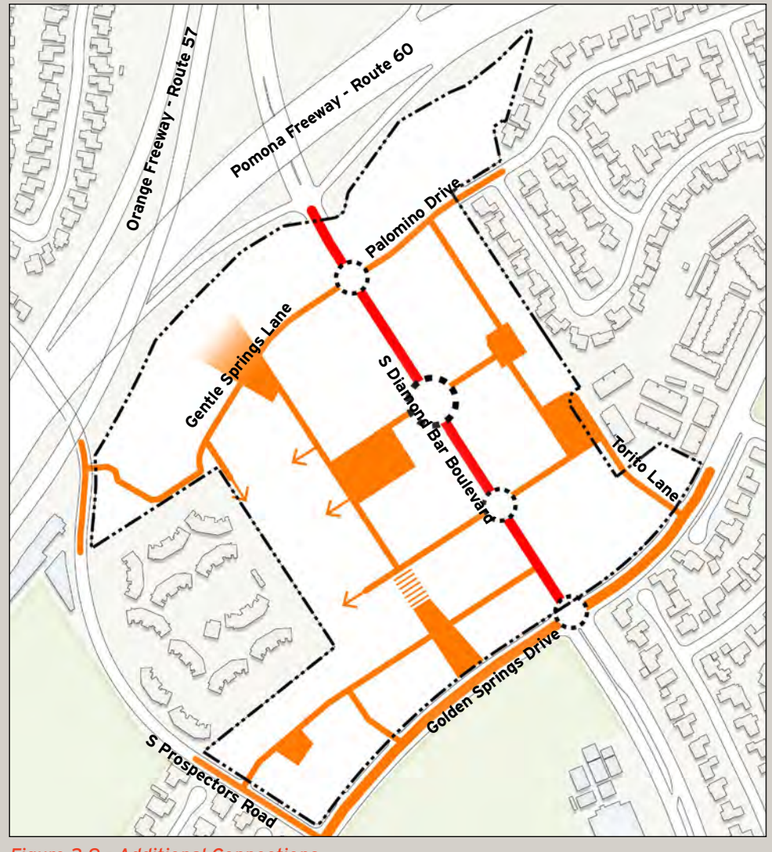

Figure 2-9 - Additional Connections

2.3 Conceptual Plan

Envisioned as a walkable, mixed-use community that serves the needs of residents and visitors alike, the TCSP is crafted to reflect the aspiration of the City's residents for a pedestrian friendly Town Center as expressed in the *Diamond Bar General Plan 2040* and capitalizes on the Site Area's unique locational advantages:

- Excellent Visibility and Access located adjacent to two major freeways (SR 57 & SR 60) and along local major arterials Diamond Bar Boulevard and Golden Springs Drive.
- Strong Demographics with household incomes exceeding the averages in Los Angeles County and San Gabriel Valley.
- Great demand for retail and multi-family housing opportunities.

Recognizing the complex land ownership patterns of the site, the Conceptual Specific Plan (Figure 2-10), provides a preferred framework of Streets and Public spaces. However, the exact location of some of these streets and spaces are conceptual and subject to change consistent with the Objective Standards of this Specific Plan for flexibility and development feasibility. Indeed, the Specific plan provides several alternatives for key public spaces, and building sites.

The plan takes Diamond Bar Boulevard as a starting point and reimagines it as a more urban boulevard meaning it not only provides a way to get THROUGH the Town Center Specific Plan Area, but a way to go TO the Plan Area. The roadway is calmed by narrowing the lane widths resulting in slightly slower speeds, but not reduction in traffic capacity. As the central spine of the Plan Area, it is conceived as a 'Complete Street' i.e., not just a place for motor vehicles, but also a safe and enjoyable corridor for bicyclists and pedestrians, drawing patrons into the businesses along its length and along the perpendicular center street midway along the route. More detail on the plan for Diamond Bar Boulevard is provided in Section 3.4.1.1.

The re-making of Diamond Bar Blvd as described above is one of eight components of the Downtown Plan. Other components include the development of north south streets flanking Diamond Bar Boulevard extending through the site and linked to one another by a set of cross streets. These include both existing (Golden Springs Drive to the south and Gentle Springs Lane/ Palomino Drive to the north) and proposed, including a new central street. At the intersection of the central street with the north-south streets, a public square (on the west side) and plaza (on the east) mark key public spaces, and provide opportunities for public facilities and amenities (See Figure 2-12 – Eight Components of the Plan Diagram). The overall effect is to create a pedestrian-oriented, walkable, amenity rich 'downtown' that provides a framework for enriching experiences. Public greens, plazas and diverse building types enliven the streetscape contributing to the creation of an engaging sense of place. Figure 2-10 provides a conceptual buildout under this Specific Plan pursuant to the Objective Design Standards contained in Chapter 6.

A detailed description of the eight plan components follows.

Figure 2-10 - Conceptual Specific Plan

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Figure 2-11 - Illustrative rendering of the New Town Square

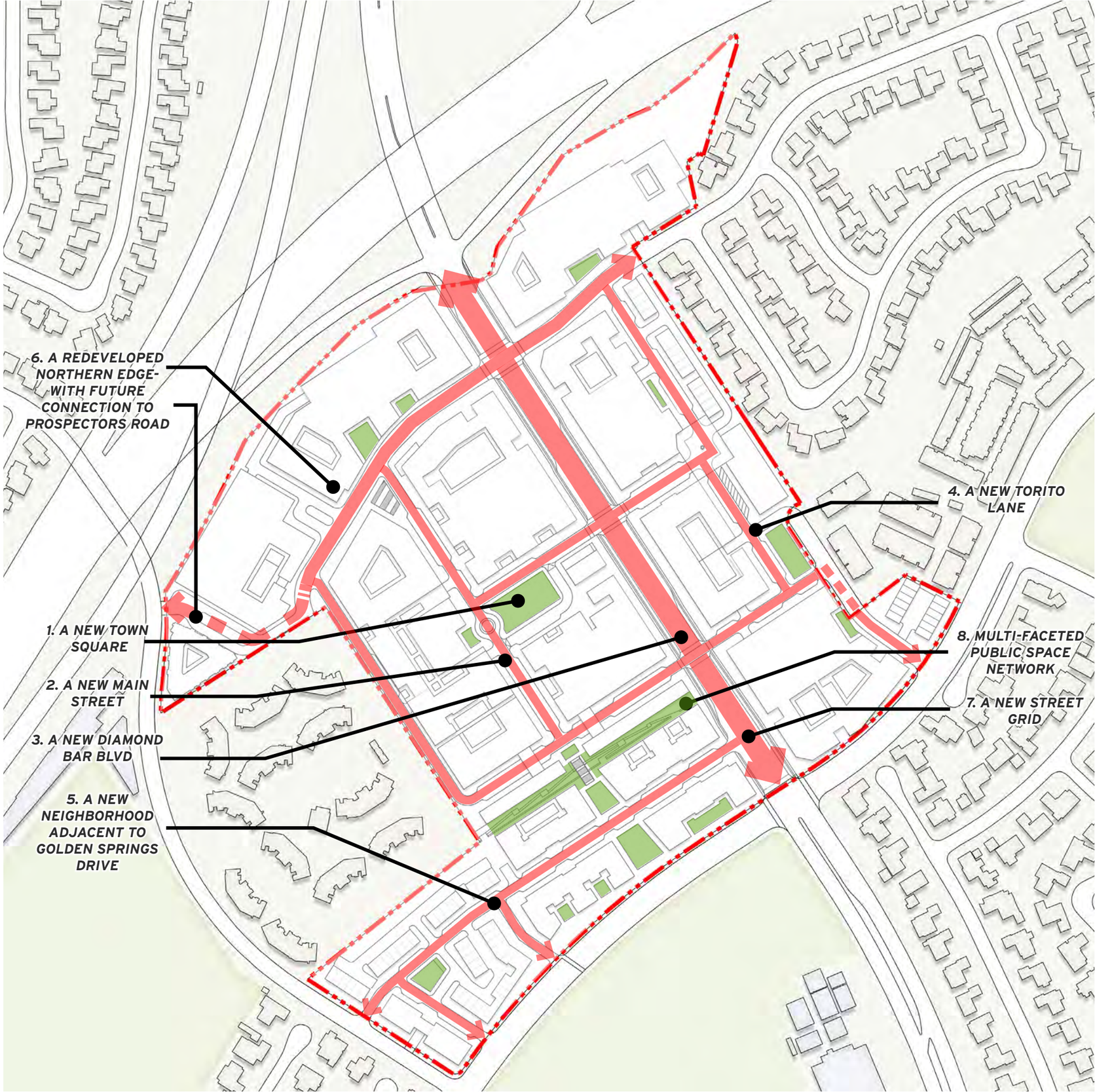

Figure 2-12 - The eight components of the Plan

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Figure 2-13 - Illustrative rendering of the New Town Square

1. A New Town Square

Anchoring the central area of the west side of the Plan Area is a public green, visible from Diamond Bar Boulevard. The ULI TAP described what a new civic space might be like. It "*could have a variety of programming, outdoor festivals to match the season, and retail and restaurants, with authentic food to serve the diverse ethnicities of the city, lining the [edge]....multi-family residential units [and/or a boutique hotel] would be located on the floors above the plaza. The mix of all these elements and the dynamic created by densities of population and attractions would create a civic space.*"

This ensemble provides a foreground for a possible public facility, such as a cultural center, library, theater, or even a privately owned structure, that accommodates public events. The placement of a public facility in this general vicinity is critical to the overall plan, but the opportunity presented by this arrangement is important to consider. Recognizing the lack of a dedicated youth/teen center to host activities after school and an exclusive senior center, these uses may be appropriate to include in this public facility. Such facility may be mixed with other uses, such as retail, office or even housing above.

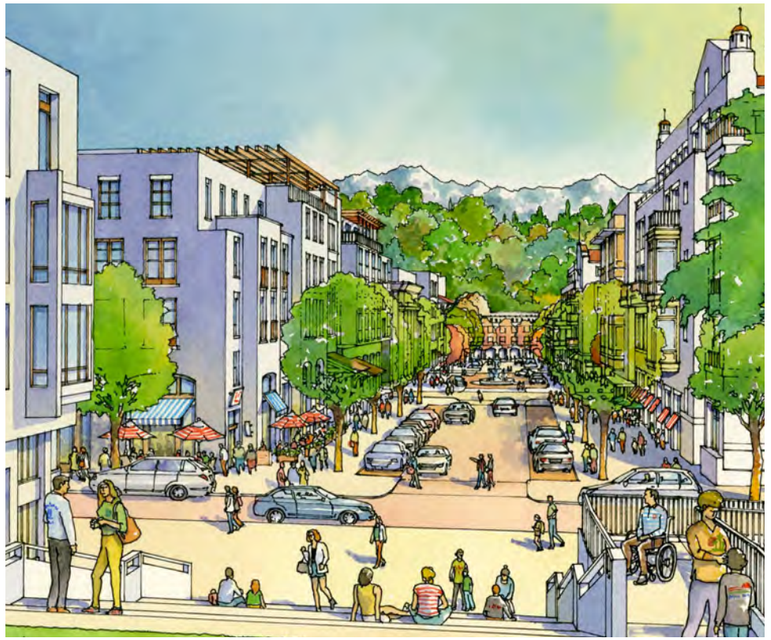

Figure 2-14 - Proposed Design for "Main Street"

2. A New "Main Street"

A north-south street, roughly in line with the existing parking lot drive aisle, is proposed to flank Diamond Bar Boulevard on the west side of the site. The design of this street, with two lanes of vehicle traffic, parallel parking and 18' wide sidewalks is such that is has the potential of becoming the City's "Main Street." And coupled with the stair and ramp sequence that continues its path to the south, it will provide a dramatic view to the San Gabriel mountains particularly from the south side of the site at Golden Springs Drive. At the northern end of the route is another stair sequence, to supplement the street connection at Gentle Springs Lane. Along the route from staircase to staircase, this new Main Street, passes by a fountain or significant public art piece at the place where the Public Green and potential site for a civic building, described in Section 1 above, meet this street. The fountain will slow cars at that spot, facilitating the linkage between this civic ensemble. Careful placement of parking access will allow the street to be partially closed to traffic for special events, a farmers' market and the like. The primary building mass along this street will be no taller than 5 stories along the building frontage, so as to maximize views of the San Gabriel mountains along the axis.

Figure 2-15 - New Diamond Bar Boulevard

3. A New Diamond Bar Boulevard

The Specific Plan proposes to reduce the number of through lanes on Diamond Bar Boulevard between Gentle Springs Lane/Palomino Drive and Golden Springs Drive. This "road diet" would consist of eliminating one through lane in each direction (from three to two), eliminating the center median, and narrowing the remaining lanes. The direct benefits of a road diet include shorter pedestrian crossing distances and freeing up existing public right-of-way for alternative use such as bicycle lanes, wider sidewalks, bus turnouts, and additional landscaping. Wider sidewalks are further ensured with a required 10' building setback along the length of the Boulevard, to provide for outdoor café or seating space. Exclusive right-turn pockets could be provided at each intersection where currently right-turns are made from shared through lanes. As an indirect benefit, a road diet calms traffic, as the narrower lanes and overall roadway discourage speeding. The road diet would not substantially reduce traffic capacity, as Diamond Bar Boulevard already provides only two lanes north of SR-60 and south of Golden Springs Drive, and all left- and right-turn capacity would be retained. However, by calming traffic, it could reduce the amount of cut-through traffic using Diamond Bar Boulevard to bypass the SR-57 / SR-60 confluence area.

Figure 2-16 - Rockville Town Center, MD

Figure 2-17 - Rendering of Claremont Village, CA

4. A New Torito Lane

Flanking Diamond Bar Boulevard on the eastern side of the Plan area is another new north-south connecting street, essentially an extension of Torito Lane, which currently begins at Golden Springs Drive, and terminates in a cul-de-sac (with an informal connection to an existing parking area). The Specific Plan imagines an extension of this street around a new neighborhood green crossing, then extending through a new public plaza, then along a street lined with residential uses and finally connecting with Palomino Drive to the north. Although continuous, Torito Lane is not envisioned as a straight line through the site area, but rather as an episodic route punctuated by a park and a plaza. Given the street's length and location, it serves the greatest variety of building types and uses in all of the Town Center area to ensure a rich and vibrant urban experience.

5. A new Neighborhood adjacent to Golden Springs Drive

One of the larger parcels in the Plan area is along Golden Springs Drive, on the west side of Diamond Bar Boulevard. Given the topography of the Plan Area, this site is elevated and somewhat detached from adjacent parcels to the north, so a key element in creating the Town Center will be integrating this site with the whole, so it does not appear as an apartment complex, but rather as a component of a larger neighborhood. At the same time, taking advantage of the mountain views from this site and making them available to everyone is a critical consideration.

The ULI TAP proposal for the Town Center, identified this site along with several adjacent sites as within Phase 1 for the Plan Area, owing to the apparent interest of the parcel owner to redevelop, and their support of the General Plan 2040. The TAP suggested *"prioritiz[ing] the pedestrian experience by orienting development around a central paseo—a pedestrian-only walkway with active street frontages and enhanced public space for programming, community gathering, and pedestrian circulation. Similar to a town square with community-serving retail, the paseo would serve as a community destination and focal point, accentuated with expansive views of the San Gabriel Mountains to the north."*

Combining this recommendation with a strategy to move through the site, the Specific Plan provides for a public, accessible grand staircase that will connect Golden Springs Drive through this site to the New Main street to the north.

Inspired by the Spanish Steps in Rome, as well as other great urban staircases, it is imagined not only as a way to physically connect the upper and lower portions of the site, but as a place in and of itself.

The strategy for this area of the site also calls for an east-west street linking Diamond Bar Boulevard with Prospectors Road, with a gradual reduction of height and density to the west portion of the site, to transition to the single-family neighborhood beyond.

Figure 2-18 - Illustrative photo of the potential Redeveloped Northern Edge

6. The Redeveloped Northern Edge

The north side of Gentle Springs Lane (which is a private street created through easements across private property) is comprised of a series of smaller sites; as such, any buildout will likely result from the ability of a developer to assemble multiple parcels. The plan illustrated in Figure 2-10 is one possibility among many. However, several key elements are critical to achieving the goals of the plan:

- A connection allowing to move from Prospectors Road to the west into the Town Center Area, via Gentle Springs Lane, is important, providing significantly enhanced connectivity to other neighborhoods of Diamond Bar. This access, will need to be made through an easement allowing a right-to-use, if not an outright dedication of land at such time as the hotel site on Gentle Springs Lane is redeveloped.
- Any building on axis with the new Main Street, should be no taller than five stories within the 'view cone' identified in the regulating plan, so that the view of the San Gabriel Mountains is not disturbed.
- The building face opposite the stair case (where the New Main Street, meets Gentle Springs), should be designed to acknowledge its position as the terminus of an important axis. This site could serve as an alternative or an additional location for a public building (such as a library), or a private building with public uses.

Figure 2-19 - Old Town Pasadena, CA

7. A new Street Grid

Intersection density is an objective method of assessing and predicting the walkability of a community. High intersection density often corresponds to a more walkable and, therefore, health-promoting environment. Research indicates that higher street intersection density has environmental benefits. People living in neighborhoods with higher street intersection density tend to drive less, and walk and take transit more. The decision to walk is more often influenced by intersection density than street connectivity. In addition, higher street intersection density is associated with less per capita air pollution from vehicle emissions, which benefits human health and the mitigation of climate change. Finally, additional studies of medium-sized cities in California provided a correlation between cities (or areas of cities) exhibiting higher intersection density and fewer vehicular related fatalities.

The TCSP provides a vehicular intersection density of 284 intersections / square mile, and an overall intersection density (including pedestrian-only intersections) of 398 intersections/square mile, a considerable improvement over the existing condition of 65 intersections/square mile (See Figure 1-21).

Figure 2-20 - Old Town Pasadena, CA

8. Multi-Faceted Public Space Network

While the fine grain of parcel ownership will mean that the buildout of the Town Center will occur incrementally, each new development should be viewed as a fragment of a larger whole. That means individual developments should be conceived as parts of or entire city blocks (not as projects on their own) forming publicly accessible parks and plazas. For the purposes of this Specific Plan, "public space" refers to publicly accessible space, and does not imply or confer actual ownership. Therefore, visual, and actual spatial sequences, such as the north-south axis referred herein as the "Main Street," should be publicly accessible for at least 18 hours a day.

2.3.1 Land Use Plan

The TCSP allows for some flexibility as to land use and it assumes many of the individual parcels will host more than one activity. For example, along many of the streets, apartments may sit above ground floor shops or restaurants. This drawing is an illustration of how the site may be built out and utilized. Solid colors depict a single use, while striped areas indicate a ground floor with one use, and upper floors with another. Along the north-south "Main Street" as well as the east-west central street, ground floor retail will be required, but elsewhere for the most part, developers will have flexibility. Importantly, because market conditions at the time of this Plan's preparation suggest no market for it, offices are not indicated in this drawing, however, it will still be a permitted land use throughout most of the site.

2.3.2 Intersection Density and Surface Parking Diagram

As indicated in Section 1.9.4, research has shown that one of the key elements of pedestrian friendly design is block-size – generally speaking, the smaller the better. One way to ensure small block size is by ensuring a robust density of street intersections. Indeed, intersection density is an objective method of assessing and predicting the walkability of a community. 150 intersections per square mile is considered the minimal density to achieve a walkable environment. While the existing intersection density is 65/ square mile, (See Figure 1-21) TCSP plan will achieve 284 intersections / square mile when built out (See Figure 2-21)

Another goal suggested in Section 1.9.5 is for the Plan Area to have at buildout, no more than 10% of its available land area devoted to surface parking (parking lots), which is significantly less than the 41.6% at present. The TCSP is designed to achieve that with only 5.4% of the land area devoted to surface parking.

Figure 2-21 - Land Use Plan

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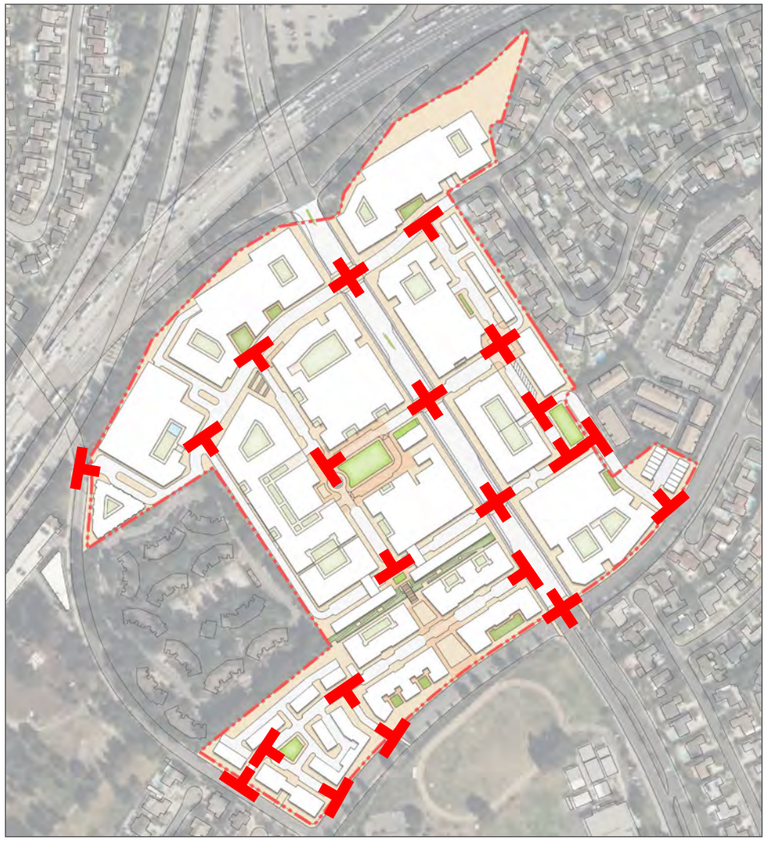

Figure 2-22 - Intersection Ratio: 284 intersections/sq. mile

LEGEND
- Specific Plan Boundary
- Intersection

Figure 2-23 - Surface Parking Ratio: 1.9% (12.23 acres/sq. mile)

LEGEND
- Specific Plan Boundary
- Surface Parking Lot

Figure 2-24 - Aerial View from South East

Figure 2-25 - Aerial View from South West

2.3.3 Figure Ground

This conceptual diagram illustrates how the physical environment of the Specific Plan Area may develop by depicting built structures such as buildings (i.e. "figures") against the white background of the ground plane. The conceptual size, location, and number of figures--and their relationship to each other--reveal that the Town Center will be decidedly urban in character as demonstrated by the compact configuration of the figures (building intensity) and their various forms (building diversity) thus fostering the development of a walkable and mixed-use community.

2.3.4 Conceptual Reverse Figure Ground Plan

This conceptual diagram flips the emphasis of the Conceptual Figure Ground Plan Diagram by highlighting the areas between the built forms (figures) created by their disposition. The public and semi-public spaces define the urban network by creating a sequence of outdoor rooms and corridors that are bounded and characterized by the built forms that envelop them. The diagram illustrates the role that the thoroughfares and Public Spaces play in shaping and connecting the public realm.

2.3.5 Public Space

The Conceptual Public Space Plan Diagram peels a layer off the Conceptual Reverse Figure Ground diagram (Figure 2-27) and focuses solely on the Public Spaces of the urban sequence. While the thoroughfares (corridors) are also public spaces, the designated Public Spaces particularly serve as community gathering spaces and neighborhood living rooms, highly influencing the character and utility of the public realm.

Figure 2-26 - Figure Ground Plan

Figure 2-27 - Reverse Figure Ground Plan

Figure 2-28 - Conceptual Public Space Plan

2.4 Parking Strategy

As indicated in Chapter 1, surface parking lots are an anathema to walkable urban places. That means that the necessary parking is for the most part to be placed in structures, either above or below ground, and screened from view. Figure 2-29 identifies a strategy for parking locations accompanied by the following policy prescriptions.

1. **Create a "Park Once" environment.** This consists of a fine-grained mix of land uses, a network of small blocks, pedestrian-friendly streets, and destinations within easy walking distance of one another. This permits a single parking space to serve multiple destinations, enabling visitors to park and walk to dinner and a movie, employees to park for the day and walk to take care of errands before, after, or during their workday, and residents to walk or bike for the daily necessities of life.

   Rather than park each use within its own site, a Park Once system recognizes that residential uses must be parked within the same block as the residences they are serving, but parking for non-residential uses may be dispersed in structures throughout the site, but located within walking distance of the main destinations. Most people are willing to walk limited distances – usually about two to three blocks for visitors and, for employees, somewhat farther – provided the environment provides attractive, pedestrian- friendly ground floors; a mix of land uses that are active during both day and evening; safe, well-lit sidewalks and protection from the rain; and streets that are calm and easy to cross.

   The advantages of a Park Once environment include:

   - A reduction in the total number of parking spaces that would otherwise be needed by the same uses in conventional, stand-alone developments – the cumulative parking ratio for non-residential parking is substantially reduced compared to what it would have been if projects were parked individually within their project site;
   - Since Park Once is accommodated in shared facilities, instead of many tenant specific dispersed facilities, land is used more efficiently and the cost of parking is reduced. Parking is used to its maximum rather than left empty within individual sites;
   - Traffic flows more efficiently due to fewer curb cuts, reduced turning movements, and fewer car movements. Additional benefits include fewer traffic accidents and lower emissions.
   - Reduced storm-water runoff and associated pollutant loads and "heat island" effects created by large expanses of asphalt.

2. **Shared Parking.** Parking is assumed to be shared by multiple uses and tenants reflecting the fact various uses have different demands at different times of the day. This also recognizes that garages maybe used by residents as well as customers of the businesses. Security issues are assuaged by creating "nested parking" i.e. secure facilities for residents, above the first or second floor of the garage.
3. **Screen the parking from view.** The garage locations shown in this diagram are either mid-block and 'wrapped' by buildings or they sit under the proposed buildings, either in subterranean garages or as podiums screened by two levels of residences or a level of retail.
4. Additional on-street parking is provided for convenience and is an important component in making small shops viable. However, use of this on-street parking should be limited to a specified period of time, which can be done utilizing parking meters or other forms of enforcement.
5. Townhouses have integral parking accessed from a rear alley.

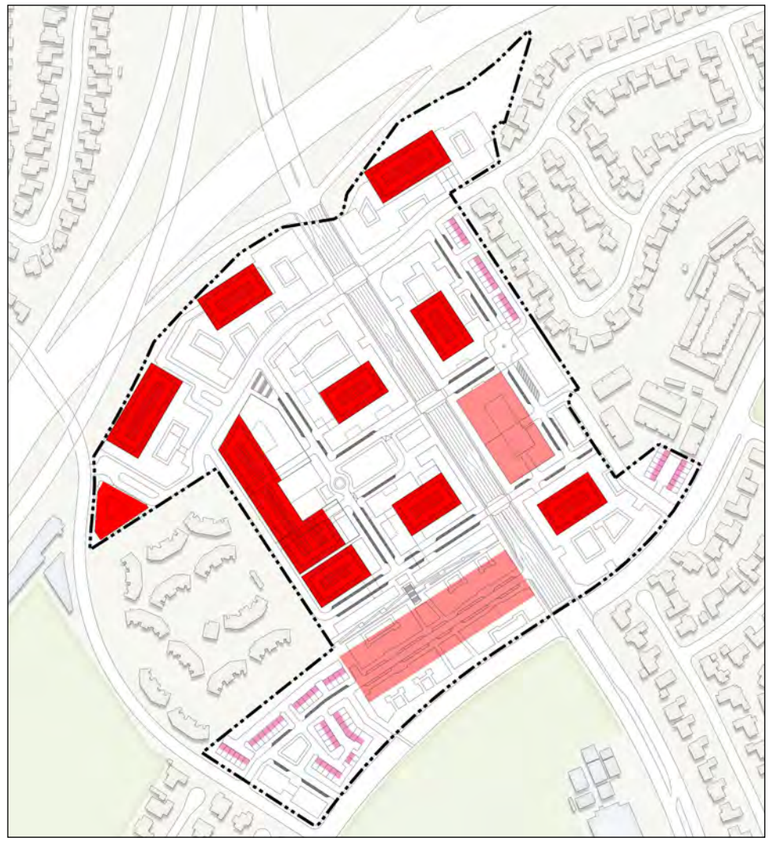

Figure 2-29 - Parking Types

Figure 2-30 - Illustration of parking strategies in Wrap and Podium style buildings

Figure 2-31 - Detailed aerial view of the New Collector Street and Town Square

Figure 2-32 - View looking to the New Collector Street

2.5 Transit Strategy

The TCSP is designed to create a transit-oriented corridor along Diamond Bar Boulevard with a major stop at the central street for the 482-bus, which has 30-minute headways and connections to the City of Industry Transit Center, to the southwest and the Pomona Transit Center to the northeast, both of which have Metrolink service on the Riverside line to LA's Union Station and Riverside. The 286 bus also provides service to the Pomona Transit Center with hourly service. To focus pedestrian energy at this central location, and to facilitate transfers, the stop for the 286 which is also located on Diamond Bar Boulevard, but further south, should be moved to be collocated with the 482 and the bus shelters currently in place moved accordingly (see Figure 2-33). Continuing to stop in that location will be the 854-bus stops twice daily service in the morning.

Along Golden Springs Drive, there are stops for the 854, 853 (also a limited-service route), and 482-bus routes. However, these stops are west of the Plan Area. To maximize the potential for transit service to Downtown Diamond Bar, these stops should be moved east even though it reduces the distance between this stop and the ones on Diamond Bar Boulevard as this will ensure easy pedestrian access to several points of entry, thereby enhancing the appeal of transit for visitors and residents of the Town Center. Bus stops should be relocated at the appropriate time in the buildout of the Town Center and bus shelters should be added to these locations as well.

While the city's bus shelters provide seating and shade, enhancements related to passenger information are warranted. Clear and accurate information such as real-time arrival data (to the extent available), maps, and other relevant information should be considered. The design should ensure that this information is easily visible and accessible to all passengers.

In mid-2025, the Metro extension of the L-line is scheduled to be completed to the North Pomona Metrolink station. This station on the San Bernardino line, is currently not serviced directly from Diamond Bar. It requires a transfer. However, with the coming of the L-line, this station will take on much greater regional significance. The City should work with Foothill Transit to extend existing 286 bus service to the North Pomona station, (or alternatively, it could extend the 291-bus south to Downtown Diamond Bar) and increase its frequency to 30-minute headways, which would greatly enhance the Downtown's transit accessibility to additional job and cultural centers such as Pasadena and Claremont.

Figure 2-33 - Proposed Transit Strategy

LEGEND

286- Pomona Transit Center – Diamond Bar – Brea Mall	Every 60 mins
482- Pomona Transit Center – Rowland Heights – Puente Hills Mall	Every 30 mins
853- Diamond Bar – Diamond Ranch	3 per day
854- Diamond Bar – Diamond Ranch	2 per day
Bus stops to remain	
New bus stop locations	
Bus stops to be relocated	

Figure 2-34 - Diamond Bar Boulevard New Bus Stops

Figure 2-35 - Diamond Bar Boulevard New Bus Stops

2.6 Objective Design Standards

In lieu of traditional zoning standards, the Specific Plan utilizes Objective Design Standards, which provides a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Using the Objective Design Standards provided in the Specific Plan, developers are able to realize different urban contexts with the functions and intensities appropriate to their locations within their sub-area.

Pursuant to the Objective Design Standards, the primary elements that will define the character of the Town Center Specific Plan Area and of each sub-area are: Thoroughfare (Street) Types, Frontage Types, Building Types and Public Space Types. Allowable land-uses enjoy flexibility within limits described in this Specific Plan. In addition to these elements, the Specific Plan provides Standards for buildings, façades, lighting, signage, service areas, and landscaping.

Figure 2-36 - Bathesda Row, MD

Figure 2-37 - Pearl Street Mall, CO

Walkable Urbanism (Illustrative)

Appropriate landscaping, activated ground-floors and human-scaled architecture enhance the pedestrian experience and public realm.

Figure 2-38 - Proposed Streetscape for East 185th Street, Cleveland, OH

Thoroughfare Types (Section 3.4):

Thoroughfares are the principal structuring devices of urbanism. They are the matrix of mobility, accommodating both pedestrians and various forms of transportation. Thoroughfares are also a major part of the public realm, typically occupying between 20 - 40% of the urbanized land area. Perhaps most importantly, the street and road network subdivides the land into blocks, fundamentally determining the urban development pattern of the town and the types of buildings that can be accommodated. For all these reasons, roads and streets have an enormous effect on community and the character is as important as the capacity to move vehicles.

Figure 2-39 - Townhouses, Claremont, CA

Building Types (Section 6.5):

The character of a place is substantially defined by the position of the building on its site, the configuration of the building, and also its function. The building's position and configuration together determine type (eg. Townhouse, Courtyard, etc.) which supports the intended uses and defines the degree of urban life. Building typology is an essential element of urbanism.

Figure 2-40 - Tanner Market, Pasadena, CA

Frontage Types (Section 6.7):

A Frontage is the privately held area between the façade of a building and the lot line. The variables of Frontage are the dimensional depth of the front yard and various architectural elements (eg. fences, stoops, etc.) that define the transition from the public realm of the street and the private realm of the building. The combination of the private frontage, the public streetscape, and the capacity of the thoroughfare defines the character of the public realm.

2.7 Fiscal Impact

The Fiscal Impact Analysis evaluates the impact of the proposed TCSP buildout on the City's General Fund. It incorporates potential revenue generations and subtracts potential increases in government expenditures.

Estimated Incremental Revenue: The fiscal impact analysis for the TCSP area examined the potential impact on revenue generation, including taxes, fees, assessments, or other sources of income. It estimated how the project or policy might affect the government's revenue streams, considering factors such as increased property values, economic activity, or changes in tax rates. Considering these sources, the analysis estimated approximately $3.25 million in additional revenues in 2022 dollars (see Figure 2-41).

Estimated Incremental Costs: The analysis also evaluated the potential increase in government expenditures resulting from the proposed project or policy. It considered additional costs associated with infrastructure development, public services (such as police and fire), maintenance, operations, and ongoing programmatic expenses. The resulting analysis assume an increase of $1.29 million in additional costs in 2022 dollars (see Figure 2-41)

Net Fiscal Impact: Subtracting the estimated incremental costs to provide services for this increased level of development from the estimated incremental revenue generated by the development results in a net positive revenue impact to the City of approximately $1.96 million in $2022. This estimated income can be used to guarantee bonds issued by the city through a CFD or EIFD (see Section Figure 2-41).

DETAILED FISCAL IMPACT

RCLCO REAL ESTATE CONSULTING

REVENUES FROM SALES TAX AND PROPERTY TAX ACCOUNT FOR THE LARGEST SOURCES OF ANNUAL REVENUES TO THE CITY OF DIAMOND BAR'S GENERAL FUND

- RCLCO's development program recommendation is expected to general $3.25M in General Fund revenue, primarily driven by sales taxes and property taxes.
- In the RCLCO Recommendation, approximately $1.29M of annual expenditures are required by the General Fund to support the residents and employees, with the recommended program featuring 2,055 residential units and over 445,000 square feet of commercial and retail space.

Stabilized Annual Fiscal Impacts (2022 $)
Subject Site; November 2022

	EXISTING USE	LOWER RESIDENTIAL DENSITY	MIDPOINT	HIGHER RESIDENTIAL DENSITY (RCLCO RECOMMENDATION)
PROGRAM				
Residential Units	-	1,350	1,677	2,055
Ground-Floor Retail SF	-	90,000	105,000	125,000
Free Standing Retail SF	455,618	321,300	321,300	321,300
Hotel Keys	97	97	97	97
Total Gross SF	**509,842**	**2,017,352**	**2,441,375**	**2,924,254**
ANNUAL REVENUES				
Sales Tax	$672,800	$1,025,700	$1,063,100	$1,113,000
Property Tax	$142,100	$881,200	$1,050,400	$1,242,200
Transient Occupancy Tax	$371,800	$520,500	$520,500	$520,500
Other Revenues	$56,700	$263,800	$316,600	$377,700
Total General Fund Revenues	**$1,243,400**	**$2,691,200**	**$2,950,600**	**$3,253,400**
ANNUAL EXPENDITURES				
Administration & Support	$37,500	$174,300	$209,100	$249,600
Public Safety	$66,000	$306,800	$368,200	$439,400
Community Development	$18,200	$84,700	$101,600	$121,300
Parks & Recreation	$31,100	$144,700	$173,700	$207,300
Public Works	$41,100	$191,100	$229,300	$273,700
Total General Fund Expenditures	**$193,900**	**$901,600**	**$1,081,900**	**$1,291,300**
ANNUAL NET FISCAL IMPACT	**$1,049,500**	**$1,789,600**	**$1,868,700**	**$1,962,100**

Source: RCLCO

Figure 2-41 - Detailed Fiscal Impact

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3

Public Realm

People and placemaking are at the heart of Downtown Diamond Bar's Public Realm strategy. Composed of two major elements, a grid of public and privately-owned rights-of-way and a public open space network, the Public Realm provides not only a means to organize the built environment but a placemaking tool that promotes walking, gathering, and community interaction. While residents and visitors may get to Downtown Diamond Bar by many different means, once they arrive there, everyone becomes a pedestrian. This fact informs the design strategy for both the overall planning of the public realm, as well as the composition of the public spaces themselves: their proportions and their detail.

This Chapter sets forth the Regulatory Framework that will guide the implementation of the Public Realm as the Downtown Center develops over time.

3.1 Purpose and Applicability

In order to effectively implement the community's vision for Diamond Bar's Town Center, these Public Realm Standards ensure that the Public Realm serves the needs of the various functions required of an enjoyable, efficient, and resilient public realm network. Composed of public and private rights of way (streets), front yard setbacks, and public open spaces, the Public Realm provides a unified 'complete streets' approach to mobility while also providing the communal social setting of urban life. Together, these features not only provide mobility and recreation, but when properly designed, also nurture local **economies, healthy lifestyles, and community cohesion.**

As described in Chapter 5, all future developments will be responsible for contributing to the Public Realm improvements outlined herein. The sections of this Chapter (3.2/Objectives, 3.3/Networks, 3.4/Typologies and 3.5/Standards 3.4) reinforce the goals of the TCSP and serve as the requirements for future decision making as new developments and infrastructure improvements are contemplated.

3.2 Public Realm Sustainability Objectives

Ensuring environmental sustainability, health and wellbeing in Downtown Diamond Bar's streetscapes and public spaces is a crucial aspect helping the City progress towards meeting the greenhouse gas reduction targets of its Climate Action Plan. The Public Realm encompasses a wide range of elements, including the streets themselves, as well as the accompanying sidewalks, public spaces, landscaping, and street furniture. By integrating environmentally friendly practices into the design and maintenance of the Plan area's Public Realm, it is possible to significantly reduce carbon emissions and create a more livable and resilient downtown. This is a multifaceted endeavor that requires a holistic approach incorporating sustainable mobility options, green infrastructure, renewable energy integration, and sustainable materials to create streetscapes and public spaces that minimize carbon emissions, enhance the quality of life for residents, and contribute to a more sustainable and resilient urban environment.

Here are some key considerations and strategies for achieving carbon neutrality in Downtown Diamond Bar:

1. Sustainable Mobility: Encouraging sustainable modes of transportation such as walking, cycling, and public transit.
2. Green Infrastructure: Integrating green infrastructure into streetscapes is essential for carbon neutrality. Incorporating trees, plants, and green spaces helps sequester carbon dioxide and improve air quality. Planting native, drought-tolerant vegetation reduces the need for irrigation and maintenance.
3. Efficient and Renewable Energy Integration: Downtown Diamond Bar's streetscapes should incorporate energy-efficient lighting, such as LEDs and motion sensors, that significantly reduce energy consumption. Smart lighting controls that adjust lighting levels based on natural light conditions or pedestrian activity further enhance energy efficiency. Renewable energy technologies to reduce carbon emissions should also be integrated into the streetscapes to the extent practicable. Solar powered streetlights for example, should be accompanied by charging stations for electric vehicles.
4. Sustainable Materials and Construction: Choosing sustainable materials for streetscape construction is crucial for achieving carbon neutrality. Opting for recycled or locally sourced materials reduces the carbon footprint associated with transportation and extraction. Implementing low-impact development techniques, such as permeable pavements and rain gardens, helps manage stormwater runoff and minimize the burden on traditional drainage systems.

3.2.1 Planning Principles

1. Make "complete streets" in which all users of the public rights-of-way are considered equal constituents.
2. Create a network of parks of various sizes and a diverse range of programming types distributed throughout the downtown to allow for relaxing, recreating and gathering at multiple scales.
3. Foster multimodal connectivity between key destinations and activity areas, civic spaces, and transit through clearly-marked connections and wayfinding and the use of technologies that assist in parking access and transit ridership.
4. Ensure that bicycle and pedestrian mobility throughout downtown is safe, connected, and easy to navigate.
5. Design streets to foster an active, engaging pedestrian environment.
6. Facilitate connections to surrounding neighborhoods and developments with enhanced crossings and street connections.
7. Ensure the street network maximizes internal connections and circulation options, and that block sizes support the urban form and character of the downtown.
8. Utilize street tree canopies and roadside landscaping to connect parks and key destinations with cool, comfortable green corridors.
9. Design public spaces and streetscapes to reduce the carbon footprint through materials selection.
10. Use green infrastructure such as bioswales to manage stormwater.
11. Ensure that public spaces (e.g., plazas, paseos, pocket park) are available within comfortable walking distance (less than 660 feet) of all new development within the TCSP area to make this network easily accessible to residents and visitors.
12. Ensure adequate visibility, lighting, and furnishings to create safe, comfortable and welcoming outdoor spaces.
13. Ensure that a majority of plantings are made up of California native plants, supplemented with drought-tolerant, climate-appropriate plants. This palette will minimize water needs, provide habitat for local fauna, and build a place-based landscape aesthetic.

3.3 Public Realm Network

The concept of a Public Realm Network, comprised of both "Complete Streets" and Public Spaces, is a defining feature of the TCSP as it provides a continuous and connected system that unites plazas, parks, and complete streets into a cohesive public realm structure. The network offers residents, employees and visitors access to a full range of park-like benefits, offering shade, native planting, and safe and comfortable mobility options. Figure 3-4 lays out a framework for the future Public Realm Network. The Network is comprised of both existing streets as well as all new street types, and a variety of new open spaces both large and small.

Cross-sections along with more specific information about each of the individual street types and a description for each of the proposed Public Spaces are provided in the Typologies Section 3.4

3.3.1 Complete Streets

This plan emphasizes a "complete streets" approach in the design of the plan's street network, prioritizing safety and accessibility for all users regardless of their age, abilities, or mode of transportation. Complete streets are designed to accommodate pedestrians, bicyclists and public transit users in addition to vehicular traffic.

The layout of Downtown Diamond Bar recalls the grid-like patterns of traditional towns, in which a tightly woven grid of streets provides multiple routes to any destination. This traditional pattern (as evidenced in nearby places like Monrovia and Claremont, among others) not only provides enhanced connectivity within the Plan area, it also ensures that no one street gets so wide as to be unwelcoming to pedestrians. In fact, each street within the downtown has been considered not only for its vehicle carrying capacity, but also for its ability to promote walking and biking. Upon completion of the plan for Downtown Diamond Bar, the number of intersections per square mile will have increased to 284 (up from the current total of 65). See Figure 2-22.

Accordingly, the plan proposes a simple approach to pedestrian and bicycle movement: that all streets shall be safely accessible to both. For pedestrians, the street designs will allow for short crossing distances across travel lanes, and short distances between crosswalks. Crosswalks, key street crossings, and intersections will be designed with an emphasis on increased visibility and sight-lines, as well as frequency of crossing locations. The narrower vehicle lanes–painted with sharrows–will encourage a slower, bicycle-friendly speed of travel, while existing boulevards and avenues will be equipped with Class II bicycle lanes.

Logistical considerations for emergency and delivery vehicles are included in the plan. Minimum street widths will allow for passenger vehicles to safely pull over to the side of streets, allowing passage of emergency vehicles. These widths will also accommodate the requirements for curbside management activities such as, stopped delivery vehicles, with additional designated loading zones and rideshare pickup areas. Circulation routes can be marked along streets, where appropriate, for larger delivery vehicles.

Figure 3-1 - Complete Street, Bloomington

Figure 3-2 - University Village, Seattle, WA

Figure 3-3 - Santana Row, San Jose, CA

3.3.2 Public Spaces

The public spaces are a defining feature of the plan. The collection of public spaces is designed to encourage and support a high level of community interaction. These spaces will comprise a wide variety of spaces in terms of scale, character, and functionality. The multitude of public spaces will attract a diverse range of users and span the spectrum of what an urban, outdoor experience can provide, both enhancing the urban condition and offering respite from it.

In addition to the public spaces within the new Downtown area, the City of Diamond Bar has many nearby parks that offer a range of recreational opportunities and environmental settings. Carlton Peterson Park, Pantera Park and, Sycamore Canyon Park are just a few examples of parks within 1.5 miles that offer a range of activities from playgrounds, baseball diamonds, picnic tables, and hiking trails. Sycamore and Pantera Parks are also wonderful examples of park areas that have retained a portion of their original habitat. Sycamore Canyon Park offers examples of Oak and Walnut woodlands, while Pantera Park showcases Venturan Coastal Sage Scrub.

Working within the plan's objective to establish open spaces within a 2-2.5 minute (approx. 528'-660') walk of each residence and business, future new development will need to incorporate and implement appropriate location, scale and typology of public space elements and amenities consistent with the Public Realm Network (Figure 3-4).

Figure 3-4 - Public Realm Network

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3.4 Public Realm Typologies

3.4.1 Street Typologies

The street design strategy anticipates that a mix of uses will line the streets, though it does not prescribe or predict exactly what uses those will be. Instead, it provides positive, human-scaled environments, the success of which is largely independent of the uses fronting a particular street. Street design will also contribute to Downtown Diamond Bar's identity as a decidedly urban space. Wide sidewalks provide ample space for pedestrian activity; curb extensions ease roadway crossings; street trees and landscaping enhance Downtown's beauty while providing shade; and dedicated amenity zones, streetlights, ample seating, and other street furniture ensure functionality of the street environments. See Section 3.5 for detailed standards for the various street components.

This section depicts the variety of street types (including Font Yard Setbacks) and Street Crossing Enhancements within the Specific Plan Area. Figure 3-7 provides a key to the individual street types. Collectively the streets are designed to accommodate the expected volumes of traffic associated with new development in the Downtown Diamond Bar; the streets' posted speeds are also their design speed so that the built infrastructure itself contributes to the safety and efficiency of the network.

Any streets not identified in Figure 3-7 are not fixed and shall conform to the requirements of one of the two local street types. Any alleys not identified in Figure 3-7 are not fixed and shall conform to the requirements for alleys.

The following pages provide cross sections and detailed information for the five street typologies. The first three typologies represent modifications to existing streets whereas the final two typologies are new local street types that are intended to introduce a finer grained network of mobility within the TCSP area.

A. Street Crossing Enhancements

To further support the pedestrian mobility goals of the plan locations for additional traffic, crosswalks and signalized pedestrian crossings are established. Figure 3-6 identifies locations that will require a new traffic signal in the future. This will help to distribute vehicular traffic to multiple east-west streets and calm traffic on Diamond Bar Boulevard making it easier for pedestrians to cross. Figure 3-6 also indicates locations for new crosswalks on existing streets that are part of the ensemble of improvements.

These crosswalks are supplemented by High-Intensity Activated crossWalK Beacons, or HAWK Beacons, a traffic control device that stops road traffic to allow for protected pedestrian crossings. Figure 3-6 includes proposed locations for HAWK Beacons. One of these is proposed on Golden Springs Drive, west of Diamond Bar Boulevard; however, its precise location will be coordinated with the relocated bus stops so that there is a seamless connection between transit riders and the Downtown area.

The purpose of HAWK beacons is to provide a safer way for pedestrians to cross busy streets, especially in areas where a traditional traffic signal or crosswalk may not be feasible or necessary. They have been shown to improve pedestrian safety and provide a safer and more accessible transportation environment for everyone. HAWK beacons are often used in areas with high pedestrian traffic, such as near schools or parks, and are known for their effectiveness in reducing pedestrian-vehicle crashes. When a pedestrian presses the button to activate the beacon, a series of flashing yellow lights alerts drivers to slow down and stop if necessary. This allows pedestrians to cross the street safely and efficiently.

Figure 3-5 - HAWK Beacon

B. Front Yard Setbacks

When considering the design of public streets, it is important to recognize that the design of front yard setbacks significantly contributes to the success of the overall street design. The setback area, which, depending upon the street types varies from 5' to 15', expands the overall space dedicated for pedestrian mobility, landscaping, and community interactions. Hence, the street types encompass the dimension of front setbacks as well as the character of the setbacks themselves. Private development shall adhere to this section's provisions for front setbacks.

The front yard setback for each street typology varies based upon the intended uses and activity levels anticipated for each street. In some instances, a wider sidewalk will enable seating and other amenities that enhance and further activate the public realm. In other situations, the additional setback will allow for a greater amount of landscaping and therefore contribute to a calmer street environment.

Figure 3-6 - New Traffic Signal and HAWK Beacon Locations

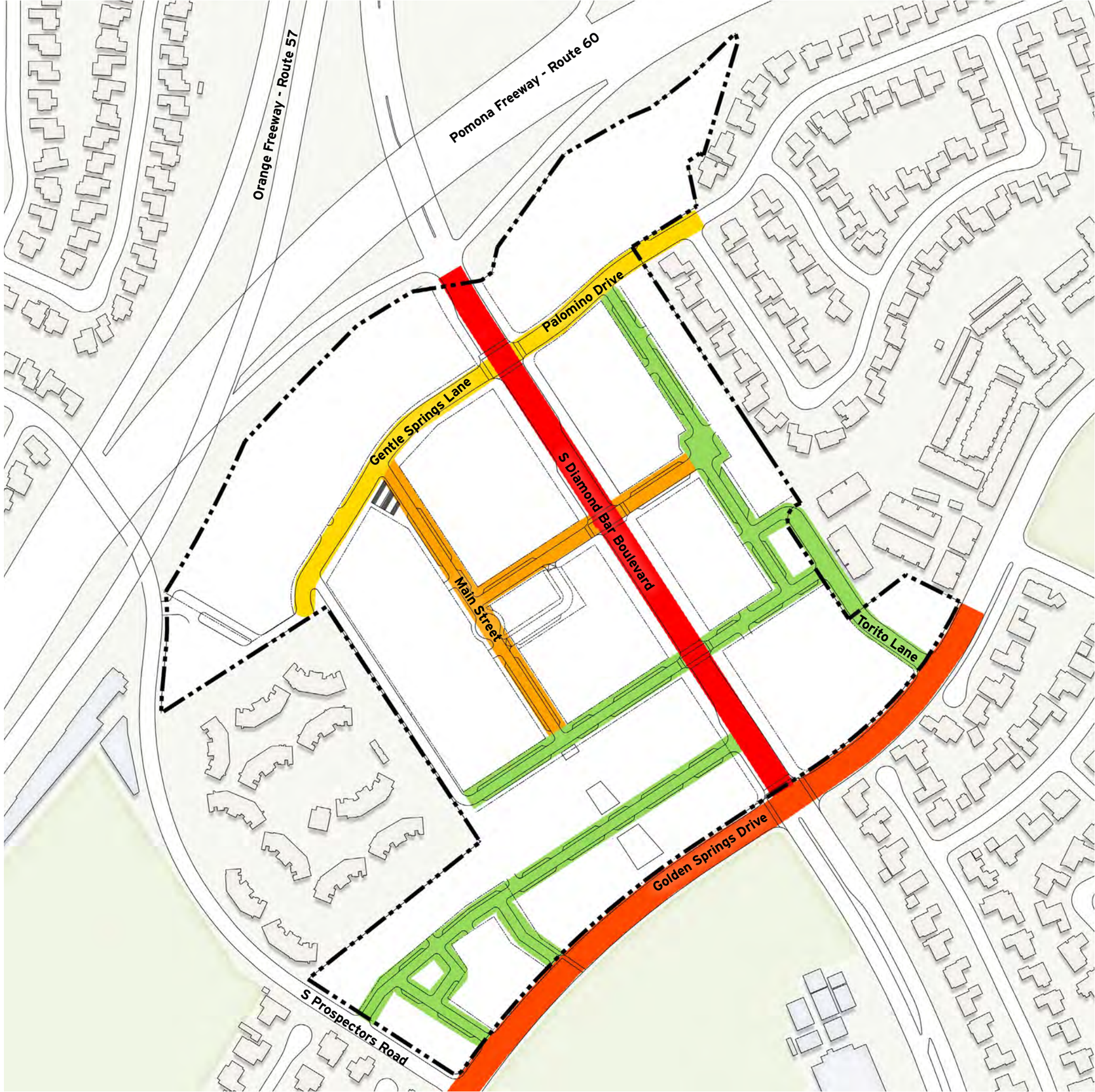

Figure 3-7 - Street Typology Diagram

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3.4.1.1 Diamond Bar Boulevard Existing

As the city's main thoroughfare, Diamond Bar Boulevard bisects the Town Center Specific Plan Area and separates the two halves from each other. With a dimension of 95' from curb-to-curb, it feels uncomfortable for pedestrians to cross. Sidewalks are narrow and are interrupted occasionally by impediments such as utility poles (see Figure 3-9). There is little shade. Moreover, while there are painted bike lanes, they are narrow, unprotected from vehicular traffic, and straddle the gutter pan, making them feel uncomfortable to all but the most experienced riders.

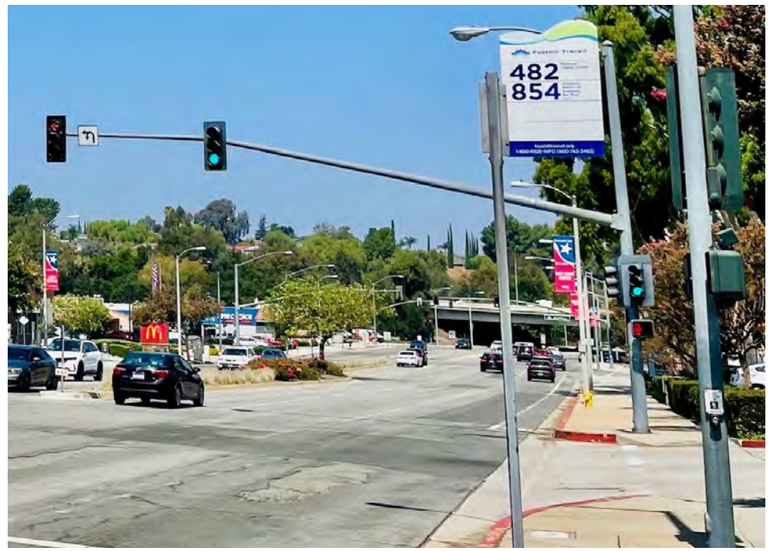

Figure 3-9 - Narrow sidewalks interrupted by utility poles

Figure 3-8 - Existing Plan for Diamond Bar Boulevard

3.4.1.1.A Diamond Bar Boulevard Short-Term

Figure 3-10 - Conceptual rendering of New Diamond Bar Boulevard

As proposed, Diamond Bar Boulevard will anchor the downtown's public realm. Maintaining up to six lanes of through traffic, the primary function of the boulevard will be to continue to conduct through-traffic in and out of the downtown area. Equally as important will be the boulevard's ability to accommodate pedestrian circulation along the downtown's main axis as well as across the boulevard to fully connect the public realm and public space network.

However, as part of the City's Complete Streets Initiative, the TCSP proposes changes to the lane widths of this thoroughfare to reduce the pedestrian crossing distance to enhance safety. A study published by the Johns Hopkins University Bloomberg School of Public Health is worth noting. JHU-2023-Narrowing-Travel-Lanes-Report.pdf It found that:

- Narrower lanes did not increase the risk of accidents. When comparing 9- and 11-foot lanes, the study found no evidence of increased car crashes. Yet, increasing to 12-foot lanes did increase the risk of crashes, most likely due to drivers increasing their speed and driving more carelessly when they have room to make mistakes.

Figure 3-11 - Plan view for Diamond Bar Boulevard -- Short-term

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- Speed limit plays a key role in travel width safety. In lanes at 20-25 mph speeds, lane width did not affect safety. However, in lanes at 30-35 mph speeds, wider lanes resulted in significantly higher number of crashes than 9-foot lanes.
- Narrower lanes help address critical environmental issues. They accommodate more users in less space, use less asphalt pavement, with less land consumption and smaller impervious surface areas.
- Narrowing travel lanes could positively impact the economy. This includes raising property values, boosting business operation along streets and developing new design projects.

Figure 3-12 - Re-configured Diamond Bar Boulevard street section

Diamond Bar Boulevard's existing right-of-way is anticipated to be adjusted as follows (see Figures 3-11 and 3-12):

- Lane width shall be reduced from each lane being 12' as it is now to 10-feet on four of the lanes and 12 feet adjacent to the curb.
- The center median/turn lane width shall be reduced from 16' to 10'
- Add a 5' planted buffer/bioswale to protect bicycle lane.
- Add a protected 5' bicycle lane.
- Minimum 12' sidewalk space within the right-of-way (plus additional space in the required setbacks).

New 10' front yard setbacks shall be provided bringing the total width of the sidewalk in front of commercial spaces (as measured from curb to building face) to 22 feet.

Curb radii at all intersections should be no greater than 20.'

A new east west street has been added to the plan area, roughly midway between Golden Springs Drive, and the new "Central Street" (where the existing shopping center entrances are currently located). The new street should meet Golden Springs Drive in a full intersection with a traffic signal. This will require a full median break. By adding this street, the block size along Diamond Bar Boulevard will be reduced from approximately 850-feet in length, to blocks approximating 400-feet in length and will be consistent with the Diamond Bar General Plan 2040 (see General Plan Policy: *CC-P-18 As large vacant or underutilized sites are developed or redeveloped, maximize multi[1] modal accessibility with fine-grained street networks and walkable block sizes. Generally limit new block sizes to a maximum of about 400 feet in length. Mid-block plazas or alleys may be considered if the intent is to ensure fine-grained patterns where pedestrian access can be accommodated in intervals no more than 400 feet apart.*")

3.4.1.1.B Diamond Bar Boulevard Long-Term

Figure 3-13 - Conceptual rendering of New Diamond Bar Boulevard - Long Term

In the future, if the City should determine that the curb-lane in each direction is not necessary for the efficient movement of vehicles, the City may choose to convert the curb lane to a right-turn only lane for part of each block returning the rest of the lane to either a larger planting area or a parking lane.

Figures 3-11 through 3-14 illustrate how the roadway could be reconfigured to implement a "road diet" along Diamond Bar Boulevard.

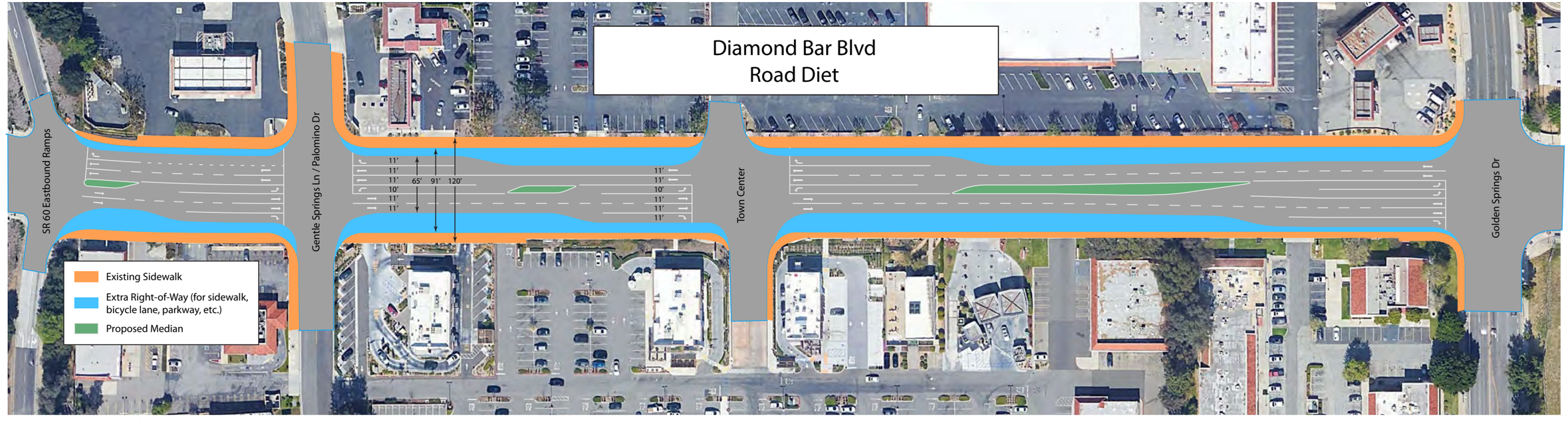

Figure 3-14 - Plan view for Diamond Bar Boulevard -- Long-term

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Figure 3-15 - Re-configured Diamond Bar Boulevard street section - Long Term

These illustrations show the following adjustments for future consideration:

- The right-most lane in each direction is converted to a right-turn only lane for part of each block.
- The remaining portion of each curb lane would be converted to parallel parking or to enhanced greenspace.

3.4.1.2 Golden Springs Drive

Golden Springs Drive will be the TCSP area's second largest street after Diamond Bar Boulevard. Golden Springs Drive will provide vehicular access into the downtown area via turns onto Diamond Bar Boulevard. Golden Springs Drive will provide pedestrian access directly into the promenade, and the central axis of the TCSP's open space network.

Figure 3-16 - Re-configured Golden Springs Drive street section

The portion of the existing right-of-way of Golden Springs Drive located west of Diamond Bar Boulevard shall be adjusted as follows:

- The right-most lane in the eastbound direction shall be converted to a right-turn only lane.
- Lane width shall be reduced from 12 feet to 11 feet.
- The center median/turn lane width shall be reduced to 10'
- Add a protected 5' bicycle lane on both directions.

New 20' to 30' front yard setbacks shall be provided.

Curb radii at all intersections shall be no greater than 20.'

3.4.1.3 Palomino Drive & Gentle Springs Lane

Palomino Drive and Gentle Springs Lane, two existing streets along a single axis bifurcated by Diamond Bar Boulevard, will be redesigned to accommodate the downtown's neighborhood feel. The travel lane width in each direction will be decreased to allow for street parking (a single row of parallel parking on either side of the street) and an expanded sidewalk for increased pedestrian flow. Palomino and Gentle Springs will also provide direct pedestrian access to pocket parks and other public space.

Figure 3-17 - Re-configured Palomino Drive / Gentle Springs Lane street section

Palomino Drive and Gentle Spring Lane's existing ROW shall be adjusted as follows:

- Lane width shall be no more than 10' in either direction, for a total width of 24' of vehicular travel.
- Sidewalk width shall be no less than 10' within the Right-of-Way.
- Street trees shall be placed within the sidewalk space at a regular interval of at least one per every 50'.
- There shall be an 8' parking lane on each side of the street.

Landscaped 5' to 10' front yard setbacks shall be provided.

Curb radii at all intersections shall be no greater than 20.'

3.4.1.4 New Collector Street

This new collector street will serve a mix of residential and commercial uses. The mix of uses is expected to generate a slightly higher traffic and pedestrian volume than the Local Street (See Section 3.4.1.5) and therefore has a slightly wider right-of-way dimension. Nonetheless, each street will have only a single lane of vehicular travel in either direction, and may have curb bump-outs at intersections and crossings to increase pedestrian safety and neighborhood feel.

Figure 3-18 - New Collector Street Section. A roundabout is the central feature of the intersection of the two new Collector Streets.

The Collector Street shall have a 66' ROW which shall be divided as follows:

- Lane width shall be no more than 10 feet in either direction, for a total width of 20 feet of vehicular travel.
- Sidewalk width shall be no less than 15 feet.
- Tree wells shall be set in 2' from the curb to facilitate entering/exiting from parked vehicles.
- There shall be an 8' parking lane on each side of the street.
- Bump outs shall be provided at each intersection.

5' to 8' front yard setbacks shall be provided.

Curb radii at all intersections shall be no greater than 20.'

3.4.1.5 New Local Street

The new local street shall include one lane in each direction along with a parking lane on each side. To support the predominantly residential uses that will line this new street type, an additional amount of landscaping shall be required. The additional parkway plantings, landscaped bump-outs, and front yard landscaping shall enhance the pedestrian experience.

Figure 3-19 - New Local Street Section

The Local Street shall have a 60' ROW which shall be divided as follows:

- Lane width shall be no more than 10 feet in either direction, for a total width of 20 feet of vehicular travel.
- Sidewalk width shall be no less than 12 feet.
- A landscaped parkway of at least 5' in width shall be included within the sidewalk area.
- There shall be an 8' parking lane on each side of the street.
- Landscaped bump-outs shall be provided at each intersection.

Landscaped 5' to 10' front yard setbacks shall be provided.

Curb radii at all intersections shall be no greater than 20.'

3.4.2 Public Space Typologies

The public space network is designed to provide a high level of habitat and recreation space throughout the Downtown. This network will comprise a wide variety of spaces in terms of scale, character, and functionality. The multitude of open spaces will attract a diverse range of users and span the spectrum of what an urban outdoor experience can provide, both enhancing and offering respite from the urban condition.

The public space network is categorized into seven typologies; town square, plazas, paseos, grand stair, promenade, linear park, and pocket parks. The Town Square and Plazas will offer the largest scale spaces, centered around community and openness, and encouraging gathering and activity. Paseos and Pocket Parks will provide intimate settings for daily uses, ranging from urban

and social spaces to places for quiet and solitude. The Grand Stair, Promenade, and Linear Park are proposed in order to transform the difficult topographical changes in the center of the TCSP area from a liability to a destination.

The location of each public space typology is shown in Figure 3-20 and in Figures 6-5, 6-6, 6-7, and 6-8. The location of a public space typology may be adjusted administratively by the City Council or Director, without amending this Specific Plan, provided the following findings can be made:

1. The adjustment will not detrimentally impact the cohesiveness and functionality of the Public Realm Network.
2. Notice has been given, in advance, to the owner(s) of each parcel affected by the adjustment, and the owner(s) have been provided with a reasonable opportunity to comment.
3. The amount of public space required to be provided on a parcel is not increased, unless requested or agreed to by the owner(s) of the parcel.
4. The adjustment in location of the public space is not inconsistent with a pending development application.
5. The adjustment will not reduce the residential development capacity of a parcel.

Administrative adjustments to location of the Town Square, Grand Stair, Linear Park, and Promenade may only be made by the City Council. Adjustments to the locations of other public space typologies may be made by the Director. Director shall update and publish updated Figures following each such administrative adjustment showing the adjusted location of the public space.

Figure 3-20 - Public Space Typology Plan

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3.4.2.1 Town Square

A central lawn and square in the heart of downtown will provide the plan's largest and most accommodating public space. The lawn will host a wide range of users, both active and passive, for daily use as well as for organized gatherings. A hardscape perimeter will allow for regular events such as farmers' markets and food trucks, while the interior lawn space will accommodate flexible recreation from sunbathing and picnicking to frisbee and yoga. The lawn may be enclosed on two sides by two-lane streets to maintain vehicular access throughout the plan, but the central location of the lawn will keep the space continuously activated by pedestrian flow from other areas of the downtown.

Standards

- Lawn element will be roughly square, with a minimum area of ¾ acre.
- Pedestrian hardscape perimeter shall be between 20 and 40 feet wide.
- The square shall be equipped with the necessary infrastructure to enable regular events and closures of the surrounding streets, including bollards and outdoor electrical hookups.

Figure 3-21 - Town Square at Westpost at National Landing, Arlington, VA

3.4.2.2 Plazas

Plazas are enclosed by building frontages on all sides, and will reclaim public space for pedestrian use from otherwise predominantly vehicular intersections. With an expanded public realm into the street space, plazas will allow for flexible and continuous activation of street corners with amenities such as café seating and outdoor dining. The intersection may be intermittently closed to traffic, allowing for the entirety of the right of way to be used for events such as farmers' markets, festivals, etc.

Standards

- Plaza sizes are determined by the street grid and building setback on surrounding streets.
- Specialty paving may be considered for pedestrian and vehicular surfaces to demarcate Plazas from the surrounding urban fabric.
- Plazas shall be equipped with the necessary infrastructure to enable regular events and street closures, such as bollards and outdoor electrical hookups.

Figure 3-22 - Mercado Plaza, Downtown Palm Springs, CA

3.4.2.3 Paseos

Paseos are narrow pedestrian-only passages typically enclosed on both sides by building and/or architectural features. The primary function of paseos is to increase pedestrian connectivity between streets and blocks of the plan. Offering an intimate scale and isolated from vehicular traffic, paseos themselves become destinations removed from the business of the downtown area. Paseos may contain landscaping and seating to encourage park-like use from passersby.

Standards

- Overall paseo width shall be between 20 and 30 feet wide. Buildings framing the paseo shall not be greater than three times in elevation height than the width of the paseo.
- Paseos shall always connect two public streets or public spaces, and must be at the same elevation as the public sidewalk.
- No security fences or gates shall block access to paseos during established hours.

Figure 3-23 - Paseo at Bathesda Row, MD

3.4.2.4 Grand Stair

The dramatic topographic change within the downtown provides an opportunity for a grand stair as a central element of the public space strategy. In connecting the two ends of the public space central axis, the grand stair will itself be a vibrant destination. Views of the downtown will encourage movement between and activation of the downtown's major public spaces. Seating and other amenities will encourage pause and a moment of respite. As part of the public right-of-way, the grand stair will be universally designed with an ADA-compliant ramp and a fully accessible path of travel.

Standards

- There shall be a minimum 5-foot-wide landing after every 20 linear feet of stairs
- Overall stair width shall be no less than 25 feet.
- The grand stair shall connect on both ends to public space or right-of-way

Figure 3-24 - Grand Stair in Downtown Los Angeles, CA

3.4.2.5 Promenade

At the southeastern edge of the plan, the promenade will offer additional flexible public space. At the top of the grand stair, the promenade will be circulation focused and primarily a hardscaped area. The promenade will be bisected by a single two-lane street, creating two smaller plaza-like spaces. These may accommodate informal town gatherings as well as pedestrian travel to and from the grand stair. The promenade will be enclosed by building frontages on two sides, with each portion of the promenade connecting to additional streets and/or public space.

Standards

- Promenades shall be rectangular, with approximately 40% of the overall area reserved for plaza-like public space.
- Promenade perimeters must allow for direct circulation and shall be no less than 10 feet wide.
- Promenades shall be fully accessible, and must meet adjacent sidewalk or public space elevations.

Figure 3-25 - Promenade at Charlottesville, VA

3.4.2.6 Linear Park

The Linear Park will provide the plan's most naturalized and ecologically rich area. The linear park will transect nearly the entire width of the plan, divided evenly by the grand stair and the downtown's central public space axis. The park will be designed to be fully accessible and accommodating to all ages and abilities. A diversity of plant material and naturalized conditions will foster a connection between the urban environment of the downtown and its greater geographic context within the region. The relative narrowness of the park will invoke a spatial sense of the city's surrounding canyons. Planted areas and subtle grade changes throughout the park site site can be used to divert stormwater into a series of bioswales and retention ponds, further emphasizing the importance of synchronicity between urban spaces and their natural surroundings.

Standards

- A fully accessible path of travel shall be maintained throughout the park.
- The park shall be a primarily planted area with minimal hardscape
- The park shall be equipped with signage to explain visible plant and wildlife species as well as ecological processes such as stormwater capture.

Figure 3-26 - Linear Park Diagram

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3.4.2.7 Pocket Parks

Pocket parks interspersed within the downtown area will offer a variety of easily accessible spaces to meet the daily needs of urban life. The relatively small size of these parks allows for them to be easily incorporated into the surrounding flow of the plan area, and to offer–throughout the plan–the diversity of outdoor experiences essential to urban living. The character and feel of each pocket park should vary according to the park's location within the larger area and in relation to its surrounding building types. Pocket Parks can be active, passive, or gathering parks.

Standards

- Paths of travel within the parks must meet adjacent sidewalk elevations.
- Furnishings and amenities for each park shall reflect the park's intended character and usage. This may require allowing for additional infrastructure such as outdoor electrical hookups.

A. Active Parks

Active parks can cater to different demographics depending on their neighborhood context. Parks near family housing should provide appropriate amenities, such as playgrounds, splash pads, and picnic areas. Parks closer to smaller-scale or senior housing may prioritize fitness equipment, sports amenities such as a half basketball court, and open lawn space.

B. Passive Parks

Passive parks are more focused on opportunities for seating and relaxation. Parks adjacent to retail and office space may feature café style seating or a water feature, while parks in a more residential area may prioritize fixed benches and ornamental planting for a traditional parklike experience of nature embedded in the city.

C. Gathering Parks

Gathering parks offer opportunities for more community-based programming in pocket parks. Examples include grills or shelters that can be rented for events, community gardens, and flexible lawn areas.

Figure 3-27 - Playgrounds should have shaded play structure, fixed benches, mature trees, and a flexible lawn

Figure 3-28 - Passive Parks enhances a narrow spaces with planting, seating and a water features

Figure 3-29 - Community Gardens usually provide both rented and/or communal garden plots, as well as community composting, fruit trees, and workshops in a small footprint surrounded by other park amenities.

3.5 Public Realm General Standards

While the street and public space typologies lay out the dimensional and functional requirements for the Plan's Public Realm, this section establishes a variety of standards from hardscape, to furnishings, stormwater, and landscaping that are applicable to all aspects of the public realm including public right-of-way, front yard setbacks, and public space areas, except where noted. Many of these standards directly contribute to the carbon reduction goals outlined at the beginning of this chapter.

Figure 3-32 offers an illustrative example of how shifting either the ratio of hardscape to landscape and/or how altering the selected hardscape material can contribute to the implementation of a carbon neutral strategy. For the purposes of the illustrative example, some assumptions were made, such as using a consistent 30' tree spacing, and including a constant dimension of 18' from back of curb to building face, though ground floor uses varied suggesting differing materials directly in front of the buildings.

Figure 3-30 - Santa Barbara Downtown, CA

Figure 3-31 - Public Realm, NYC

3.5.1 Hardscape Materials

The selection of hardscape materials and finishes within the public right of way should be made in consultation with City staff.

- It is preferable if a minimum of 25% of materials shall EITHER be regionally sourced* and/or include salvaged materials or materials with minimum 25% recycled content
- Use paving materials with a Solar Reflectance (SR) Value of at least 0.33 at installation OR a three-year aged SR value of at least 0.28
- Ensure that hardscape surfaces are cleaned at least every two years to maintain reflectivity
- If using wood, ensure that it does not come from a threatened tree species and/or use wood approved by a recognized third-party sustainable forestry management certification program.
- Consider the carbon impact of a product when selecting hardscape materials.

* Regionally sourced, meaning from within 50 miles of the project site for boulders, rocks and aggregate or within 500 miles of the project site for other hardscape materials

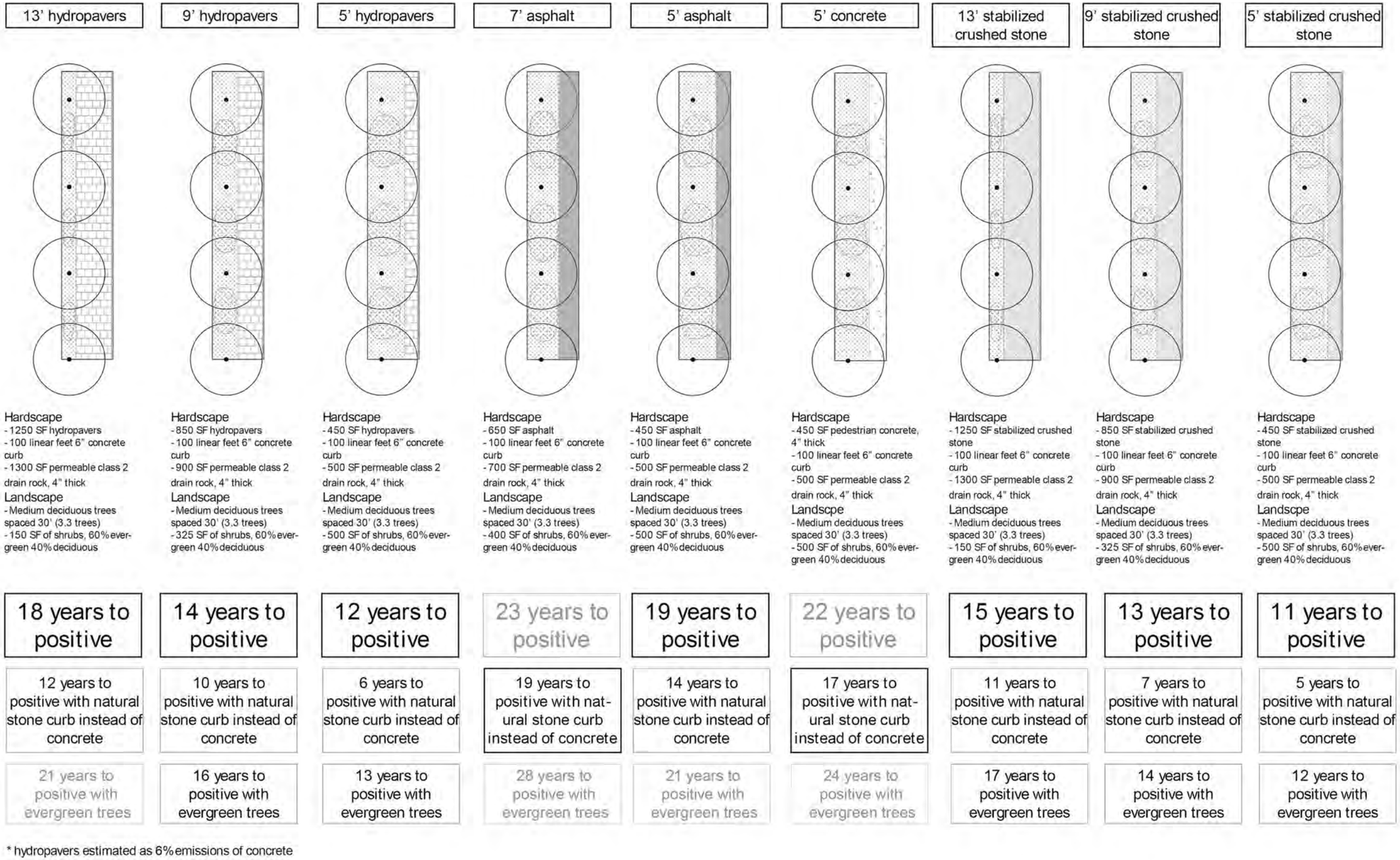


Figure 3-32 - Hardscape Materials and Carbon Neutrality

3.5.2 Lighting

A. Purpose

Street lighting in the TCSP will be existing at two-scales: 1) Roadway lighting primarily provides lighting for vehicles, while 2) Pedestrian lighting improves visibility of pedestrians walking along and across the street and enhances security.

Pedestrian scaled street lighting is directed toward the sidewalk, positioned lower than roadway lighting (luminaires are mount 12 to 14 feet above the sidewalk), and is more closely spaced than Roadway lighting. This lighting should be considered when calculating the maintained foot candles and uniformity of roadway lighting.

B. Location

- Roadway lighting is currently in use on Diamond Bar Boulevard and Golden Springs Drive, and may be retained to allow for adequate vehicle illumination.
- Pedestrian scale street lighting should be added to Diamond Bar Boulevard, Golden Springs Drive, and other new and reconfigured streets to ensure that lighting is appropriate for both vehicles and pedestrians. Pedestrian Scaled luminaires should be at or approximate a consistent 50-foot spacing.
- Intersection street lighting should be placed downstream of the curb ramps, perpendicular to the curb. Following FHWA guidance, luminaires should be located at least 10 feet from the crosswalk and positioned to light the side of the pedestrian facing the approaching vehicle.
- Lighting of public stairways shall be prioritized. A lighting diagram study that indicates actual lighting intensity shall be provided.

C. Configuration

- Crosswalks should follow Illuminating Engineering Society of North America (IESNA) intersection guidance to illuminate pedestrians in the crosswalk to vehicles. Crosswalk lighting should provide color contrast from standard roadway lighting.
- Pedestrian lighting can be used alone or in combination with roadway-scale lighting in high activity areas to encourage nighttime use. Pedestrian lighting can be located on the same pole as roadway lighting to reduce the number of poles within the land-scape/furniture zone.
- Pedestrian scaled lighting shall be utilized along internal streets of the TCSP area.
- Pedestrian ways not adjacent to the roadway may require lighting as determined by the Traffic Engineer.
- Bollards may be used in public space pathways or paseos.
- Landscape lighting may be used in public spaces.
- Where feasible, lighting should be placed on the approach side of a mid-block pedestrian crossing (near side) to enhance visibility of pedestrians.

D. Design

- The selection of roadway or pedestrian scale lighting, within the public realm shall be in consultation with City staff.
- Roadway lighting levels shall meet City Standards
- All street lighting, where feasible, shall be solar powered. Where not feasible, lighting shall be energy-efficient.
- In general, providing sidewalks with a minimum luminance of 0.5 fc allows pedestrians to detect obstacles, stay visually oriented, and recognize faces from a distance of 13 feet, a minimum distance that brings comfort with regard to normal social contact. For high activity areas, higher values may be considered.
- Preliminary targets for pedestrian light levels for each street type are shown in Lighting Table 3-1. These levels refer to light directed on pedestrian zones such as sidewalks, shared public ways, public stairways, and other pedestrian paths. Light levels are measured in foot candles (fc), which refers to the distance (in feet) that is illuminated away from the source of light, measured in lumens per square foot. Suggested light levels are consistent with ANSI/IES RP-8-00 American National Standard Practice for Roadway Lighting.

Table 3-1: Pedestrian Lighting Levels

Streetscape Type	Light Level
Diamond Bar and Golden Springs	1 fc
Mixed-Use	0.5 fc
Residential	0.3 - 0.4 fc
Alleys and Paseos	0.3 fc

- Pedestrian lighting should be consistent throughout a block and minimize variance between bright and dark areas.
- All lighting shall be Dark Sky compliant: Fixtures must be fully shielded and emit no light above the horizontal plane. There shall be no sag or drop lenses, side light panels, uplight panels, etc. Approved fixtures shall employ warm-toned (3000K and lower) white light sources or may employ amber light sources of filtered LED light sources.

3.5.3 Amenities

Amenities such as seating, waste receptacles, bike racks, bollards, and similar devices significantly enhance the usability and enjoyment of the public realm. The standards and guidelines in this section are applicable to the sidewalk amenity area as well as all public space types. Sidewalk amenity areas are located either adjacent to the street curb and/or abutting the adjacent uses. This subdivision of the overall sidewalk area into amenity and pedestrian areas allows for a consistent and ADA compliant public accessible pathway.

A consistent design language and material palette in street furniture selections enhance the sense of identity throughout the downtown area. Selections should be made in consultation with City staff. Amenities selected for public space areas may have their own signature identity and again selections should be made in consultation with City staff.

All amenities shall be:

- Graffiti-resistant
- Easily maintained
- Durable-able to withstand sun and heat.

Seating Areas

A. Purpose. Seating areas are furnished areas that allow pedestrians to rest, casually interact with others, or enjoy their surroundings. Various seating areas with ample seating should be located throughout the Plan area.

B. Furniture. Seating areas should include one or more benches. Wherever possible, trash receptacles should be located in close proximity to or within seating areas.

C. Location. Seating areas should be located outside the primary walk areas either in line with landscape planters or in curb extension areas.

D. Configuration. Seating placed in line with landscape planters or tree wells should face the sidewalk; where multiple benches are provided, benches may face each other. Seating in curb extension areas should be separated from traffic lanes with a landscape planter or a raised barrier. Generally seats should not face traffic or parking lanes. Trash receptacles in seating areas should be located conveniently to both seating and the sidewalk.

Bike Parking Areas

A. Purpose. Bike rack areas are a point of transition from bicycle to pedestrian movement. Bike racks should provide a visible and therefore safe place for temporary bicycle parking.

B. Furniture. Bike rack areas as well as more secure bike parking areas should include a number of bike racks for safe attachments of bikes.

C. Location. Bike rack areas should be located in line with landscape planters or in curb extensions. Secure parking should be located in concert with other storage or parking services or areas, such as in a parking garage. Locations should be chosen that are convenient to various destinations within the Plan area.

D. Configuration. Bike racks should be positioned to provide maneuvering room and with sufficient clearance to traffic lanes, parked cars, and sidewalks. Wherever possible, bike racks should be placed perpendicular to the street to maximize bike storage space. Where less space is available, bike racks can be mounted at an angle or parallel to traffic lanes. In curb extensions, landscape planters or similar buffers should separate bike racks from moving traffic.

Trash Receptacle Areas

A. Purpose. Well-placed trash receptacle areas reduce the amount of litter discarded in streets.

B. Furniture. Wherever possible both a general waste and a recycling bin should be provided.

C. Location. Locations near intersections, seating areas, and areas with high volumes of foot traffic are preferable.

D. Configuration. Trash receptacle areas should be located convenient to pedestrian traffic just outside the main walk area

Furniture as Public Art

The integration of public art into the street furniture is highly encouraged. For public art elements, there shall be flexibility in regard to the design language, materials, textures, shapes, and colors.

3.5.4 Outdoor Dining

Outdoor dining may be regulated by State and City licensing requirements and codes, depending on the type of beverages served and location. This section provides additional guidelines for outdoor dining areas located in the public realm. These standards supplement the provisions of the street type standards of this chapter.

A. Purpose

Outdoor dining areas allow patrons of restaurants, cafés, or similar establishments to enjoy the outdoor environment. These guidelines ensure that the design of outdoor dining areas supports the overall vision for the downtown.

B. Design

The proposed design materials and colors used for chairs, tables, lighting and other fixtures including umbrellas and awnings shall be submitted to the Planning Division for review and approval, and determined on a project-by-project basis.

C. Furniture

Furniture shall be of durable materials that withstand the effects of weathering. Powder-coated or vinyl-coated metal furniture is encouraged; the use of light-weight plastics and wood (other than teak) are not permitted.

D. Dining Area Enclosures

When provided, outdoor dining enclosures should complement the overall building and streetscape design. Enclosures should be designed as semi-permanent barriers and be removable, as by use of recessed sleeves and posts or by wheels which can be locked into place. Enclosures should be easy to clean and maintain.

The maximum height of opaque enclosures shall be three foot six inches, measured from the adjacent sidewalk. Transparent wind-screen attachments may extend the enclosure height by two additional feet. Connections or elements between dining area enclosures and overhead awnings or similar structures are not permitted.

Where State licensing does not require dining area enclosures and the establishment limits outdoor seating to a single row of tables and seat abutting the wall of the establishment, no barrier shall be required.

E. Umbrellas

The use of removable umbrellas in outdoor dining areas is permitted. Umbrellas shall maintain a minimum clearance of seven feet above the adjacent floor level.

Figure 3-33 - Example of outdoor lighting

Figure 3-34 - Seating Area Illustrative Photo

3.5.5 Stormwater/Low Impact Development (LID)

A. Purpose

Increasingly unpredictable weather patterns exacerbated by the effects of urbanization and impervious surfaces have made the on-site management of precipitation a necessary and important feature of urban development.

B. Design

All projects in the Specific Plan area must retain the precipitation volume from the 85th percentile precipitation event through on-site infiltration, evapotranspiration, and reuse, and comply with all Diamond Bar LID regulations. Strategies should be implemented to reduce precipitation runoff volumes, peak flows, and pollutant discharges, and to increase evapotranspiration, filtration, and infiltration. Where feasible, all projects should attempt to satisfy their stormwater requirements through green infrastructure instead of gray infrastructure. For more information about LID strategies proposed for the Town Center area, refer to section 4.3 in Chapter 4.

Figure 3-35 - Curb cuts allow water to flow from a parking lot into a planted bioswale

3.5.6 Irrigation

A. Purpose

To maintain a verdant urban landscape and shade canopy while minimizing water usage.

B. Design

Need for supplemental irrigation can be reduced through careful plant selection (see section 3.5.7). All irrigation systems shall comply with Diamond Bar's Water efficient landscape regulations (DBCC Chapters 8.14 and 22.26), which implement the state's Model Water Efficient Landscape Ordinance (MWELO). Irrigation systems shall be high-efficiency, with climate-based controllers that avoid overwatering after precipitation events. Evaluate the possibility of using graywater, captured rainwater, HVAC blowdown, or condensate water for irrigation, or the availability of municipal recycled non-potable water.

Figure 3-36 - Stormwater planters located on a street with on-street parking

3.5.7 Landscaping

A. Purpose

Given the arid climate coupled with desire for shade throughout the summer months, the careful selection of landscaping in the TCSP area is linked to the vitality and sustainability of the local natural environment. The appropriate incorporation of plants as detailed below will ensure the mutual health of the natural and built environments.

The Plan's landscaping strategy takes its lead from the historic ecology and geomorphology of the area. The rich biodiversity of the region includes such diverse natural communities as California Live Oak woodlands, coastal cactus, sage scrub, chaparral and grassland that contribute to the area as one of 36 global diversity hotspots within the California Floristic Province.

B. Design

Landscape designers can distill aesthetic and functional qualities from these regional ecologies to weave into the urban public spaces envisioned in this plan. A primary guiding principle of plant selection is "right plant, right place," meaning that plants should be chosen that are able to thrive in the specific climactic conditions, programmatic uses, and maintenance regimes of the location in which they are planted.

Because plants native to this region have evolved over time to thrive in regional conditions and support native fauna, this plan requires use of 75% California native plants. These plants should, however, be chosen with extra care given to understanding microclimates, the urban heat island, and the ramifications of a changing climate. For these reasons, it may be appropriate to select from plants native to the Mojave and Sonoran deserts in the American Southwest and Mexican states of Sonora, Chihuahua, and Baja California. Additional plants from other Mediterranean climate regions may be used to supplement native palettes.

Notwithstanding the requirement for 75% California native plants, the Town Square and other public spaces may utilize turf.

Street trees should be planted at the rate of one 15-gallon tree for every 30 feet of Street Frontage for all streets identified in the plan. However, the installed tree spacing may be varied to accommodate site conditions or design considerations.

The planting of street trees should include the installation of root barriers, per the requirements of the City Engineer, so as to ensure health tree growth without damage to the public infrastructure.

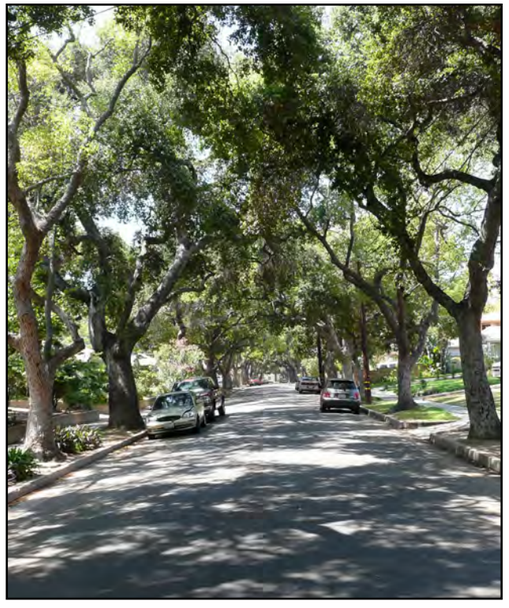
Street trees should be adequately supported when planted. The supports should be maintained until the trees are capable of withstanding the force of wind on their own and removed before damage could potentially occur to the tree trunk.

Street trees and other landscape within the public right-of-way should follow the Visibility/Sight Distance recommendations of the NACTO Urban Street Design Guide.

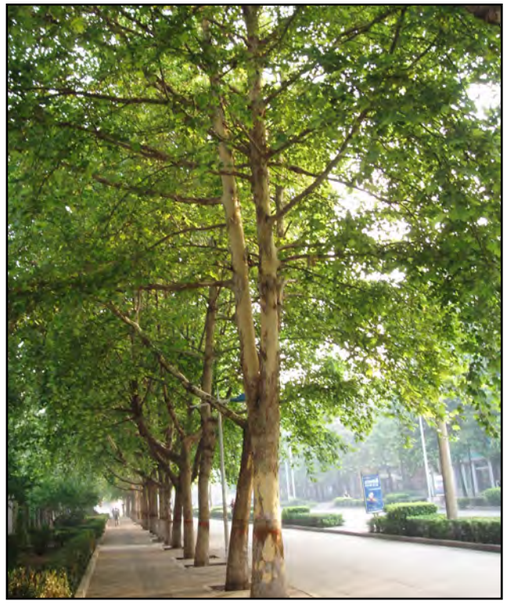
Figure 3-37 - Arid Climate Landscaping Illustrative Photos (four photos at right)

Sample Palette: Native Street Trees

This palette provides an example of native plants suitable for use as street trees. It is NOT an exhaustive plant list, but rather a visual palette of California native trees (including cultivars) that can be successful in urban streets.



Quercus agrifolia
Coast Live Oak



Platanus racemosa
Western Sycamore

Lyonothamnus floribundus ssp. Asplenifolius
Catalina Ironwood

Chilopsis linearis 'Art's Seedless'
Art's Seedless Desert Willow

Parkinsonia 'Desert Museum'
'Desert Museum' Palo Verde

Prosopis x Phoenix
Thornless South American Mesquite

Figure 3-38 - Native Street Trees (six photos at right)

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Sample Palette: Native Large Shrubs and Cacti

This palette provides an example of large native shrubs suitable for use as foundation plantings in a park landscape or naturalized landscape areas. It is NOT an exhaustive plant list, but rather a visual palette of California native shrubs (including cultivars) that can be planted successfully in urban, park, and restoration areas.

Arctostaphylos glauca
Bigberry manzanita

Artemisia californica
California sagebrush

Baccharis pilularis
Coyote brush

Ceanothus 'Ray Hartman'
Ray Hartman wild lilac

Fremontodendron 'California Glory'
Flannel bush

Heteromeles arbutifolia
Toyon

Opuntia ficus-indica 'Burbank Spineless'
Burbank Spineless Prickly Pear

Rhus integrifolia
Lemonade berry

Salvia clevelandii
Cleveland Sage

Figure 3-39 - Native Large Shrubs and Cacti (nine photos at right)

Sample Palette: Native Small Shrubs

This palette provides an example of native plants suitable for use in planted parkways, parks, and naturalized areas. It is NOT an exhaustive plant list, but rather a visual palette of California native plants (including cultivars) that can be successful in urban park, and restoration plantings.

Artemisia californica 'Canyon Gray'
Canyon Gray California Sagebrush

Baccharis pilularis 'Pozo Surf'
Pozo Surf Coyote Brush

Encelia californica
Bush Sunflower

Encelia farinosa
Brittlebush

Eriogonum grande var.. rubescens
Red-flowered Buckwheat

Galvezia juncea
Baja Bush-Snapdragon

Isocoma menziesii
Menzies' Goldenbush

Lupinus albifrons
Silver Bush Lupine

Salvia mellifera
Black Sage

Figure 3-40 - Native Small Shrubs (nine photos at right)

Sample Palette: Native Groundcovers, Grasses and Perennials

This palette provides an example of native grasses, perennials, and groundcovers suitable for use in parkway plantings, parks, and naturalized areas. It is NOT an exhaustive plant list, but rather a visual palette of California native plants (including cultivars) that can be planted successfully in urban, park, and restoration plantings.

Achillea millefolium
Common Yarrow

Asclepias fascicularis
Narrow Leaf Milkweed

Bouteloua gracilis 'Blonde Ambition'
Blonde Ambition Blue Grama

Ceanothus griseus horizantalis 'Yankee Point'
Yankee Point Ceanothus

Eriogonum fasciculatum 'Warriner Lytle'
Warriner Lytle Buckwheat

Eriophyllum confertiflorum
Golden Yarrow

Muhlenbergia rigens
Deergrass

Sisyrinchium bellum
Blue Eyed Grass

Solidago velutina ssp. californica
California Goldenrod

Figure 3-41 - Native Groundcovers, Grasses and Perennials (nine photos at right)

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4

Infrastructure

4 Introduction

The build-out of the Diamond Bar Town Center Specific Plan Area requires provision of new and upgraded utility infrastructure to meet the needs of Specific Plan Area residents and businesses. Improvements include water, sewer, storm drain, and streetscape infrastructure as well associated connections necessary to serve Diamond Bar Town Center buildings. New utility lines constructed within the Diamond Bar Town Center Specific Plan Area will be placed underground in public street rights-of-way or within easements and will be publicly owned or owned in common. Any new utility lines and utility easements shall comply with Section 21.30.110 and Section 12.04.1520 of the Development Code regarding the requirements to underground all utilities.

Conceptual locations for infrastructure improvements are identified on the exhibits in this section. Changes to the proposed infrastructure location or service providers may be implemented, if approved by the appropriate jurisdiction, without amending the Specific Plan.

4.1 Existing Streetscape Conditions

Figure 4-1 summarizes the existing conditions and site observations showing deficiencies in stormwater management, public right of way uses, and roadway conditions within the site area. This macro analysis was supplemented by a more detailed survey of existing sidewalk conditions, resulting these additional observations:

- Truncated domes, a requirement of the Americans with Disabilities Act (ADA) are typically missing at the curb ramps in the public right-of-way along South Diamond Bar Boulevard. The exception is on south-east corner of South Diamond Bar Boulevard and Palomino Drive, where the curb ramp might have been upgraded to current standards as part of the private property site improvements.
- While Palomino Drive is acknowledged to have sidewalks, there is noticeable disrepair, with damaged and cracked sidewalks.

The detailed Existing Conditions described below are compared to the location of the blocks proposed in the Specific Plan (see Figure 4-2 for block naming).

A. Sewer

Golden Springs Drive includes:

- An 8-inch VCP sanitary sewer line (varying slope, roughly 3.5%) that runs for about 430 feet until it reaches the intersection with Diamond Bar Boulevard.
  - Flow directed west towards the intersection.
  - Denoted as sewer main line "J2" and directly serves Blocks 5-C and 5-D.

Diamond Bar Boulevard includes:

- A 15-inch VCP sanitary sewer line (varying slope, starting with 4% slope in the south and transitions to 1% at the most north point of the line). The line runs the entire length of Diamond Bar Blvd and continues north and south away from the site.
  - The serviceable length of line is about 1,470 feet.
  - Flow is directed northward.
  - From South to North, the line is denoted as line "J1", "E1", "D1", and "B2" and serves Blocks 2-C, 2-D, 4-A, 4-B, 4-C, 5-A, 5-B, 5-C and 5-D.
- An 8-inch VCP sanitary sewer lateral which extends connects to the main line in Diamond Bar Blvd in the southern region of the site (between Block 3-B and Block 5-C). It runs from about 610 feet in Block 3-B to Diamond Bar Blvd.
  - From west to east, slope varies, starting with 0.6% slope, reaching 3.64%, and then goes back down to 1.0% before connected to the line in Diamond Bar Blvd.
  - Flow is directed eastward.
  - The line is denoted as line "E2" and serves Blocks 2-B, 2-E, and 3-B.

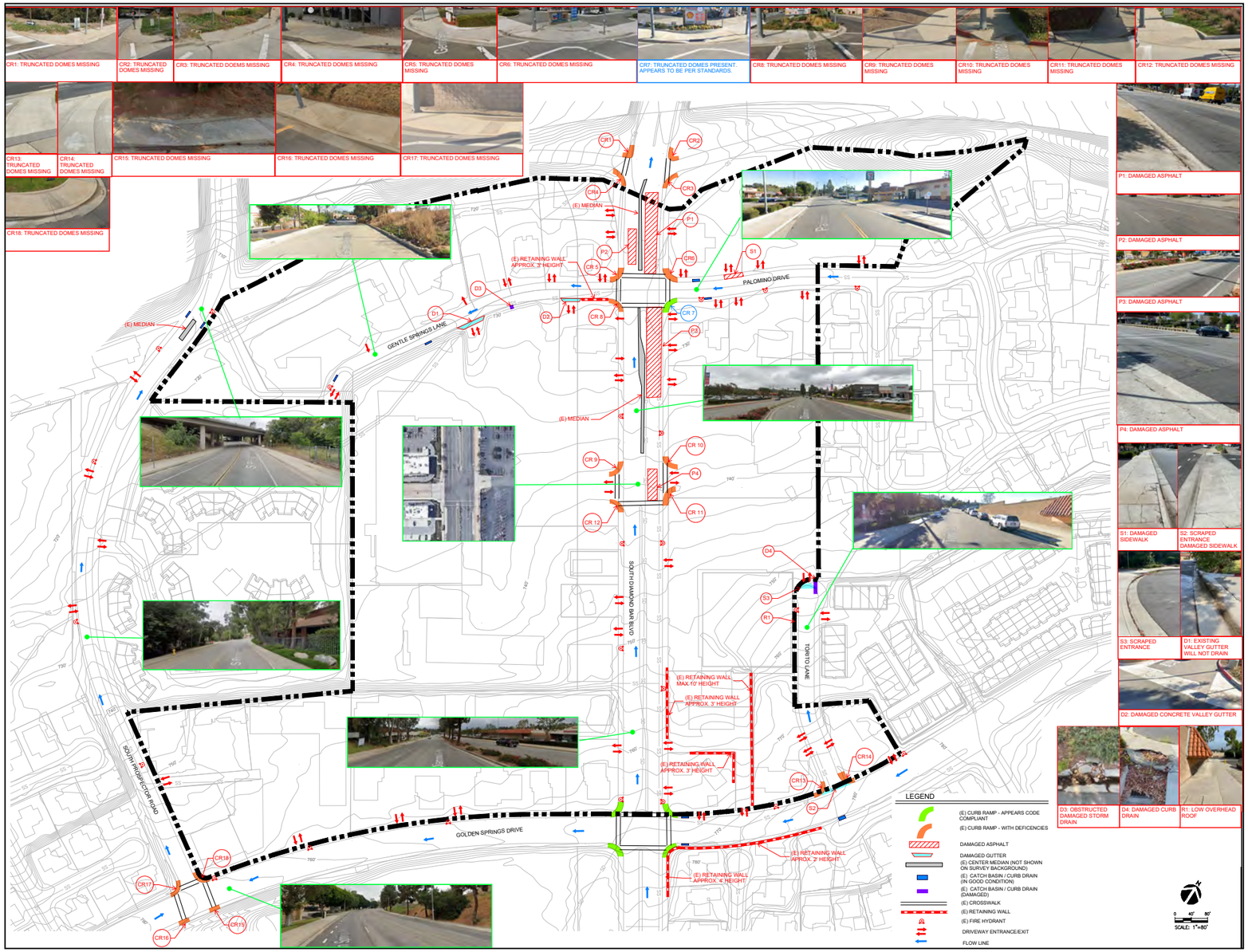

Figure 4-1 - Site Observations and Existing Conditions

Gentle Springs Lane

- There exists a 12-inch VCP sanitary sewer line with a varying slope, roughly 0.22%. The entire line runs from Diamond Bar Blvd and travels diagonally, bisecting the private community to the west and connecting to the line in South Prospector's Road. The serviceable part of the line runs about 870 feet total and transitions from under the parking lot in Block 2-A to under Gentle Springs Lane until it connects to the main in Diamond Bar Blvd.
  - The flow is directed eastward.
  - The line is denoted as line "C1" and "D2" and serves Block 2-A and 2-C.

Palomino Drive

- There exists a 15-inch VCP sanitary sewer line with varying slope, starting with 1.0% and increasing to 2.36% before it connects to the main sewer line in Diamond Bar Blvd. The serviceable length of line to the project is about 530 feet.
  - Flow is directed westward.
  - The line is denoted as line "B1" and serves Blocks 4-A, 4-B, and 4-C.

South Prospectors Road

- There exists an 8-inch VCP sanitary sewer line with a 1.0% for the segment which services the project site. The serviceable length of the line is about 260 feet.
  - The Flow is directed westward initially and eventually connects to the same line in Gentle Springs Lane.
  - The line is denoted as line "H1" and serves Block 3-A.

B. Water

Golden Springs Drive includes:

- A 14-inch domestic water line that runs the full length of the throughfare between South Prospector's Road and Diamond Bar Boulevard and continues on past the project site in both directions.
  - It flows westward.
  - There are four fire hydrants located along the span as shown in the Domestic Water Exhibit (See Figure 4-7)

Diamond Bar Boulevard

- There are two domestic water lines within Diamond Bar Boulevard as described below:
  - A 27-inch domestic water line that runs the full length of Diamond Bar Boulevard and continues further in the north and south direction.
    - The flow is directed northward.
    - There are three fire hydrants along this line as shown in the Domestic Water Exhibit (See Figure 4-7)
  - An 8-inch domestic water line which connects to the water line found in Golden Springs Drive and terminates at a fire hydrant servicing the existing building in Block 4-B.
    - About halfway along its span, the water line transitions to a 6-inch water line.
    - The flow is directed northward.
    - There are four fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7)

Gentle Springs Lane

- There are two domestic water lines located in Gentle Springs Lane as described below:
  - An 8-inch domestic water line runs from the intersection of Gentle Springs Lane and Diamond Bar Boulevard and terminates at the northeast corner of Block 2-A
    - The flow is directed eastward.
    - There are three fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7).
  - A 12-inch domestic water line runs from the intersection of Gentle Springs Lane and Diamond Bar Boulevard and eventually connects to the water line in South Prospector's Road
    - There are two fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7)

Palomino Drive

- There is a 12-inch domestic water line in Palomino Drive. This line runs the full length of the thoroughfare and continues in both directions and connects to the water line in Gentle Springs Lane
  - The flow is directed westward.
  - There are two fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7).

South Prospectors Road

- There is a 12-inch domestic water line in South Prospector's Road. This line runs the full length of the road, continuing northward and terminating south at the water line found in Golden Springs Drive.
  - The flow is directed northward.
  - There are five fire hydrants located along this line as shown in the Domestic Water Exhibit (See Figure 4-7)

C. Storm

Golden Springs Drive

- Two storm drain lines, flowing northward toward South Diamond Bar Boulevard, splinter off the main line in South Diamond Bar Boulevard which each have their own catch basins as noted below:
  - A 48" RCP storm drain line which continues southward beyond the vicinity of the project limits and forks off, eventually terminating near the project site about 100' after the fork. There are two catch basins on the fork: #2390029 and #2390027
  - A 350' 24" RCP storm drain line which terminates about 200 feet southeast of the project site. This includes: Four Catch Basins: #2390036, #2390034, #2390033, and #2390032
  - An 18" RCP storm drain line forks from the 24" storm drain line which terminates about 130' below the project limits after branching off. It includes two catch basins: #2390028 and #2390035 (this catch basin is linked to a small 15" lateral

Diamond Bar Boulevard

- A 54" RCP storm drain line flows northward.
  - The storm drain line has a lateral which connects to the region of Block 2-D
  - Another lateral connects to the region of Block 2-C and terminates with catch basin #2390045
  - A single catch basin #2390046 exists at the northern end of South Diamond Bar Boulevard.

Gentle Springs Lane

- There is a 36" CMP storm drain line located on the west side of Gentle Springs Lane which connects to the storm drain line in South Prospector's Road.
  - The line has two catch basins as noted below:
  - Catch basin #2390050 which is within the southern portion of Block 1-B
  - Catch basin #2390049 which terminates the storm drain line at the northwest side of Block 2-A

Palomino Drive

- The storm drain line located in Palomino Drive is really a storm drain lateral connecting to two existing catch basins as noted below:
  - The flow continues north past the project site.
  - Catch basins #2390047 and #2390048 are about 135' from the center of the intersection of Palomino Drive and South Diamond Bar Boulevard.

South Prospectors Road

- A 36" CMP storm drain line exists in South Prospector's Road towards the northwest end of the project site and eventually becomes a 24" RCP storm drain line which continues down South Prospector's Road about 305' and terminates with catch basin #2390006

4.2 Streetscape Improvements

The project proposes a roadway concept which aims to emphasize walking and biking along the main boulevard as opposed to an increased number of vehicles travelling on the street daily. The roadway strategy proposed includes dedicating portions of the Diamond Bar Boulevard roadway width to bicycle lanes and parkways. The proposed narrowing of the existing roadway lanes aims to provide safer conditions for pedestrians crossing the street. The concept proposes medians of 2 to 12 feet within the boulevard as well to act as a barrier between two directions of traffic.

Figure 4-2 - Site Development Regions

Based on the existing conditions and site observations showing deficiencies in stormwater management, public right of way uses, and roadway conditions, there are opportunities for streetscape improvements, which could be implemented prior to the future development plans of the site as listed in Table 4-1. The table was developed by keeping in mind the location of these more immediate potential improvements relative to the future larger scale on-site and off-site developments tied to the Diamond Bar Town Center Specific Plan. Relative cost considerations are also summarized in the Table 4-1 to highlight the most reasonable and beneficial improvements to the site.

Civil engineering analyses and detailed designs will be required to support these improvements and ensure adequate stormwater runoff and retention facilities are provided.

See Figure 4-1 – Site Observations and Existing Conditions for reference and location of the deficiencies observed.

Table 4-1: Opportunities for Streetscape Improvements

Item #	Potential Immediate Improvements	Would the improvement be impacted by the Diamond Bar Blvd. Project?	Is the improvement of relative high cost?
1	Addition of truncated domes at existing curb ramps where missing along **Diamond Bar Boulevard** (11 curb ramp locations)	Yes	No
2	Addition of truncated domes at existing curb ramps where missing at the intersection of **Torito Lane and Golden Springs Drive** (two curb ramp locations)	No	No
3	Addition of truncated domes at existing curb ramps where missing at the intersection of **South Prospectors Road and Golden Springs Drive** (4 curb ramp locations)	No	No
4	Addition of sidewalk on the north side of **Gentle Springs Lane** west of Diamond Bar boulevard (approximately 100 linear feet)	No	Yes
5	Addition of sidewalk on the south side of **Gentle Springs Lane** west of Diamond Bar boulevard (approximately 600 linear feet)	No	Yes
6	Repair of the damaged curb drain on the south side of **Gentle Springs Lane** approximately 320 feet west of Diamond Bar Boulevard centerline.	No	No
7	Repair of concrete longitudinal gutter running across the driveway on the south side of **Gentle Springs Lane** (approximately 230 feet west of Diamond Bar Boulevard centerline)	No	No
8	Repair of existing curb drain at the **Torito Lane** north end cul-de-sac	No	No
9	Mitigate the roof overhang encroachment into the public right of way and sidewalk width on the west side of **Torito Lane** by the cul-de-sac.	No	Yes
10	Repair of concrete longitudinal gutter running across the driveway on the south side of **Gentle Springs Lane** (approximately 230 feet west of Diamond Bar Boulevard centerline)	No	No
11	Repair of the damaged sidewalk on the north side of **Palomino Drive** (approximately 210 feet east of the Diamond Bar Boulevard centerline)	No	No
12	Addition of tree wells within the existing sidewalks along **Palomino Drive, Gentle Springs Lane, Torito Lane and Golden Springs Drive**	No	No
13	Addition of trees within the existing median along **Diamond Bar boulevard** (first median south of Gentle Springs Lane)	Yes	No
14	Asphalt mill and overlay on the north end of **Diamond Bar Boulevard**	Yes	No

4.3 Utility Upgrades and Improvements

The following figures 4-3, 4-4, and 4-5 below summarize the anticipated utility relocation and upgrades required to support the Specific Plan. For a more detailed description of the relocation and upgrades required, see Figures 4-6, 4-7, 4-8 and 4-9 over the next few pages.

Figure 4-3 - Summary of Proposed Conditions for Sanitary Sewer Line

Figure 4-4 - Summary of Proposed Conditions for Domestic Water Line

Figure 4-5 - Summary of Proposed Conditions for Storm Drain Line

A. Sewer Capacity Analysis

Sanitary Sewer Study Methodology

This study evaluates the sewer capacities within the Diamond Bar sewer system which will be serving the Diamond Bar Town Center development. Analysis will determine the need or lack thereof for additional sewer system improvements and upgrades based on the peak sewer flow from the site.

Note that ownership of the sewer system including pump stations in Diamond Bar remains a point of discussion between LA County and the City and a final resolution of this issue has not been made. Budgetary implications/impacts are unknown at this time.

The existing city sewer system within and around the region of the project in Diamond Bar is comprised of numerous sewer lines of varying sizes, slopes, and materials. Figure 4-6 breaks down the site into tributary areas that are considered "blocks" where the number of blocks is sixteen (Block 1-A, 1-B, 2-A, 2-B, 2-C, 2-D, 2-E, 3-A, 3-B, 4-A, 4-B, 4-C, 5-A, 5-B, 5-C, 5-D). The sewer lines which are believed to best serve a specific block are labelled according to the block they are serving. It is important to note that some blocks will end up discharging into the same sewer lines and because of this, not every block has its own dedicated sewer line name.

Based on the proposed land uses for the high-density scenario, these values were used to calculate the blocks' proposed discharge into the sewer system. Occupancy types for each block were broken down into Residential, Commercial/ Office/ Community, and Hotel, where the estimated daily sewerage flow rates were extracted from the Los Angeles County table for Sewer Generation Rates. While each category for sewerage generation for each block is the same, the developments within each block will vary, so a conservative estimation of sewerage generation was used. The tabulation of each block's proposed sewerage generation resulted in a single value for daily flow into the sewer system. These values can be used to determine if any additional improvements to the sewer system are necessary. Furthermore, the calculated daily sewerage generations for each block were subdivided based on which segment of sewer line it would be entering. The intent is to provide an understanding of how the discharge would flow through the system until it eventually meets together in a sewer line north of the site that runs through Diamond Bar Blvd. It is important to note that redevelopment of the land within the project boundary will occur incrementally, and full buildout will likely take several years.

While it is anticipated that the existing sewer infrastructure can support the proposed project based on the limited project contributions to the full flow capacity of the existing sewer lines (within 10% as shown on Tables 4-2 & 4-3: Proposed Sewer Flow Study), the proposed sewer flows calculated will need to be compared with the estimated existing sewer flows that would be provided by the Los Angeles County Department of Public Works (LACDPW) during the design phase.

Pumping rates for the relevant existing sewage pump stations would also need to be analyzed to ensure the pump stations have capacity to accommodate the flows from the proposed Diamond Bar Specific Plan development. LACDPW input regarding any potential emergency storage deficiency at all potential pump station sites serving the project would also need to be provided.

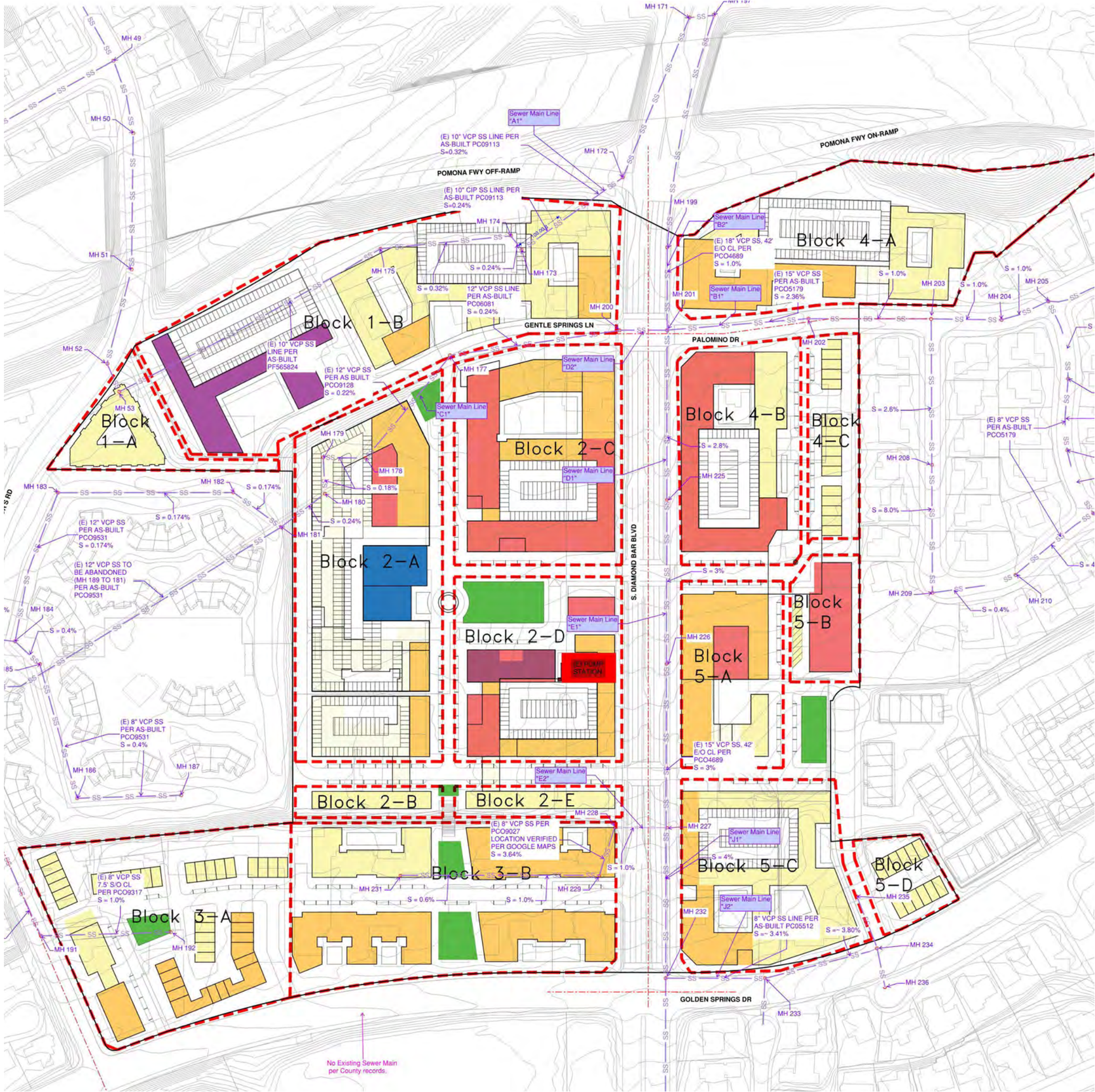

Figure 4-6 - Sanitary Sewer Exhibit

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Table 4-2: Sewer Discharge per Block - Proposed Specific Plan Conditions							
Tributary Area	**Occupancy**	**Quantity discharging into pipe**	**Units**	**Estimated Average Daily Sewerage Flow Rate (GPD/Unit)**	**Estimated Average Sewerage Flow per Occupancy Type (GPD)**	**Total Flow to Sewer Line (GDP)**	**Total Flow to Sewer Line (cfs)**
Block 1-A, 1-B	Residential	291	units	160	46,560	60,670	0.094
	Commercial/Office/Community	10.0	KGSF	150	1,500		
	Hotel	97	keys	130	12,610		
Block 4-A	Residential	160	units	160	25,620	28,600	0.044
	Commercial/Office/Community	20.0	KGSF	150	3,000		
	Hotel	0	keys	130	0		
Block 2-A	Residential	230	units	160	36,800	47,600	0.074
	Commercial/Office/Community	72.0	KGSF	150	10,800		
	Hotel	0	keys	130	0		
Block 2-C	Residential	207	units	160	33,120	40,620	0.063
	Commercial/Office/Community	50.0	KGSF	150	7,500		
	Hotel	0	keys	130	0		
Block 2-D	Residential	152	units	160	24,320	38,390	0.059
	Commercial/Office/Community	34.0	KGSF	150	5,100		
	Hotel	69	keys	130	8,970		
Block 4-B, 4-C	Residential	187	units	160	29,920	35,920	0.056
	Commercial/Office/Community	40.0	KGSF	150	6,000		
	Hotel	0	keys	130	0		
Block 5-A, 5-B	Residential	158	units	160	25,280	34,280	0.053
	Commercial/Office/Community	60.0	KGSF	150	9,000		
	Hotel	0	keys	130	0		
Block 3-A	Residential	174	units	160	27,840	30,840	0.048
	Commercial/Office/Community	20.0	KGSF	150	3,000		
	Hotel	0	keys	130	0		
Block 3-B, 2-B, 2-E	Residential	356	units	160	56,960	66,860	0.103
	Commercial/Office/Community	66.0	KGSF	150	9,900		
	Hotel	0	keys	130	0		
Block 5-C	Residential	123	units	160	19,680	22,830	0.035
	Commercial/Office/Community	21.0	KGSF	150	3,150		
	Hotel	0	keys	130	0		
Block 5-D	Residential	18	units	160	2,880	2,880	0.004
	Commercial/Office/Community	0.0	KGSF	150	0		
	Hotel	0	keys	130	0		
							Total=
						409,490	Grand Total=

Table 4-3: Sewer Discharge - Proposed Specific Plan Conditions												
Sewer Main Line	**Location**	**Size (in)**	**Material**	**Slope (%)**	**Pipe Diameter (in)**	**Upstream MH**	**Downstream MH**	**Receives Discharge From?**	**Total Flow to Sewer Line (cfs)**	**Normal Depth of Flow (in)**	**Calculated Full Flow Capacity (cfs)**	**Project Contribution to Full Flow Capacity**
A1	North side at Pomona Freeway Off-Ramp & S Diamond Bar Boulevard	10	VCP	0.32	10	173	172	Block 1-A + Block 1-B	0.094	1.85	1.15	8.17%
B2	Diamond Bar Boulevard	18	VCP	1.00	18	201	199	Block 4-A + Block 2-A + Block 2-C + Block 2-D + Block 4-B + Block 4-C + Block 5-A + Block 5-B + Block 3-A + Block 2-B + Block 2-E + Block 3-B + Block 5-C + Block 5-D	0.539	2.91	9.75	5.53%
B1	Palomino Drive	15	VCP	2.36	15	202	201	Block 4-A (25%) + Block 4-B (33%) + Block 4-C	0.042	0.63	9.21	0.46%
C1	Parking Lot (Runs close to Gentle Springs Lane)	12	VCP	0.22	12	178	177	Block 2-A + Block 3-A	0.122	2.46	1.55	7.87%
D1	Diamond Bar Boulevard	15	VCP	2.80	15	225	201	Block 2-C (66%) + Block 2-D + Block 4-B (66%) + Block 5-A + Block 5-B + Block 2-B + Block 3-B + Block 2-E+ Block 5-C + Block 5-D	0.321	1.80	10.04	3.20%
D2	Gentle Springs Lane at Diamond Bar Boulevard	12	VCP	0.24	12	200	201	Block 2-A + Block 3-A + Block 2-C (33%)	0.143	2.60	1.62	8.83%
E1	Diamond Bar Boulevard	15	VCP	3.00	15	226	225	Block 2-D + Block 5-A + Block 5-B + Block 2-B + Block 3-B + Block 2-E+ Block 5-C + Block 5-D	0.254	1.52	10.39	2.44%
E2	Lateral along Diamond Bar Boulevard	8	VCP	1.00	8	228	227	Block 2-B + Block 3-B + Block 2-E	0.103	1.46	1.12	9.20%
H1	Parking Lot & Prospectors Road Intersection	8	VCP	6.80	8	192	191	Block 3-A	0.048	0.54	2.93	1.64%
J1	Diamond Bar Boulevard	15	VCP	4.00	15	232	227	Block 5-C + Block 5-D	0.039	0.77	12.00	0.33%
J2	Golden Springs Drive	8	VCP	3.41	8	233	232	Block 5-C (25%) + Block 5-D	0.013	0.49	2.07	0.63%
Note: All sewer lines will receive upstream flow (excess flow from outside the site) except for lines C1, D2, E2, and H1.												

B. Water Capacity Analysis

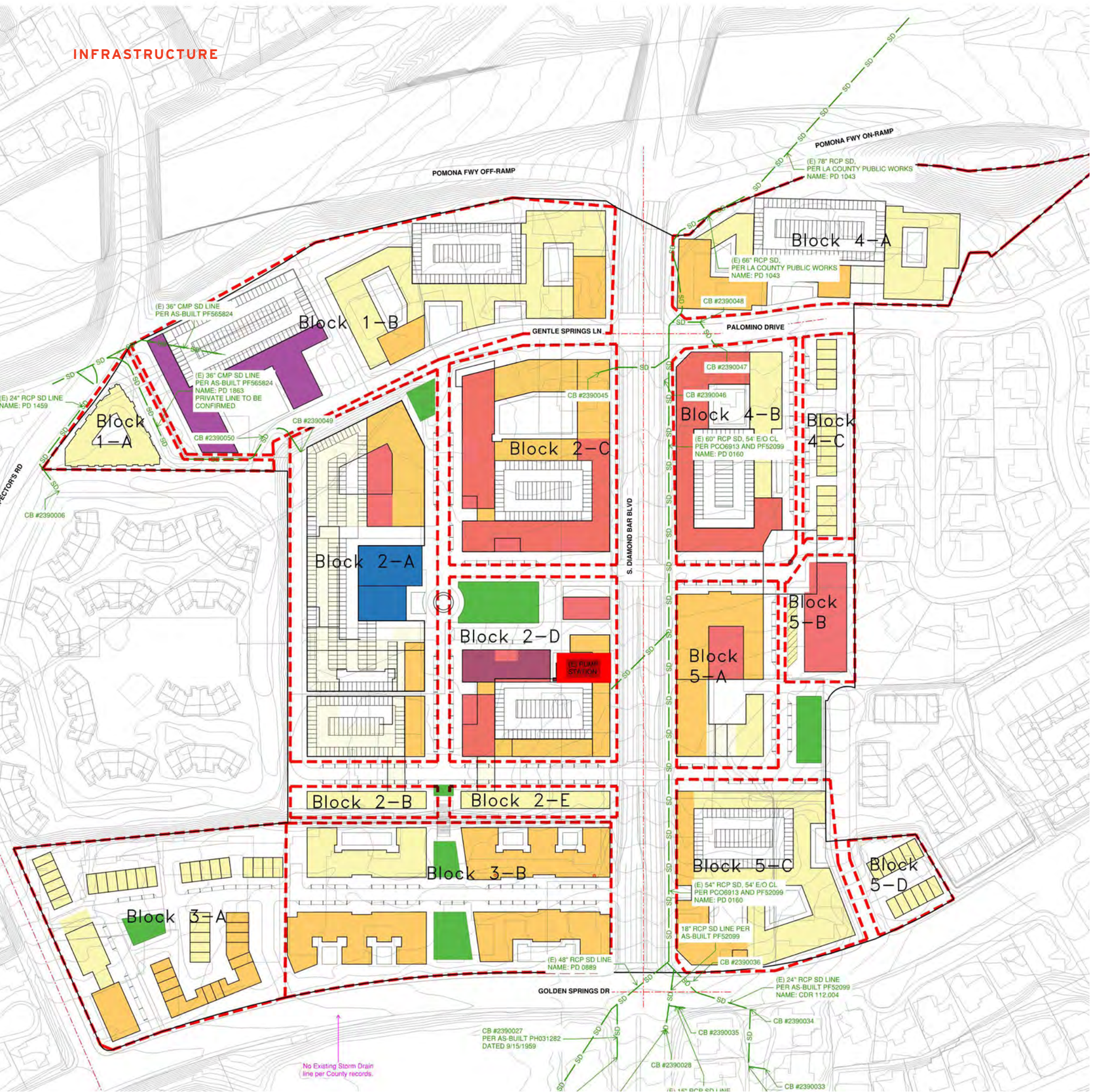
To determine whether the proposed project can be served by the existing water supply and distribution infrastructure, a Water Availability Request application needs to be submitted to the Water purveyor for them to perform flow tests and hydraulic analysis of their water system to determine if adequate domestic and fire water flows and pressures are available surrounding the Project Site.

The Water Purveyor's approach typically consists of analyzing their water system infrastructure and model near the Project Site. Based on the results, they determine whether they can meet the Project water demands based on existing infrastructure.

Outside entities cannot perform the same analysis the Water Purveyor would perform as access to their water system model and testing capacities is not available to the public. However, it is commonly assumed that the proposed daily domestic water demand equals the proposed sewage generated by new buildings plus the irrigation water demand. The proposed water demands are shown on the Domestic Water Exhibit (Figure 4-7).

While it is anticipated that the existing water infrastructure can support the proposed project, it is recommended this be confirmed through direct communication with the Water Purveyor during the project design stage. The Domestic Water Exhibit shown in Figure 4-7 has been sent to the Walnut Valley Water District. Any response received by KPFF will be reflected in a revised iteration of this document.

Figure 4-7 - Domestic Water Exhibit



C. Storm Capacity Analysis

Existing conditions of the site show that the current development is nearly 100% impervious. The proposed development on site would roughly amount to the same percentage of imperviousness and potentially less with the addition of landscaping areas. Based on this and with the understanding that LID Best Management Practices (BMPs) will be implemented throughout the project site area, it is anticipated that the proposed storm drainage flows would be, at worst, the same as the existing development storm drain flows, and therefore the proposed project would not negatively impact the existing storm drainage infrastructure.

D. Utility Relocation and Upgrades Summary

Sewer

1. Sewer main relocation along Gentle Springs
   - Demolition of 662 LF of existing 12" VCP pipe
   - Construction of 530 LF of 12" VCP pipe
   - Demolition of sewer manholes #178,179, and 180
   - Relocation of sewer manhole #181
2. Sewer main relocation along S. Prospector's Road
   - Demolition of 122 LF of existing 10" VCP pipe
   - Construction of 85 LF of 10" VCP pipe
   - Relocation of sewer manhole #53
3. Sewer main relocation along S. Prospector's Road
   - Demolition of 300 LF of existing 8" VCP pipe
   - Construction of 300 LF of 8" VCP pipe
   - Relocation of sewer manhole #191
4. Sewer main relocation south of Pomona Freeway Off-Ramp and north of Block 1-B
   - Demolition of 722 LF of existing 10" VCP pipe and 100 LF of existing 10" CIP pipe
   - Construction of 795 LF of 10" VCP pipe
   - Demolition of sewer manhole #173
   - Relocation of sewer manhole #174 and 175

Figure 4-8 - Storm Drain Exhibit

5. Sewer main relocation within Block 3-B and connecting to the sewer main in South Diamond Bar Boulevard
   - Demolition of 603 LF of existing 8" VCP pipe
   - Construction of 563 LF of 8" VCP pipe
   - Demolition of sewer manhole #228
   - Relocation of sewer manhole #231 and 229

Storm Drain

6. Storm Drain relocation along S. Diamond Bar Boulevard
   - Demolition of 222 LF of existing 66" Storm Drain
   - Construction of 212 LF of 66" Storm Drain

Water

7. Domestic Water Main relocation within Block 3-A
   - Demolition of 577 LF of existing 6" ACP pipe
   - Construction of 679 LF of 6" ACP pipe
   - Relocation of fire hydrant #199203
8. Domestic Water Main relocation within Block 2-B and 2-E
   - Demolition of 365 LF of 8" ACP pipe
   - Relocation of 365 LF of 8" ACP pipe
   - Relocation of fire hydrant #198409
9. Domestic Water Main relocation within Block 3-B
   - Demolition of 461 LF of 8" ACP pipe
   - Relocation of 461 LF of 8" ACP pipe
   - Relocation of fire hydrant #199210
10. Domestic Water Main relocation which spans length of Diamond Bar Boulevard and terminates at Block 4-B
   - Demolition of 429 LF of 8" ACP pipe and 608 LF of 6" ACP pipe
   - Relocation of 429 LF of 8" ACP pipe and 608 LF of 6" ACP pipe
   - Fire hydrants along this line are proposed to remain in place
11. Domestic Water Main relocation within Block 4-B and 4-C
   - Demolition of 458 LF of 8" ACP pipe
   - Relocation of 494 LF of 8" ACP pipe
   - Relocation of fire hydrant #198416

Figure 4-9 - Utility Improvement Exhibit

4.4 Storm Drainage and Low Impact Development (LID)

The project will need to comply with the County of Los Angeles Low Impact Development (LID) Requirements for Designated Projects.

All Designated Projects must retain 100 percent of the SWQDv on-site through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so. To meet these requirements, Designated Projects must :

- Conduct site assessment and identify design considerations, including determining the feasibility of on-site infiltration (Section 4 and Section 7.3 of L.A. County LID Standards Manual)
- Apply site-specific source control measures (Section 5 of LID Standards Manual)
- Calculate the Stormwater Quality Design Volume (Section 6 of LID Standards Manual)
- Implement stormwater quality control measures (Section 7 of LID Standards Manual)
- Implement alternative compliance measures, if necessary (Section 7 of LID Standards Manual)
- Implement hydromodification requirements, if necessary (Section 8 of LID Standards Manual)
- Develop a Maintenance Plan, if necessary (Section 9 of LID Standards Manual)

Compliance with these LID requirements will need to be achieved for all new private development project.

Within the public right-of-way including Diamond Bar Boulevard, the primary street within the project limit of work, which bisects the site along its North-South axis, the installation of green street infrastructure such as curb extensions with biofiltration planters should be explored. They would help capture the roadway and sidewalks stormwater runoff, which would be treated through percolation.

Figure 4-10 shows potential types and locations of LID infrastructure that would facilitate the infiltration, capture and reuse, or biofiltration of stormwater on-site and off-site. The LID system most suited for each site will depend on the site-specific geotechnical investigations and recommendations at the time of design. Provided that soils are conducive, deep infiltration using deep drywells can be very effective LID systems. In the event of infiltration infeasibility due to the soils or project conditions, the feasibility of capture and reuse systems (typically restricted to on-site projects) can be analyzed based on the project water demands, including the irrigation needs. If the project proposed water demand is too low to allow the installation of a capture system, the design will need to include some type of biofiltration systems. Figure 4-10 shows some details of the various LID systems that could potentially be implemented within the project area.

Figure 4-10 - Potential LID Strategies

**Exact system appropriate to each site will need to be confirmed based on site specific geotechnical investigations and recommendations.*

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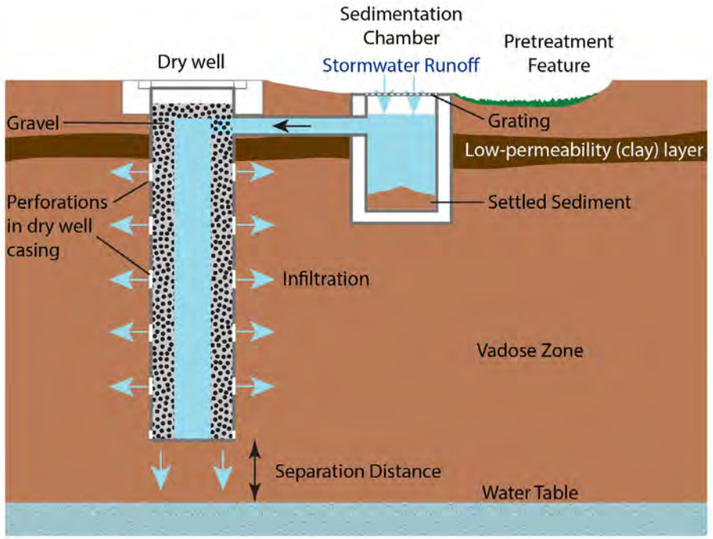
On-site Deep Infiltration Drywell Precedents



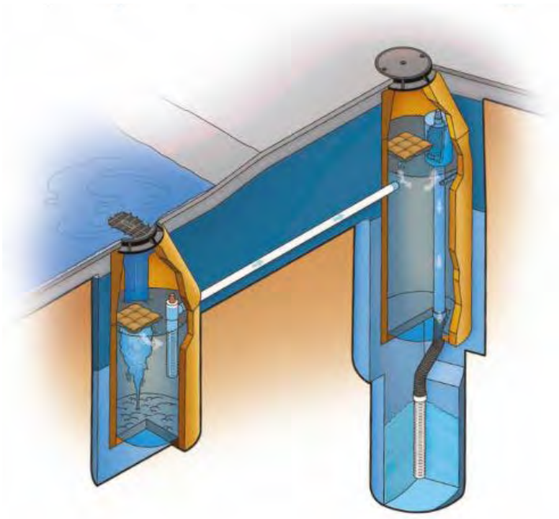
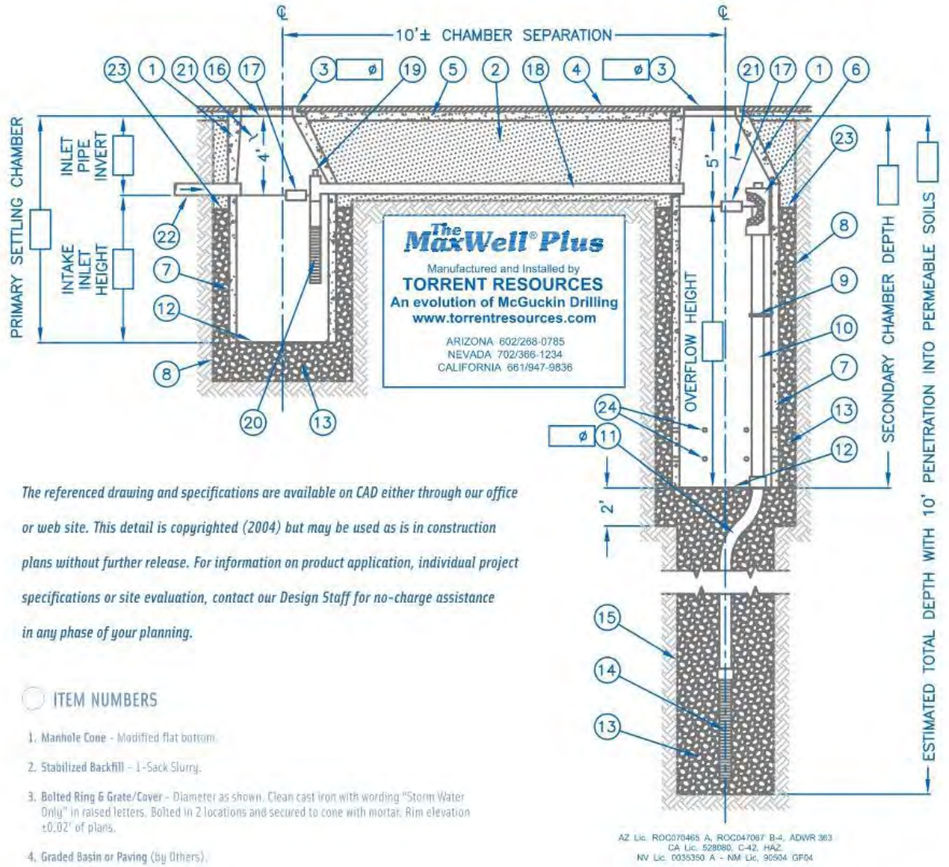


Figure 4-11 - Drywell precedents and details

The MaxWell® Plus Drainage System Detail And Specifications



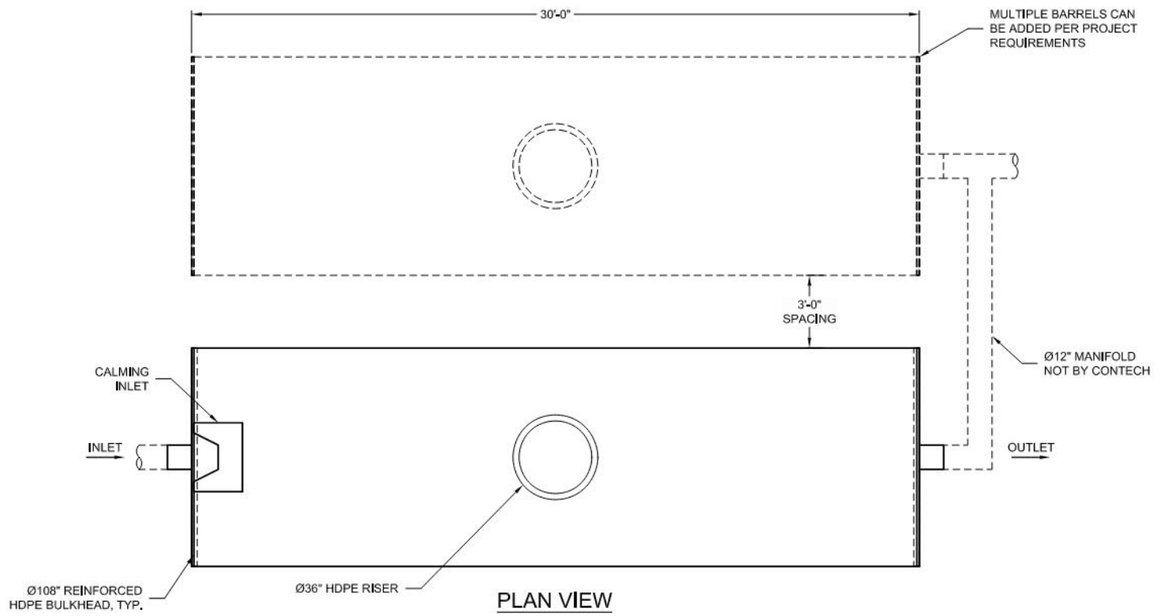
The referenced drawing and specifications are available on CAD either through our office or web site. This detail is copyrighted (2004) but may be used as is in construction plans without further release. For information on product application, individual project specifications or site evaluation, contact our Design Staff for no-charge assistance in any phase of your planning.

ITEM NUMBERS

1. **Manhole Cone** - Modified flat bottom.
2. **Stabilized Backfill** – 1-Sack Slurry.
3. **Bolted Ring & Grate/Cover** – Diameter as shown. Clean cast iron with wording "Storm Water Only" in raised letters. Bolted in 2 locations and secured to cone with mortar. Rim elevation ±0.02' of plans.
4. **Graded Basin or Paving** (by Others).
5. **Compacted Base Material** (by Others).
6. **PureFlo® Debris Shield** – Rolled 16 Ga. steel X 24" length with vented anti-siphon and internal .265" Max. SWO flattened expanded steel screen X 12" length. **Fusion bonded epoxy coated.**
7. **Pre-cast Liner** - 4000 PSI concrete 48" ID. X 54" OD. **Center in hole** and align sections to **maximize bearing surface.**
8. **Min. 6' Ø Drilled Shaft.**
9. **Support Bracket** - Formed 12 Ga. steel. **Fusion bonded epoxy coated.**
10. **Overflow Pipe** – Sch. 40 PVC mated to drainage pipe at base seal.
11. **Drainage Pipe** - ADS highway grade with TRI-A coupler. **Suspend pipe** during backfill operations to prevent buckling or breakage. Diameter as noted.
12. **Base Seal** – Geotextile or concrete slurry.
13. **Rock** - Washed, sized between 3/8" and 1-1/2" to **best complement soil conditions.**
14. **FloFast® Drainage Screen** – Sch. 40 PVC 0.120" slotted well screen with 32 slots per row/ft. Diameter varies 120" overall length with TRI-B coupler.
15. **Min. 4' Ø Shaft** – Drilled to **maintain permeability** of drainage soils.
16. **Fabric Seal** – U.V. Resistant Geotextile – **To be removed by customer** at project completion.
17. **Absorbent** – Hydrophobic Petrochemical Sponge. Min 128 oz. capacity.
18. **Connector Pipe** – 4" Ø Sch. 40 PVC.
19. **Anti-Siphon Vent** with flow regulator.
20. **Intake Screen** – Sch. 40 PVC 0.120" modified slotted well screen with 32 slots per row/ft. 48" overall length with TRI-E end cap.
21. **Freeboard Depth Varies** with inlet pipe elevation. Increase primary/secondary settling chamber depths as needed to maintain all inlet pipe elevations above connector pipe overflow.
22. **Optional Inlet Pipe** (by Others).
23. **Moisture Membrane** – 6 mil. Plastic. Place securely against eccentric cone and hole sidewall. Used in lieu of slurry in landscaped areas.
24. **Eight - (8) perforations per foot,** 2 row minimum.

Figure 4-12 - The MaxWell Plus drainage system details

On-site Capture & Reuse System Precedents



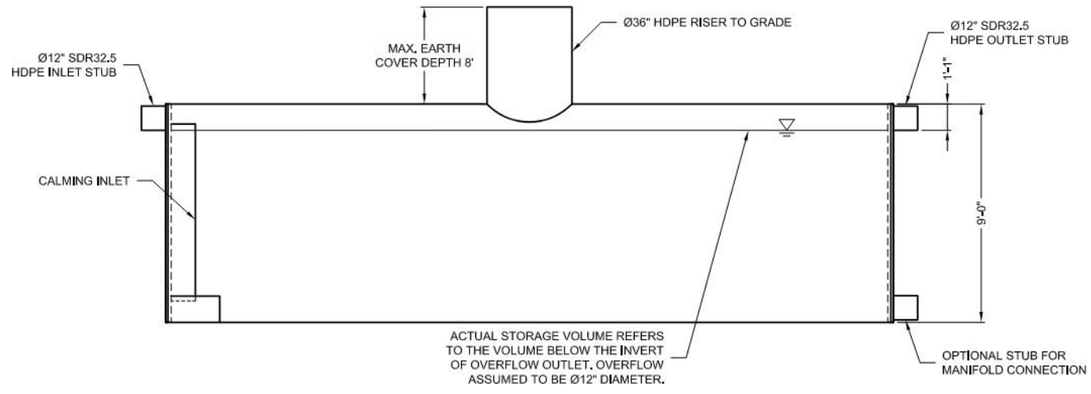


Figure 4-13 - Capture and reuse precedents and details

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Green Street Infrastructure / Bioswale at Bulb Out Precedents

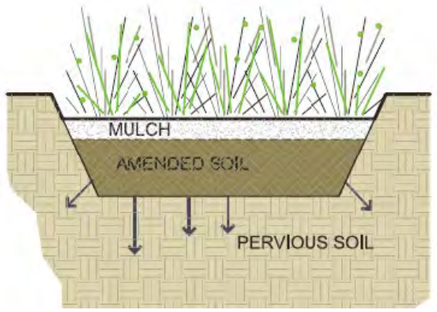

Figure 4-14 - Bioswale at bulb out precedents and details

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5

Land Use, Density and Intensity Standards

5.1 Purpose and Applicability

Land use and development within the Plan Area is subject to conformance with the permitted uses and allowable densities as outlined in this chapter. The permitted land uses and allowable densities are informed by the Vision, Character and Specific Plan policies described in Chapters 1 and 2. These elements work together to create a use-compatible, visually distinct and vibrant community while retaining appropriate design flexibility at the project level. The intent is to provide a clear and concise set of regulations and standards that builders, developers, property owners and City staff can rely on to implement development within the Plan Area in an efficient manner.

The permitted uses and allowable densities and intensities are applicable to buildings that were newly constructed following the adoption of this Specific Plan.

This chapter provides for permitted residential uses and allowable and required residential densities consistent with the General Plan Housing Element and State law. It also provides alternative incentives for property owners that satisfy certain land-use objectives to achieve higher residential densities that may exceed those that would otherwise be permitted pursuant to Section 22.18.010 of the Development Code (Affordable housing incentives / density bonus provisions) and California Government Code Section 65915-65918 (“State Density Bonus Law” or “SDBL”) in return for satisfying certain land use objectives.

5.2 Sub-Area Plans and Land Use Standards

Development in the Specific Plan Area shall conform to the applicable Land Use standards and permit requirements within the applicable Sub-area per Section 5.2.1 Sub-Area Plan.

Every 100% residential or mixed-use project with less than 15,000 square feet of commercial floor area shall have a residential density of no fewer than 30 dwelling units per acre. All other projects shall have a residential density of no fewer than 20 units per acre.

5.2.1 Sub-Area Plan

The Sub-Area Plan (Figure 5-1) identifies four (4) sub-areas, which are all intended as walkable with a diverse mix of Building Types and uses.

The Sub-Area Plan divides the Town Center Specific Plan into four (4) Sub-Areas, each with moderately different allowable land uses and intensities. Land Use Standards are identified in Section 5.2.2 Building Type Standards are identified in Section 6.5. The base residential density in all Sub-areas is 30 du/ac. Developers may achieve higher densities through density bonuses pursuant to Section 22.18.010 of the Development Code and SDBL, or through the TCSP Inclusionary Incentive Program described in Section 5.3 (Density Incentives).

5.2.1.1 Sub-Area 1

This area is zoned for lowest intensity of development and includes properties in the northwest corner of the site, adjacent to the freeway, and small parcels in the southeast corner of the site, along Torito Lane and in the southwest corner of the site along S. Prospectors Road. The total allowable gross FAR is 1.0.

5.2.1.2 Sub-Area 2

This area is zoned for medium intensity of development, and includes sites between the freeway to the north and Gentle Springs Drive/Palomino Drive to the south. Allowable land uses have been calibrated to account for its freeway adjacency. The total allowable gross FAR is 2.0.

5.2.1.3 Sub-Area 3

This area is zoned for medium intensity development and includes sites along Golden Springs Drive east of Diamond Bar Boulevard as well along the southwest corner of the site. Allowable land uses have been calibrated to account for adjacency to single family neighborhoods the Lorbeer Middle School and the Mount Cavalry Church and School. The total allowable gross FAR is 2.0.

5.2.1.4 Sub-Area 4

This area has the highest intensity of development and constitutes the majority of the site, more or less central to the Town Center. These areas are zoned to achieve the highest intensity of development, because they are expected to make the most contributions to the urban design of the Town Center. The total allowable gross FAR is 2.5.

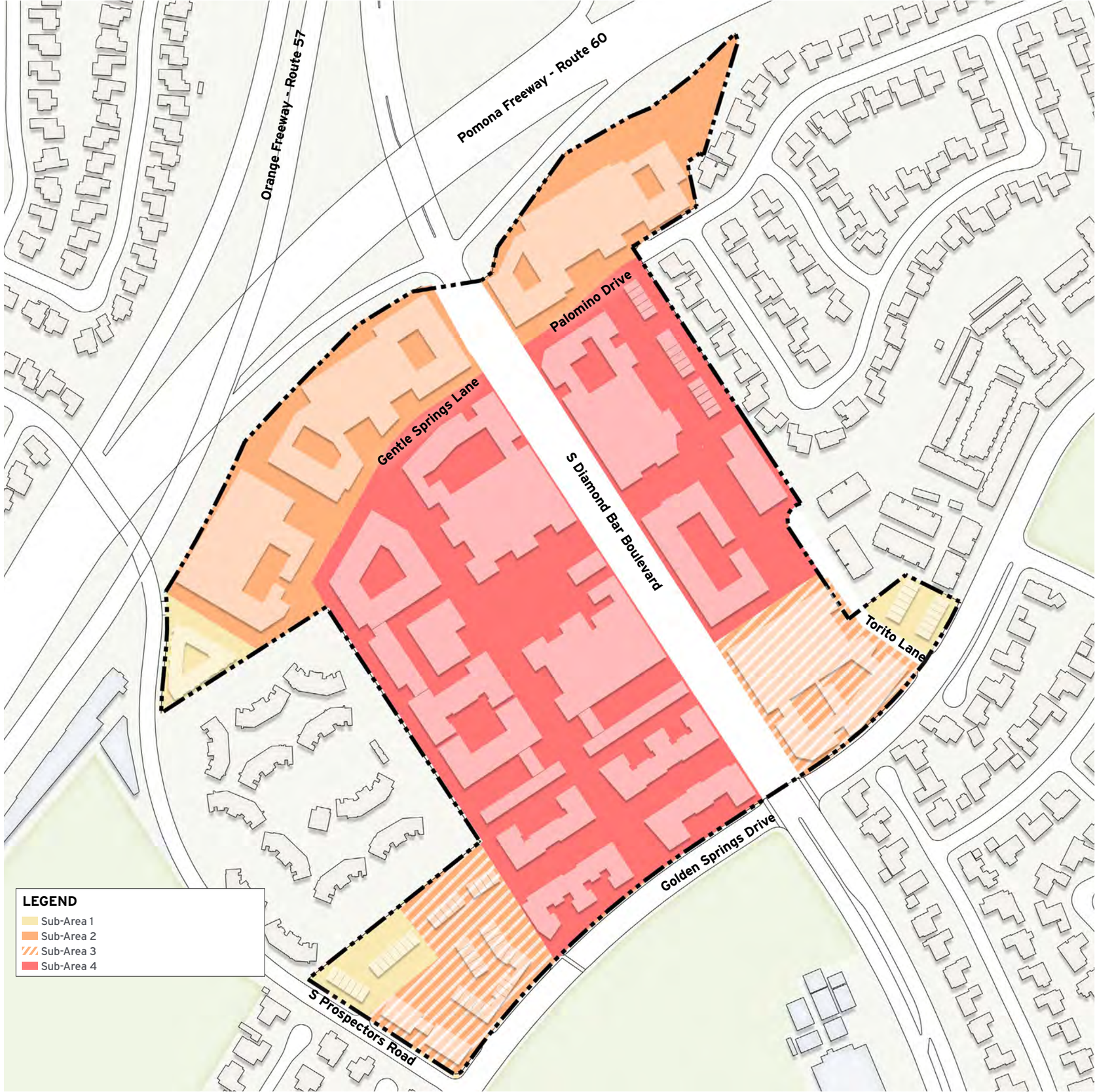

Figure 5-1 - Sub-Areas Plan

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5.2.2 Land Use Standards

The Land Use Standards for each Sub-Area are described in this section. In addition to the Allowable Land Uses, the primary elements that will define the character of the Town Center Specific Plan Area are Building Types, Frontage Types, and Public Space types. Allowable land uses enjoy flexibility within limits described in this Specific Plan. The Land Use Standards will be reviewed periodically by the City to ensure a balanced mix of uses and building types.

All uses in the Town Center Specific Plan Area shall contribute to the mixed-use character envisioned for Town Center. Permitted Uses identified in Table 5-1 are allowed by right. Uses that require a Conditional Use Permit may be approved by the Director, provided that the applicant demonstrates that the intended use is not detrimental to the vision of the Plan, and the findings offset forth in Development Code Section 22.58.040 are made.

The Director may determine that a use not expressly listed below may be allowed as a permitted or conditional use, or not allowed, subject to the findings of DBCC Section 22.04.020 (h).

1. Specialty Food Retail, including, but not limited to the following: grocery/drug stores (under 15,000 sf); coffee/tea; candy; gourmet foods; ice cream; pastry/desserts; yogurt/dairy; doughnuts/bakery; beer, wine and spirits with ancillary tasting.
2. Specialty Goods Retail, including but not limited to the following: cooking supplies/culinary; general housewares; decorator/art and design centers; specialty hardware; specialty gardening supplies; antiques and other previously used items; high-quality goods; party supplies; lamps and lighting; household accessories; stationery; books and magazines; records/recorded music; musical instruments sales, service and repair.
3. Quality Goods and Ancillary Services, including but not limited to the following: small crafts; art supplies; picture framing; specialty furniture; clothing/shoe stores; thrift/consignment stores; electronics and computers; cameras/photography service and supplies; sporting goods; outdoor/sports clothing and supplies; toys/games; cards/gifts; jewelry/watches; florists.
4. Personal Services (excluding massage), not exceeding 850 sf Gross Floor Area, including but not limited to the following: dry-cleaning; shoe repair; seamstress; tailor; barber and beauty shops.
5. Business Services, not exceeding 850 sf Gross Floor Area, including but not limited to the following: photocopying services; printing services; shipping and delivery services.
6. Medical, Dental, Optometry and Veterinary Offices.
7. Eating Establishments, including but not limited to: restaurants, fast casual, food halls, outdoor dining, fast food without drive-thrus. May include beer, wine and distilled spirits, as well as ancillary entertainment uses, in conjunction with prepared food service availability.
8. Direct-to-Consumer Goods Making, including the following and similar uses: bakery; craft brewery and distillery; luthiers in conjunction with retail musical instrument sales.
9. Large Format Retail (over 15,000 sf), including but not limited to the following: supermarkets, large pharmacies & drugstores, furniture stores, department stores, and cinemas. No individual use may exceed 40,000 sf, although two or more users may occupy a single building so long as no individual use exceeds 40,000 sf.
10. Civic and Cultural Facilities, including but not limited to libraries; public recreation facilities; museums; art galleries; auditoriums; police and fire stations; government offices.
11. Child Care Facilities.
12. Health and Exercise Clubs.
13. Lodging or similar establishments engaged in the provision of temporary or travel accommodation on a less than monthly basis, including bed and breakfasts, hotels, and inns, excluding short-term rentals (Prohibited Citywide).
14. Bars and Nightclubs, including establishments providing entertainment, dancing, or alcohol not clearly ancillary to food service.
15. Bank Institutions.
16. Professional Offices.
17. Residential, including townhouses, multi-family housing for rent or sale, student housing, senior housing, etc.
18. Live/Work, including the following: an integrated workspace within a residence; ground-floor office space with residential living spaces above.
19. On-Site Real-Estate Sales and Leasing Office, for the residential units within the TCSP Project Area, and located within the same building as the residential units.
20. Makerspace, including but not limited to: collaborative workspaces, coworking spaces, and art and dance studios.
21. Massage Establishments (also see Development Code Section 5.08.070).
22. Eyeglass and Sunglass Retail Sales, including ancillary optometry exam office space not exceeding 200 square feet of partitioned floor area.
23. Existing Service Stations.
24. Automated Car Wash in conjunction with Existing Service Stations.

Existing Service Stations are located in Sub-Areas 2 (Block 4-A), 3 (Block 5-C) and 4 (Blocks 2-D & 4-B).

Key	
Permitted	P
Conditional Use Permit	CUP
Not Permitted	NP

Table 5-1: Permitted Uses

Land Use	Ground Floor Uses – Sub-Area				Upper Floor Uses – Sub-Area			
	1	2	3	4	1	2	3	4
1	P	P	P	P	NP	P	P	P
2	P	P	P	P	NP	P	P	P
3	P	P	P	P	NP	P	P	P
4	P	P	P	P	NP	P	P	P
5	P	P	P	P	P	P	P	P
6	NP	NP	NP	NP	NP	P	P	P
7	P	P	P	P	NP	P	P	P
8	P	P	P	P	NP	P	P	P
9	NP	P	NP	P	NP	P	NP	P
10	NP	P	P	P	NP	P	P	P
11	P	NP	NP	NP	NP	CUP	CUP	CUP
12	NP	NP	NP	NP	NP	CUP	CUP	CUP
13	NP	CUP	CUP	P	NP	CUP	CUP	P
14	NP	CUP	CUP	CUP	NP	CUP	NP	CUP
15	NP	NP	CUP	NP	NP	P	P	P
16	NP	NP	NP	NP	P	P	P	P
17	P	P	P	P	P	P	P	P
18	P	NP	P	NP	P	P	P	P
19	P	P	P	P	P	P	P	P
20	P	P	P	P	NP	P	P	P
21	NP	CUP	CUP	CUP	NP	CUP	CUP	CUP
22	P	P	P	P	NP	P	P	P
23	N/P	P	P	P	NP	NP	NP	NP
24	NP	CUP	CUP	CUP	NP	NP	NP	NP

5.2.3 Nonconforming Uses

A legally-established use within the TCSP boundaries that has been rendered nonconforming as a result of the Specific Plan's adoption may be reestablished within the TCSP boundaries provided that tenant space is available in a structure that existed prior to the adoption of the TCSP and the off-street parking requirements set forth under Development Code Chapter 22.30 can be met on the property to which the use is proposed to be relocated.

5.3 Density Incentives

California Density Bonus Law (Government Code Sections 65915-65918) grants developers the right to density bonuses, as well as concessions from development standards and other incentives, to make the production of affordable housing economically feasible. Development Code Section 22.18.010 establishes the local procedures to implement State Density Bonus Law. The State and local density bonus regulations are collectively referred to as "Density Bonus Law," or "DBL."

Diamond Bar encourages the development of affordable housing in the Town Center to provide rental and homeownership opportunities to young households, those who wish to downsize and remain in Diamond Bar, and to those members of the workforce for whom housing prices in Diamond Bar are out of reach. This Section provides developers with an alternative to Density Bonus Law that not only incentivizes the production of affordable housing, but also endeavors to increase residual land values of developments that are required to incorporate public spaces and other civic amenities.

5.3.1 DENSITY INCENTIVE CRITERIA FOR THE TOWN CENTER

1. The maximum base residential density throughout the Town Center is 30 du/ac. A developer may increase a project's density through either Density Bonus Law or by applying the TCSP Inclusionary Incentive Program Standards. The TCSP Inclusionary Incentive Program and DBL standards are mutually exclusive: an applicant may design their project using either the Inclusionary Incentive Program or DBL, but not both.
2. Where very low-, low-, and/or moderate-income units are provided, the record owner(s) of the property shall enter into an affordable housing regulatory agreement with City pursuant to Development Code Section 22.18.030.
3. The Inclusionary Standards are based on a point system. Each point ("Inclusionary Point" or "IP") is worth a 10% increase from the base density. Points are earned by providing affordable housing, consolidating parcels, and/or by providing commercial square footage. Blocks 2-D and 2-E are also eligible for 3 Inclusionary Points if a minimum 50-room hotel is developed on the block.
4. Point values vary from block to block, taking factors into account such as the amount of public open space required on a block. Generally, blocks on which public open space is required will also be eligible for more Inclusionary Points than blocks where public open space is not required. The sum of Inclusionary Points is used to derive the Inclusionary Factor for each project.
5. Points are awarded on a per-project basis, not per block, and only for new construction. Existing commercial square footage has an IP value of zero.
6. Inclusionary Points are not divisible or proratable. If 10,000 square feet of commercial floor area is worth 1 IP on a given block, no Inclusionary Points will be awarded if less than 10,000 square feet is provided. Likewise, providing 12,000 square feet of commercial floor area is not worth 1.2 IPs. IP benchmarks are set forth in the Inclusionary Standards.
7. The "Inclusionary Density" (ID, measured as du/ac) is derived using the following formula: ***ID = 30 + 3(IP)***. For example, the ID for a project that qualifies for 5 Inclusionary Points is calculated as follows:

   ID = 30 + 3(5)

   = 30 + 15

   = 45

8. Density transfers. Density transfers among certain blocks may be allowed when a master or phased project is proposed, subject to approval of a development agreement. Densities may only be transferred internally among the following groups of blocks:
   - 2-A, 2-B, 2-C, 2-D, 2-E, 3-B
   - 4-B, 4-C, 5-A, 5-B, 5-C

Figure 5-2 - Block Nomenclature Diagram

5.3.2 Block Criteria & Requirements

All Inclusionary Bonus calculations resulting in fractions are rounded up to the next whole number (e.g., a calculation of 100.1 units is rounded up to 101 units).

*A. Inclusionary Points Performance Standards - All Blocks**

Inclusionary Points are earned in accordance with Table 5-2 by providing rental and/or for-sale units that are restricted to very low income, low income and moderate-income households.

Table 5-2: Inclusionary Points Performance Standards (All Blocks)

Affordable Unit Percentage**	Very Low-Income Inclusionary Points	Low-Income Inclusionary Points	Moderate-Income Inclusionary Points
5%	2.0	1	-
6%	2.25	1.2	-
7%	2.5	1.4	-
8%	2.75	1.6	-
9%	3.0	1.8	-
10%	3.25	2.0	0.5
11%	3.5	2.15	0.6
12%	3.875	2.3	0.7
13%	4.25	2.45	0.8
14%	4.625	2.6	0.9
15%	5	2.75	1
16%	5	2.9	1.1
17%	5	3.05	1.2
18%	5	3.2	1.3
19%	5	3.35	1.4
20%	5	3.5	1.5
21%	5	3.875	1.6
22%	5	4.25	1.7
23%	5	4.625	1.8
24%	5	5	1.9
25%	5	5	2
26%	5	5	2.1
27%	5	5	2.2
28%	5	5	2.3
29%	5	5	2.4
30%	5	5	2.5
31%	5	5	2.6
32%	5	5	2.7
33%	5	5	2.8
34%	5	5	2.9
35%	5	5	3
36%	5	5	3.1
37%	5	5	3.2
38%	5	5	3.3
39%	5	5	3.4
40%	5	5	3.5
41%	5	5	3.875
42%	5	5	4.25
43%	5	5	4.625
44%-99%	5	5	5
100%***	8	8	8

*All Inclusionary Bonus calculations resulting in fractions are rounded up to the next whole number (e.g., a calculation of 100.1 units is rounded up to 101 units).
**Affordable unit percentage is calculated excluding units added by the Inclusionary Bonus.
***Applies when 100% of the total units (other than manager's units) are restricted to very low, lower and moderate income (maximum 20% moderate).

B. Inclusionary Points Performance Standards - Block Specific

1. Provided that the resulting development would not restrict more than 50% of the total units to very low income, low income and/or moderate-income households, additional Inclusionary Points shall be earned in accordance with Table 5-3 when an applicant proposes to construct a development that conforms to the performance standards of Table 5-2, agrees to include additional rental or for-sale units affordable to very low or moderate-income households, and meets any of the following requirements:
   a. The residential component of the mixed-use development provides exactly 15% of the total units to Very Low-Income households; or
   b. The residential component of the mixed-use development provides exactly 24% of the total units to Lower-Income households; or
   c. The residential component of the mixed-use development provides exactly 44% of the total units to Moderate-Income households
2. The City shall award additional Inclusionary Points for a development that meets the requirements of subsection B.1, calculated as follows:

Table 5-3: Compounded Inclusionary Point Values

Affordable Unit Percentage Increase	Additional Very Low-Income Inclusionary Points	Additional Moderate-Income Inclusionary Points
5%	2.0	2.0
6%	2.375	2.25
7%	2.75	2.5
8%	3.125	2.75
9%	3.5	3.0
10%	3.25	3.25
11%	3.875	3.5
12%	3.875	3.875
13%	3.875	4.25
14%	3.875	4.625
15%	3.875	5

C. Additional BlocK-Specific Inclusionary Point Opportunities

Block-specific Inclusionary Point criteria are shown in Table 5-4.

Table 5-4: Inclusionary Points Performance Standards (Block Specific)

Block	Additional	IP Value
1-A, 1-B	Minimum 2-acre project area	1
	Per every 20,000 sf of commercial floor area	1
4-A	Minimum 4-acre project area	1
	Per every 20,000 sf of commercial floor area	1
2-A, 2-B	Minimum 2-acre project area	1
	First 36,000 sf of commercial floor area	1
	Each additional 36,000 sf of commercial floor area	2
2-C	Minimum 3-acre project area	1
	First 25,000 sf of commercial floor area	2
	Each additional 25,000 sf of commercial floor area	4
2-D, 2-E	Minimum 2-acre project area	1
	First 20,000 of commercial floor area.	1
	Each additional 7,000 of commercial floor area	1
4-B, 4-C	Minimum 4-acre project area	1
	First 20,000 sf of commercial floor area	1
	Next 20,000 sf of commercial floor area	3
5-A, 5-B	Minimum 3-acre project area	1
	First 30,000 sf of commercial floor area	1
	Each additional 30,000 sf of commercial floor area	2
3-A	Minimum 4-acre project area	1
	Each 20,000 sf of commercial floor area	2
3-B	Minimum 4.7-acre project area	1
	First 33,000 sf of commercial floor area	2
	Each additional 33,000 sf of commercial floor area	4
5-C	Minimum 2.5-acre project area	1
	First 15,000 sf of commercial floor area	1
	Each additional 6,000 sf of commercial floor area	1
5-D	No additional Inclusionary Points available.	N/A

6

Objective Design Standards

The Objective Design Standards provides local control over the design of future multifamily housing and mixed-use development within the adopted Town Center Specific Plan. These standards enable the City of Diamond Bar to ensure that the vision it has for Downtown Diamond Bar is achieved in built form, while complying with state housing laws designed to expedite housing production. Objective design standards are defined in California Government Code sections 65913.4 and 66300(a)(7) as standards that:

... involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal.

These objective design standards will ensure that new development exhibits a high standard of urban design, architecture, and landscaping, while addressing the uniqueness of the various places within the Town Center area. Apply universally throughout the TCSP area.

This chapter is organized as follows:

6.1 Purpose and Intent

The objective design standards that follow are applicable to applicants submitting proposals for multifamily housing or mixed-use development within the TCSP area. They are also applicable to commercial development including hotels and commercial buildings (including stand-alone office and retail buildings). They are not applicable to civic buildings (such as libraries, cultural or civic centers, or city offices). Their purpose is to set the minimum design standards required to assure that new development contributes to the "sense of place" described in Chapter 2 of this Specific Plan document. For a design standard to be considered "objective" it must be either measurable or verifiable with no "gray area" for interpretation and therefore requiring no discretion.

The objective design standards are to be utilized during the city development review process. All projects will be evaluated and analyzed on their adherence to the objective design standards through a design review process that includes a mandatory checklist of applicable objective design standards.

To satisfy the design review requirements, a project must demonstrate how it is in substantial compliance with the applicable objective design standards therefore qualifying the project for a streamlined permitting process. The project's facades must comply with one of the Architectural Styles described in Section 6.16 if it is to receive expedited review.

The following Statements of Intent are established here to meet the TCSP set of goals (Sections 1.5 & 1.6 - Goals and Policies) and state mandates consistent with the aspirations of the community:

- Comply with state mandates to implement new objective design standards for eligible multifamily housing and mixed-use development projects located within the Town Center area.
- Ensure projects eligible for a streamlined review process pursuant to California Government Code Section 65913.4 comply with these objective design standards.
- Build an eclectic and diverse downtown that evolves over time.
- Ensure building placement and Frontage along the Street reflects the intended character the Plan Area
- Maintain a consistent Street Frontage or "street wall" throughout the Sub-Areas.
- Create architectural variation along a Block Front through diversity of massing, articulation, and architectural detailing.
- Create a built environment that emphasizes pedestrian scale and variety by activating ground-floor Frontages, using ample Fenestration, Awnings, and frequent building entries.
- Ensure that Streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.
- Provide off-street parking in surface lots or garages at the rear of buildings so that parking does not dominate the built environment.
- Provide design details and illustrations that are prescriptive and objective.

6.2 Applicability

The following sections provide objective design standards required for use in the review of "developments" governed by California Government Code Section 65913.4 (Streamlined Ministerial Approval Process) and "housing development projects" as governed by California Government Code Section 65589.5 (Housing Accountability Act). These sections detail the review process required by these state provisions for all housing and mixed-use development and required by the City of Diamond Bar for all other buildings such as retail or office buildings except civic structures. These Objective Design Standards shall apply to all projects within the TCSP including those that contain no multi-family housing.

6.3 Administration of the Objective Design Standards

6.3.1 Adjustment Process

A project applicant may request one (1) adjustment to the applicable design standards provided in this chapter. The intent of this provision is to allow the application of an alternative design approach that meets or exceeds the qualitative design intent of the design standard to be adjusted, not to provide relief from such standard solely for the purpose of reducing costs or undermining the purpose and intent of this Chapter. The adjustment process set forth herein shall apply only to the standards in this Chapter.

The request must be made in writing as part of the application for the proposed project. The written justification for an adjustment must contain the following:

- The design standard(s) that is being requested to be waived; and
- How the request meets the adjustment findings listed below.

6.3.2 Adjustment Findings

The Planning Commission will consider the request and information provided and make findings to approve or deny the request. An adjustment shall be granted only if all the following findings are made:

1. The proposed project meets the intent of the design standard under consideration, or a similar design standard is implemented in substitution.
2. The project meets the allowed density with the proposed adjustment.
3. The proposed project is consistent with the distinctive architectural style selected.

6.3.3 Other Applicable Objective Standards

Eligible projects must comply with all applicable regulatory documents (including but not limited to the TCSP, Diamond Bar Municipal Code, etc.) for topics on which this document is silent.

6.3.4 Conflicting Standards

Where a standard exists for the same topic, in this Chapter and another applicable City regulatory document, the standards in this Chapter shall prevail.

6.3.5 Streamlined Permitting Review Process

All project applicants requested to process their eligible projects through the city's streamlined permitting review process, are required to submit a complete streamlined permitting review application. Required documents are provided by the City of Diamond Bar Planning Division.

6.4 Block Development Regulating Plan and Standards

The Block Development Regulating Plan provides the framework for developing each block within the Plan area. In order ro respond to a number of unique confitions throughout the TCSP area, Standards for each development block and every *block front* are provided.

6.4.1 Block Development Regulating Plan

The Specific Plan area is subdivided into sixteen (16) development blocks in five (5) geographic groups, as shown in Figure 6-1. Section 6.4 identifies development standards for each block. All new development must adhere to the standards presented on these pages. Standards for public outdoor space blocks are covered in Section 3.4.2.

Figure 6-1 - Block Development Groups Diagram

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6.4.2 Explanation of Standards

Development in the Specific Plan Area shall conform to the applicable Block Development Standards per Section 6.4 Block Development Regulating Plan and Standards. The Block Development Standards identify the permitted Building Types, Frontage Types, and additional standards per block. The block development standards cover the following:

A. Block Intent Statement

This statement describes the development intent for the respective block group and points out specific design opportunities.

B. Street & Alley Connections

Street and Alley Connections standards indicate required streets or alleys with flexibility as to exact location. Generalized locations are indicated in the individual block development diagrams. Final alignments shall be approved through the development review process. Where possible, entrances to alleys shall align across streets.

C. Maximum Building Height

While Maximum Building Heights are generally defined in the Building Type Standards, this section provides additional limitations along certain block frontages.

D. Block Frontage Standards

Build-to lines are measured from the proposed Right-Of-Way (ROW) line at street frontages. On private streets, the Build-to line shall be measured from the theoretical ROW line. In cases where the Build-to lines are expressed as a range, building fronts may be placed anywhere between that range. Where a Build-to line is specified as a single dimension, the building front may be placed within twelve-inches behind the build-to line. For additional clarity, build-to are presented in the block diagram and in the block frontage standards table.

Minimum Frontage Occupancy is the minimum percentage of a blockfront at which a building frontage is set either at or within twelve inches of the Build-to Line (when expressed as a single number) or within the range specified by the Block Development Standards.

As shown in Figure 6-2, the Minimum Frontage Occupancy shall be measured as a linear distance parallel to the property line. The remaining frontage length may be set behind the build-to or setback lines or may be left unoccupied.

Service and Access Point standards regulate curb cut locations for each block front.

E. Permitted Building Types and Minimum Number of Building Types Per Block

This standard provides a table of permitted building types for each development block. Furthermore, certain blocks require development to utilize two or more different building types.

F. Public Space Standards

As outlined in Chapter 2: Site, Form and Character, and illustrated in Figure 3-20, a multi-faceted public space network is one of the eight integral components of the Town Center Specific Plan. Section 3.4.2, Public Space Typologies, defines the function and identifying features of the seven types of public spaces that will inhabit the Town Center. These spaces are necessary to fulfill the Specific Plan's Goals (Section 1.5), Policies (Section 1.6), Public Realm Planning Principles (Section 3.2.1), and Public Space dedication requirements (Section 7.5.D).

The public space polygons and associated acreages in Figure 3-20 and Figures 6-7 through 6-8 are designated as no-build areas. Applicants are required to construct the public space areas, or the portions thereof that fall within the parcels owned or controlled by the applicant, in accordance with Sections 3.4.2, 3.5, and 7.5.D. Construction of these public spaces shall occur concurrently with the development of the parcels on which they are located, unless an alternative construction schedule is approved by the City through a development agreement or other contractual agreement.

In accordance with General Plan Policy PF-P-8, individual residential and mixed-use projects shall dedicate parkland and/or pay fees to the City for park and recreation purposes at a ratio of 5.0 acres of parkland/ recreational space per 1,000 residents. The public spaces required in this chapter qualify toward fulfilling this requirement. The calculation for determining the total amount of parkland required for each project is set forth under DBCC Section 21.32.040.

G. Permitted Frontage Types

The permitted frontage types table outlines which frontage types are permitted at the ground floor of each block front. Developments must also comply with the permitted frontage types of the selected building type.

Figure 6-3 explains the elements of the Block Development Standards provided for each block group.

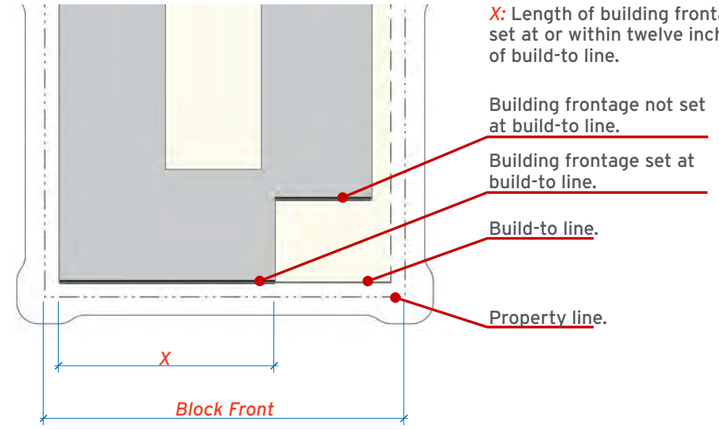

Figure 6-2 - Minimum Building Frontage Occupancy

This diagram illustrates the relationship between the building frontage and the build-to line. The block front standards require a minimum length of the building frontage to be set at or within twelve inches of the build-to line (X). The remainder of the building frontage may be set any distance behind the build-to line.

The minimum building frontage occupancy varies by block front and is regulated by the Block Standards.

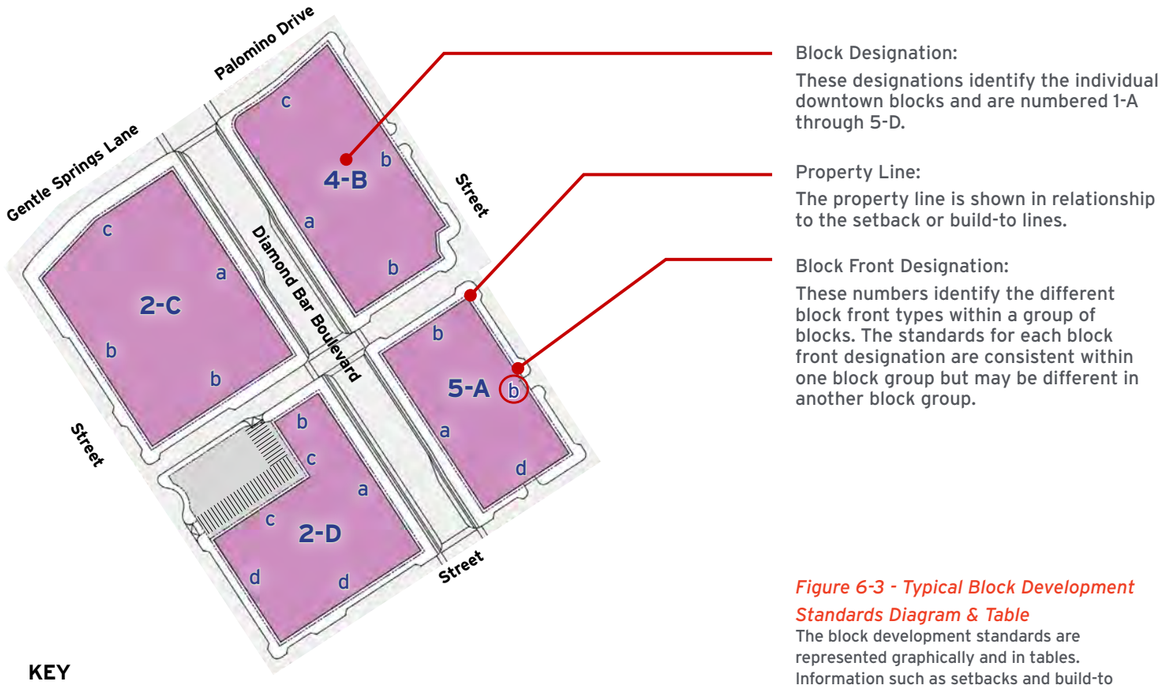

Figure 6-3 - Typical Block Development Standards Diagram & Table

The block development standards are represented graphically and in tables. Information such as setbacks and build-to lines can be found in both the plan graphic and the table. Other standards, such as frontage occupancy requirements, are only presented in tabular form.

Block designations (alphabetical letter and number) and frontage designations (lower case alphabetical letters) link the plan elements to the tables.

6.4.3 Block Group 1

A. Block Intent Statement

Blocks on this Northern Edge site back onto the SR-60 and front onto the private street of Gentle Springs Lane. Block 1-B terminates the view corridor along the New Main Street and development located here will acknowledge and encourage the view to the mountains. Ground-floors are to have active frontages.

A connection from S. Prospectors Road to Gentle Springs Lane shall be made, at such times as Block 1-B is redeveloped.

B. Street & Alley Connections

Developments may provide streets, alleys or privare driveways on each block. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.

Figure 6-4 - Group 1 Block Development Diagram

D. Block Frontage Standards

Table 6-1.1: Block Frontage Standards	Group 1 Block Front			
	a	b	c	d
Build-To Line (from R.O.W.)	10'	5' - 8'	NR	0' - 5'
Minimum Frontage Occupancy %	80	65	NR	NR
Service & Access Points	NP	P-3	NR	P-1

Table key:
NP - not permitted or none permitted;
NR - not regulated;
P-1 - permitted with a limit of one per blockfront;
P-2 - permitted with a limit of four per blockfront;
P-3 - on an as need basis, individual parcels might require fire lane access.

E. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-1.2: Permitted Building Types	Group 1 Block	
	1-A	1-B
Town House		X
Flex/Loft Building	X	X
Walk-Up Building	X	X
Courtyard Building	X	X
Urban Block Building	X	X
Liner Building with Garage	X	X
Urban Anchor Building		X
Urban Supermarket		X
Minimum Number of Types	1	3

Table key:
X - permitted.

F. Public Space Standars

Table 6-1.3: Public Open Space Requirement	
Block	Public Open Space Requirement
1-A, 1-B	Not required

G. Permitted Frontage Types

Table 6-1.4: Permitted Frontage Types	Group 1 Block Front			
	a	b	c	d
Storefront	X	X	NR	
Storefront Terrace	X	X		
Dooryard		X		X
Stoop		X		
Residential Terrace	X	X		X
Forecourt		X		
Urban Frontage	X	X		X
Exposed Garage				

Table key:
X - permitted;
NR - not regulated - meaning there are no requirements regarding frontages in this location.

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6.4.4 Block Group 2

A. Block Intent Statement

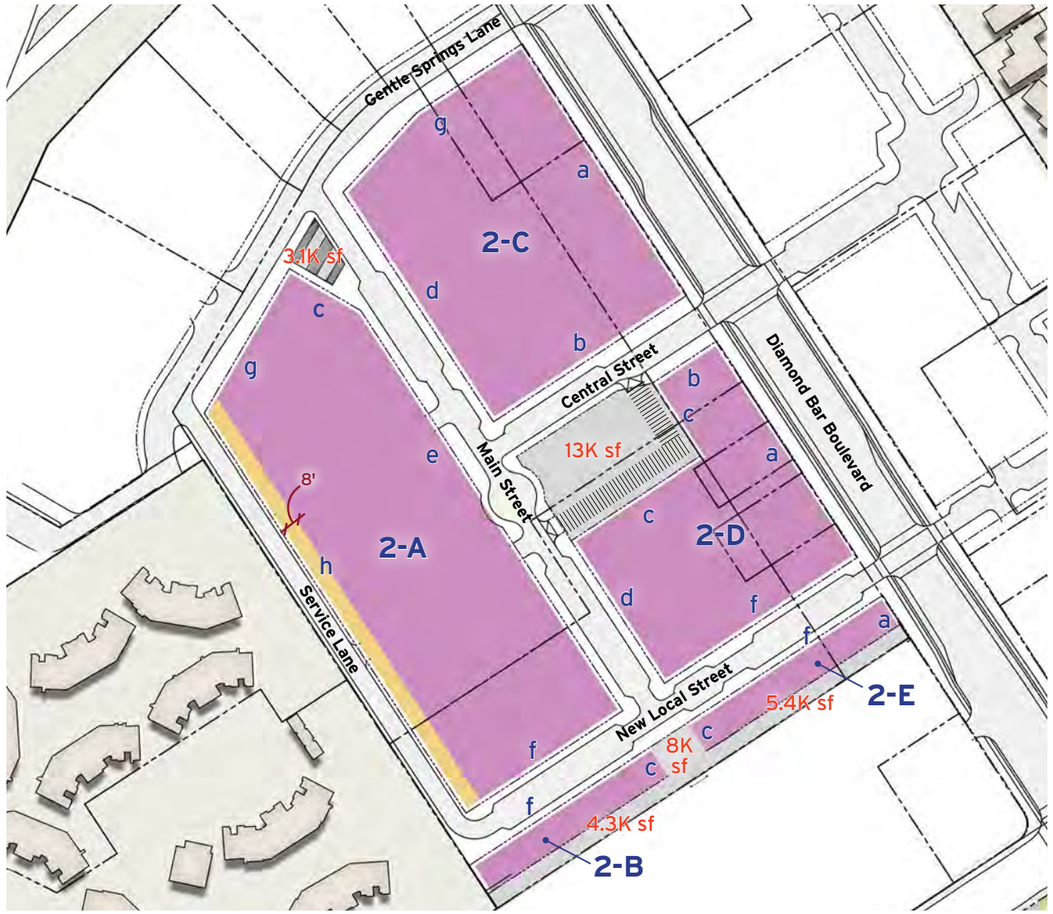
This block group is the active core of the Plan area and straddles the New Main Street. The blocks can accommodate a mix of different uses while ground-floor retail lines New Main Street and Diamond Bar Boulevard. The new downtown's Public Square, sits between blocks 2-A, 2-C and 2-D. Buildings on this blocks house ground-floor retail that activates and frames this urban square. Likewise, development leading to this public space along the New Main Street and fronting the square shall provide active frontages and uses. Another public space - including a public staircase with accessible ramps will sit between blocks 2-B and 2-E.

B. Street & Alley Connections

Developments may provide streets or alleys on each block. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.



KEY

- Developable Area
- Public Space Dedication
- Maximum Height within 8' of building front for at least 60% of frontage is 57'
- #-X Block Designation
- x Block Front Designation
- Property Line
- Build-to Line (minimum distance shown)
- Alley, suggested location

Figure 6-5 - Group 2 Block Development Diagram

D. Block Frontage Standards

Table 6-2.1: Block Frontage Standards	Group 2 Block Front							
	a	b	c	d	e	f	g	h
Build-To Line (from R.O.W.)	10'	5' - 8'	0'	5' - 8'	5' - 8'	5' - 10'	5' - 10'	NR
Minimum Frontage Occupancy %	80	90	70	80	80	80	70	
Service & Access Points	NP	NP	NP	P-1	P-3	P-1	P-2	

Table key:
NP - not permitted or none permitted;
NR - not regulated;
P-1 - permitted with a limit of one per blockfront;
P-2 - permitted with a limit of two per blockfront;
P-3 - on an as need basis, individual parcels might require fire lane access.

E. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-2.2: Permitted Building Types	Group 2 Block				
	2-A	2-B	2-C	2-D	2-E
Town House	X	X			X
Flex/Loft Building	X	X	X	X	X
Walk-Up Building		X			X
Courtyard Building			X	X	
Urban Block Building	X		X	X	
Liner Building with Garage	X		X	X	
Urban Anchor Building	X		X	X	
Urban Supermarket	X		X	X	
Minimum Number of Types	3	1	2	2	1

Table key:
X - permitted.

F. Public Space Standards

Table 6-2.3: Public Open Space Requirement	
Block	Public Open Space Requirement
2-A, 2-B	3,100 s.f. at Gentle Springs intersection, plus 8,300 s.f. for portion of Grand Stair and Linear Park
2-C	Not required
2-D, 2-E	13,000 sf Town Square, plus 9,400 sf for portion of Grand Stair and Linear Park

G. Permitted Frontage Types

Table 6-2.4: Permitted Frontage Types	Group 2 Block Front							
	a	b	c	d	e	f	g	h
Storefront	X	X		X	X	X	X	NR
Storefront Terrace	X	X		X	X	X	X	
Dooryard						X	X	
Stoop	X			X	X	X	X	
Residential Terrace	X			X	X	X	X	
Forecourt		X	X					
Urban Frontage	X	X	X	X	X			
Exposed Garage							X	

Table key:
X - permitted;
NR - not regulated - meaning there are no requirements regarding frontages in this location.

6.4.5 Block Group 3

A. Block Intent Statement

Blocks on this southern Edge site front Golden Springs Drive along and enjoy the site's highest elevation. From this site, it will be possible to view down the new Main Street, in Block Group 2 towards a view of the San Gabriel Mountains in the distance. Block 3-B provides for a required public space (paseo, park or street) aligned with the new Main Street, and connects to it via a public staircase. A required vehicular or pedestrian connection (or some combination of the extends from Diamond Bar Boulevard though both halves of Block 3-B and continues to 3-A and ultimately to Prospectors Drive. Building fronts along the northern and western edges of 3-A are at lower scale than the rest of the block group in order to transition to residential areas beyond.

B. Street & Alley Connections

Developments may provide streets or alleys on each block. Alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.

Figure 6-6 - Group 3 Block Development Diagram

D. Block Frontage Standards

Table 6-3.1: Block Frontage Standards	Group 3 Block Front					
	a	b	c	d	e	f
Build-To Line (from R.O.W.)	10'	5' - 8'	7' - 10'	NR	0' - 5'	NR
Minimum Frontage Occupancy %	70	70	80	80	60	NR
Service & Access Points	P-1	P-2	P-1	P-2	NP	NP

Table key:
NP – not permitted or none permitted;
NR - not regulated;
P-1 – permitted with a limit of one per blockfront;
P-2 – permitted with a limit of two per blockfront.

E. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-3.2: Permitted Building Types	Group 3 Block	
	3-A	3-B
Town House	X	
Flex/Loft Building	X	X
Walk-Up Building	X	
Courtyard Building	X	X
Urban Block Building	X	X
Liner Building with Garage	X	X
Urban Anchor Building		
Urban Supermarket		
Minimum Number of Types	2	3

Table key:
X – permitted.

F. Public Space Standars

Table 6-3.3: Public Open Space Requirement	
Block	Public Open Space Requirement
3-A	3,600 sf Pocket Park
3-B	6,800 sf pocket park + 5,000 sf of promenade and portion of Grand Stair

G. Permitted Frontage Types

Table 6-3.4: Permitted Frontage Types	Group 3 Block Front					
	a	b	c	d	e	f
Storefront	X	X				NR
Storefront Terrace	X	X				
Dooryard		X	X	X	X	
Stoop		X	X	X	X	
Residential Terrace		X	X	X	X	
Forecourt		X	X	X	X	
Urban Frontage	X	X	X	X	X	

Table key:
X – permitted;
NR - not regulated - meaning there are no requirements regarding frontages in this location.

6.4.6 Block Group 4

A. Block Intent Statement

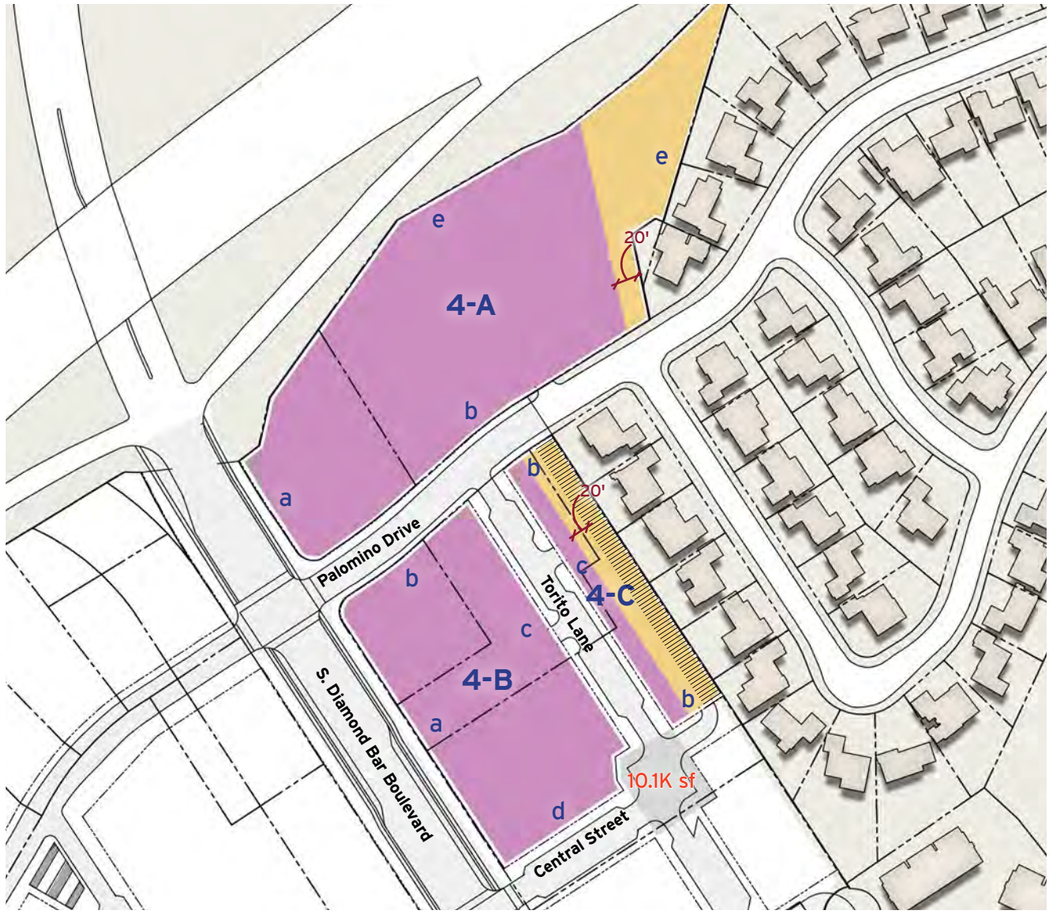
Block Group 4 sits east of Diamond Bar Boulevard and stretches from the CA-60 freeway, across Palomino Drive to the new Main Street that runs east-west. This block-group's southern edge defines part of small plaza and includes a north-south street that connects this plaza with Palomino Drive. At the eastern edge of this block group, buildings will be reduced in height to transition to the single family neighborhood to the east.

B. Street & Alley Connections

Developments may provide streets or alleys on each block. Alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.



KEY

- Developable Area
- Public Space Dedication
- Maximum Height within 20' of building front is 36'
- #-X Block Designation
- x Block Front Designation
- Property Line
- Build-to Line (minimum distance shown)
- Alley, suggested location

Figure 6-7 - Group 4 Block Development Diagram

D. Block Frontage Standards

Table 6-4.1: Block Frontage Standards	**Group 4 Block Front**				
	a	**b**	**c**	**d**	**e**
Build-To Line (from R.O.W.)	10'	5' - 8'	5' - 7'	5' - 8'	NR
Minimum Frontage Occupancy %	80	65	80	80	
Service & Access Points	NP	P-2	P-1	P-3	

Table key:
NP – not permitted or none permitted;
NR - not regulated;
P-1 – permitted with a limit of one per blockfront;
P-2 – permitted with a limit of four per blockfront;
P-3 – on an as need basis, individual parcels might require fire lane access.

E. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-4.2: Permitted Building Types	**Group 4 Block**		
	4-A	**4-B**	**4-C**
Town House	X	X	X
Flex/Loft Building	X	X	X
Walk-Up Building		X	X
Courtyard Building	X	X	
Urban Block Building	X	X	
Liner Building with Garage	X	X	
Urban Anchor Building	X	X	
Urban Supermarket	X	X	
Minimum Number of Types	3	2	1

Table key:
X – permitted.

F. Public Space Standars

Table 6-.3: Public Open Space Requirement	
Block	**Public Open Space Requirement**
4-A	Not required
4-B, 4-C	5,050 sf of the 10,100 sf Plaza

G. Permitted Frontage Types

Table 6-4.4: Permitted Frontage Types	**Group 4 Block Front**				
	a	**b**	**c**	**d**	**e**
Storefront	X	X	X	X	NR
Storefront Terrace	X	X		X	
Dooryard	X	X	X		
Stoop	X	X	X		
Residential Terrace	X	X	X		
Forecourt	X	X			
Urban Frontage	X	X		X	
Exposed Garage		X			

Table key:
X – permitted;
NR - not regulated - meaning there are no requirements regarding frontages in this location.

6.4.7 Block Group 5

A. Block Intent Statement

Block Group 5 incorporates the southeastern portion of the site. It sits along the eastern edge of Diamond Bar Boulevard and is bounded on the north by the new east-west Main street and on the south by Diamond Bar Boulevard. At the heart of this block group is a residential green space that is pin-wheel in its organization, surrounded by both new buildings as well as existing townhouses. This space's shape receives a new east west street, while allowing Torito Drive coming from the south to be re-directed northward inboard from the eastern boundary so that this street can be fronted on both sides.

B. Street & Alley Connections

Developments may provide streets or alleys on each block. Alleys are encouraged where indicated in the block development diagram. The City shall approve final locations.

C. Maximum Building Height Standards

Buildings shall conform to the height limits of the building type standards (see Section 6.5), except as noted on the Block Development Diagram.

KEY

- Developable Area
- Public Space Dedication
- Maximum Height within 20' of building front is 36'
- #-X Block Designation
- x Block Front Designation
- Property Line
- Build-to Line (minimum distance shown)
- Alley, suggested location

Figure 6-8 - Group 5 Block Development Diagram

D. Block Frontage Standards

Table 6-5.1: Block Frontage Standards	Group 5 Block Front							
	a	b	c	d	e	f	g	h
Build-To Line (from R.O.W.)	10'	8' - 10'	5' - 7'	5' - 8'	5' - 8'	5' - 10'	0'	5' - 7'
Minimum Frontage Occupancy %	80	70	80	80	80	80	90	80
Service & Access Points	NP	P-2	P-1	NP	P-1	P-1	NP	NP

Table key:
NP – not permitted or none permitted;
P-1 – permitted with a limit of one per blockfront;
P-2 – permitted with a limit of four per blockfront.

D. Permitted Building Types and Minimum Number of Building Types Per Block

Table 6-5.2: Permitted Building Types	Group 5 Block			
	5-A	5-B	5-C	5-D
Town House	X	X	X	X
Flex/Loft Building	X	X	X	X
Walk-Up Building		X	X	X
Courtyard Building			X	
Urban Block Building	X		X	
Liner Building with Garage	X		X	
Urban Anchor Building	X	X	X	
Urban Supermarket	X	X	X	
Minimum of Types	2	1	2	1

Table key:
X – permitted.

F. Public Space Standars

Table 6-5.3: Public Open Space Requirement	
Block	Public Open Space Requirement
5-A, 5-B	5,050 sf of the 10,100 sf plaza + 6,700 sf pocket park
5-C	Not required
5-D	Not required

G. Permitted Frontage Types

Table 6-5.4: Permitted Frontage Types	Group 5 Block Front							
	a	b	c	d	e	f	g	h
Storefront	X	X	X	X	X	X	X	
Storefront Terrace	X	X		X	X	X	X	
Dooryard		X	X		X	X		X
Stoop		X	X	X	X	X		X
Residential Terrace		X	X		X	X		
Forecourt		X			X	X		
Urban Frontage	X	X		X	X	X	X	X

Table key:
X – permitted.

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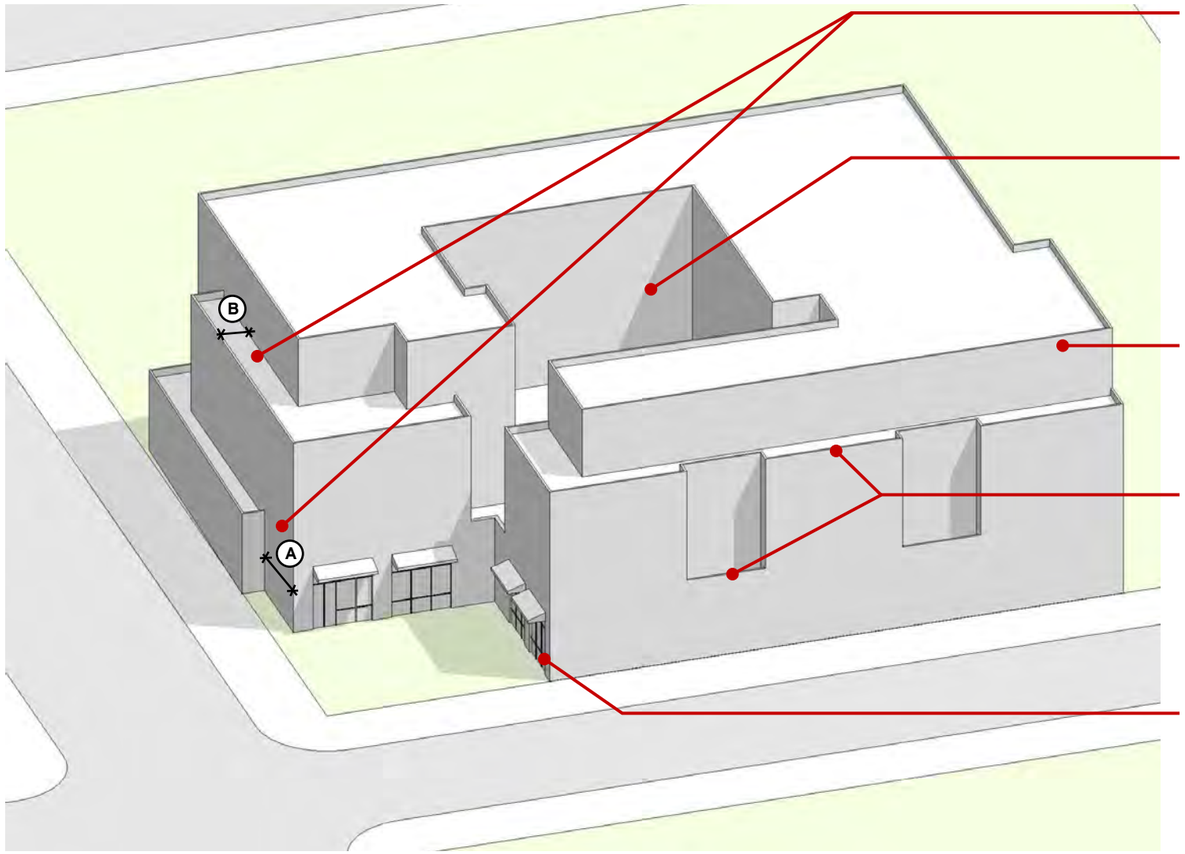
6.5 Building Type Standards

In order to provide for a variety of household types and to create a varied and complex urban environment, this Plan provides for a diversity of building types, from town houses, flex/lofts, walkups, and courtyard buildings to urban block buildings, and liner buildings with garages. Additional types address predominantly commercial types, which may also include housing above. Once a particular building type is selected, development must adhere to the type-specific standards. These include maximum facade width, pedestrian access, parking, outdoor space, landscape, frontage types, and building massing (see Figure 6-9).

These building type standards have been created to assure a variety of building configurations are developed and to ensure that all buildings are designed to encourage activation of the public realm and provide private outdoor spaces, such as gardens, courtyards, and porches for residents.

Where a project utilizes a building design that does not correspond with one of the building types included herein, the applicant will propose which of these building types is closest to the proposal submission, and subject to the approval of the Planning Commission, follow the corresponding requirements for that building type.

While there is flexibility within the choice of building types for each block, only certain building types are appropriate for a particular block given adjacent uses and other requirements. Each block's block development diagram specifies the allowable building types for each block, as well as the minimum number of different building types that are required for that block.



Plane Break:

The area of the building where the plane of the facade varies in depth, represents a plane break. Plane breaks can be horizontal (see (A) left) or vertical (see (B) left).

Green Space:

Each building type requires the lot area to be occupied by a certain percentage of green space area, which can be accommodated in a variety of ways, for instance through gardens, yards, patios, courtyards, etc. as described on each building type page.

Maximum Footprint per Story:

The floor area of upper stories shall be less than the area of the building footprint at grade as indicated by the maximum allowed footprint per story charts on each building type page.

Maximum Upper Level Building Frontage Occupancy:

Some building types have limitations on the percentage of the building front that can be occupied above 45 feet in height. A standard may limit upper levels to 80% of a frontage, requiring either a break in frontage or a setback of the building face by a minimum of 8 feet.

Frontage Type:

Each building has certain facade conditions that are called frontage types. Each frontage interacts differently with the street and therefore is appropriate for different areas and building types (see Section 6.7).

Figure 6-9 - Key Building Type Elements

6.5.1 Explanation of Standards

These standards are intended to avoid monotonous, block-like building designs in favor of more varied building designs with reduced bulk at the upper stories. The building type standards cover the following:

A. Intent Statement

This statement describes the development intent and typical characteristics for the respective building type.

B. Façade Width

Façade width standards regulate the maximum width of a building. However, this dimension may be exceeded if one of the following strategies is employed:

1. The building is designed to appear as two or more buildings, with distinct entries and for each apparent building, and such that the space between each building is at least 20 feet in width. These buildings may be connected above the ground floor via corridor "bridges" that are set back a minimum of 25' from the façade plane.
2. As an alternative to the 6.5.1.B.1, any four of the following techniques may be employed:
   - Provide a material change for the entire height of the building.
   - Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.
   - Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a facade with a repetitive bay system that is not symmetrical.
   - Provide a change in building height by at least 10 feet or one-story
   - Provide separate and additional primary entries from the street.
   - Provide a change in Architectural Style

C. Building Height and Massing

Height standards regulate the maximum building height. Building height shall be defined pursuant to the Development Code.

Some building types require horizontal or vertical plane breaks or both (see also Figure 6-9). Horizontal plane breaks shall not alleviate the minimum building frontage occupancy requirements from Section 6.4. Building façades facing build-to lines shall provide plane breaks in a manner such that the overall building frontage meets the minimum building frontage occupancy requirements (see Section 6.4). Plane breaks are only required at street-facing façades.

Furthermore, a maximum allowed footprint per story is presented for certain building types. The maximum allowable footprint per story limits the percentage of occupiable space per building story in relationship to the building's ground-floor footprint (see Figure 6-10). For example, a four-story building that limits the maximum allowable footprint of the fourth story to 60 percent may satisfy this requirement by providing stepbacks, decks, patios, building articulation, or similar massing strategies that assure that the fourth story occupies no more than 60 percent of the building. Balconies shall count toward the maximum allowable footprint unless there is at least 18 feet of vertical airspace between each balcony deck.

D. Maximum Upper-Level Frontage Occupancy

Certain building types have limitations on the percentage of the building frontage that can be occupied above 45 feet in height. These standards are included in order to provide more variety and visual interest at the upper levels. The upper level frontage occupancy is based on the ground-floor plan. Façade portions that are set back at least eight feet from the ground-floor building face are considered as not occupying the upper level frontage.

E. Frontage Types

This standard lists which frontage types are permitted for each building type. Developments must also comply with the permitted frontage type standards of the applicable block development standards.

F. Pedestrian Access and Entries

This standard regulates the location and orientation of building entries.

G. Parking

Building type parking standards provide parking design regulations that are specific to each building type.

H. Outdoor Space

Each building type requires a specific amount of outdoor space to be designated on site. Such outdoor space may either be private, only accessible to the occupants, or open to the general public. Outdoor space may be located at grade, atop a podium or at the rooftop unless the location is restricted by the selected building type. Regardless of location, the design of outdoor space shall maximize solar access. Setbacks less than 15 feet in depth shall not count towards fulfilling the required amount.

Required outdoor space can be shared between adjacent building types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 6-11).

I. Landscape

The landscape standards regulate the design of outdoor space including the amount of outdoor space that is required to be planted with vegetation.

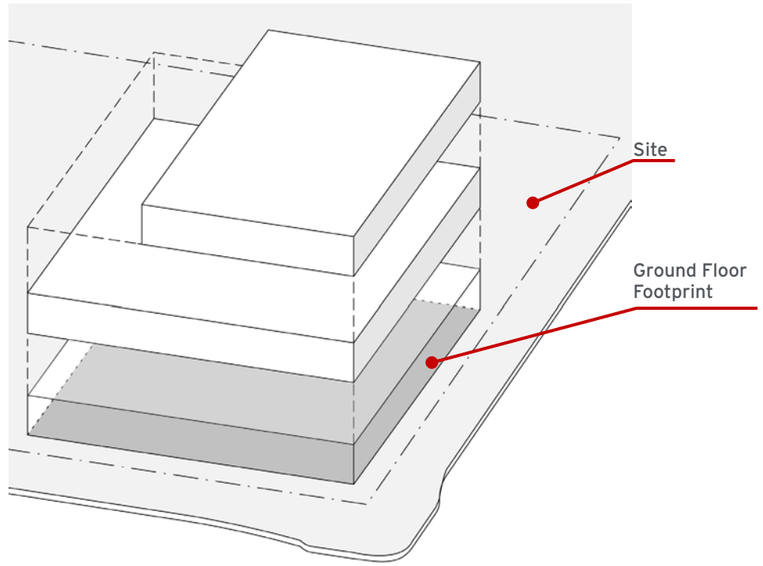


Figure 6-10 - Maximum Footprint per Story Diagram
The maximum footprint per story is computed based on the building's ground floor footprint, not the overall site area.

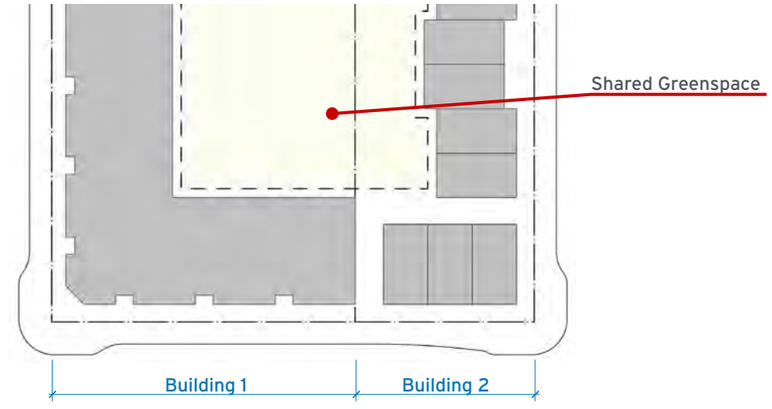


Figure 6-11 - Shared Outdoor Space Diagram
Adjacent buildings may combine the required outdoor spaces into one shared space provided the cumulative minimum requirements for each building is met.

6.5.2 Town House

Figure 6-12 - Town House Diagram
Houses with common walls line a street front.

Figure 6-13 - Town House Illustrative Photo

A. Intent Statement

A structure that consists of at least three primary residences with common walls, side by side along the building frontage. The structure has individual garages for each unit, accessed from an alley, or may have a shared structure with dedicated spaces. Town houses may also wrap the podium of a high-rise building type.

B. Façade Width

1. Maximum of 26 feet for each town house unit, except that the façade width of a town house on block corners may be up to 30 feet per frontage.
2. The maximum number of attached town houses allowed is 10 townhouses per façade string.

C. Building Height & Massing

1. Maximum height shall be 45 feet.
2. Façade strings shall have at least one encroachment per 100 linear feet, such as a porch, balcony, or plane break. The combined length of plane breaks shall occupy at least 10 percent of the façade length.
3. Building faces abutting side streets or yards shall provide at least one horizontal plane break of at least three feet, and one vertical plane break of at least two feet.
4. In a three-story building, a two-story town house can be stacked over a separate ground-floor unit.

D. Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types: dooryard and stoop (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

The primary entrance shall be accessible directly from the street, through the frontage.

G. Parking

1. Garages shall accommodate no more than two cars and shall be integrated into the back of the town house, behind a habitable room.
2. Podium parking is permitted, in which case a unit may also be accessed from the parking area or internal building corridor, and no individual garage parking is required.
3. Above-ground garage structures shall be concealed from view along the street behind the town houses.

H. Outdoor Space

1. Amount required. At least 10 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: elevated terraces, patios, verandas, balconies, yards, decks, and roof gardens.
3. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

6.5.3 Flex/Loft Building

Figure 6-14 - Flex/Loft Building Diagram
Flex/Loft units arranged side by side.

Figure 6-15 - Flex/Loft Building Illustrative Photo

A. Intent Statement

An integrated residence and work space, occupied by a single unit. Often two or more such units shall be arranged side by side along the Principal Frontage that has been designed or structurally modified to accommodate joint residential and work occupancy. Flex/loft buildings may also wrap the podium of a high-rise building type.

B. Façade Width

1. The maximum of 30 feet for each flex/loft unit.
2. The maximum number of attached flex/loft units is 10 façade string.

C. Building Height & Massing

1. Maximum height shall be 50 feet.
2. Façade strings shall have at least one encroachment per 100 linear feet, such as a porch, balcony, or plane break. The combined length of plane breaks shall occupy at least 15 percent of the façade length.
3. Building faces abutting side streets or yards shall provide at least one horizontal plane break of at least three feet, and one vertical plane break of at least two feet.

D. Maximum Upper-Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types: storefront, storefront terrace, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

The primary entrance shall be accessible directly from the street, through the frontage, except that primary residential entries may be accessed through work space, through a paseo between units, or from the rear.

G. Parking

1. Individual garage parking may be integrated into the back of the flex/loft building but must be behind a habitable room.
2. Podium parking is permitted, in which case a unit may also be accessed from the parking area or internal building corridor, and no individual garage parking is required.
3. Above-ground garage structures shall be concealed from view along the street behind the flex/loft building.

H. Outdoor Space

1. Amount required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: elevated terraces, patios, verandas, balconies, yards, decks, and roof gardens.
3. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

6.5.4 Walk-Up Building

Figure 6-16 - Walk-Up Building Diagram
A grouping of units around a central stair entrance.

Figure 6-17 - Walk-Up Building Illustrative Photo

A. Intent Statement

A structure that consists of four to 12 dwelling units accessed from one common staircase accommodating up to four units per floor. The building may contain residential or commercial uses on the ground floor with residential uses above. The Walk-up may be repeated along a primary frontage or within a block subject to the massing requirements of the building type.

B. Façade Width

1. Maximum of 90 feet.

C. Building Height & Massing

1. The maximum height is three stories.
2. Upper stories may occupy the full ground floor footprint area.
3. Attic space may be occupied and not count as a story. Occupiable attic space shall not exceed 50% of the ground floor footprint area.
4. Building faces abutting side streets or yards shall provide at least one horizontal plane break of at least three feet, and one vertical plane break of at least two feet.
5. Where the building is repeated, each building shall front the primary street or the perimeter a block.
6. Repeated buildings shall be provided with different materials, colors and/or architectural styles, so as to not appear as a project.
7. No more than three Walkup Dwellings may be joined end-to-end. In such cases, no more than two adjoining structures may repeat the same facade.
8. Notwithstanding the sentence above, a fourth Walkup Dwelling containing no more than three units per floor may be added to the string if it appears to turn the corner.

D. Maximum Upper-Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types: storefront, storefront terrace, dooryard, and Residential Terrace. Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4). Buildings may be grouped to form a courtyard.

F. Pedestrian Access & Entries

1. All units shall be accessed from a common stair lobby. However, ground floor units may also be accessed from the primary street.
2. Primary pedestrian access to the common stair lobby shall be provided from the street. A second access may be provided from the rear.
3. Primary pedestrian access is not permitted from an alley.

G. Parking

1. Parking shall be accommodated as tuck-under in the rear of the building, at grade in the rear of the lot, in a common surface lot in the middle of the block, or against an alley. Connectivity to adjacent parking lots where present shall be required.
2. Surface lots that face an alley shall be screened from view from the side street by a garden wall, fence or hedge.
3. Services, utilities and trash container areas shall be located off the alley, where present.
4. Parking and services shall be accessed from an he alley where present.
5. Where an alley is not present, parking and services shall be accessed by a 12 ft wide, maximum, driveway (subject to approval by fire marshal) or by adjacent parking areas.
6. On a corner lot without access to an alley, parking and services shall be accessed from the side street, by a 20 ft wide, maximum, driveway.

H. Outdoor Space

1. Amount required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: elevated terraces, patios, verandas, balconies, yards, decks, and roof gardens.
3. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

6.5.5 Courtyard Building

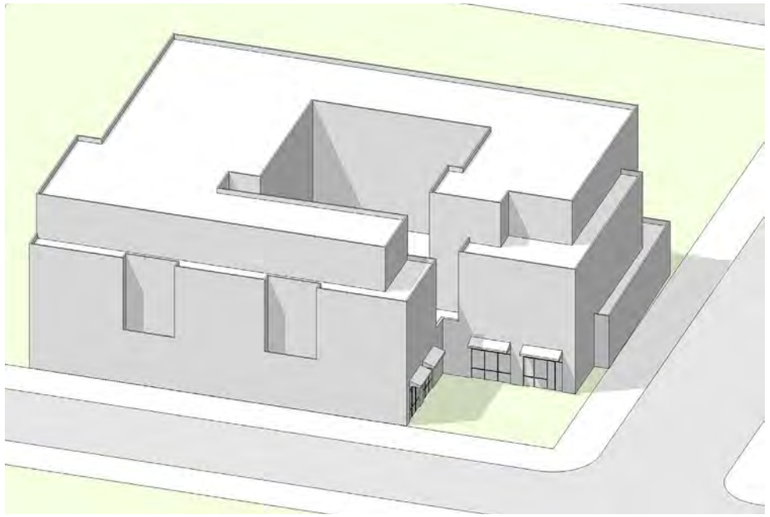


Figure 6-18 - Courtyard Building Diagram
A grouping of units around central courtyards.

Figure 6-19 - Courtyard Building Illustrative Photo
Courtyard view of a courtyard building.

A. Intent Statement

A grouping of townhouses, walkups, or other multi-family buildings arranged on a site around a central courtyard or series of courtyards at grade or above a parking podium. The building may contain residential or commercial uses, and parking is below ground or accommodated in up to two above-grade podium levels.

B. Façade Width

1. The maximum length of any portion of the façade that sits along a Build-to-Line shall not exceed 75'. Exceptions to this under the 6.5.1.B are not permitted.
2. The maximum length of the entire courtyard ensemble shall not exceed 225 feet. This includes the building mass plus the side of the courtyard that is open to the frontage line. Exceptions to this under the 6.5.1.B are not permitted.

C. Building Height & Massing

1. Maximum height shall be 65 feet.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 6-6: Height in Stories	Maximum Allowed Footprint per Story			
	1-2	3	4	5
2	100%	-	-	-
3	100%	80%	-	-
4	100%	100%	80%	-
5	100%	100%	80%	80%

3. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper Level Frontage Occupancy

Portions of façades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary façade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are: forecourt, storefront, storefront terrace, urban frontage, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. The internal courtyard shall be accessible from the street, through the frontage. Where the internal courtyard is located above the ground plane, a grand public stair integrating the character-defining features of the courtyard building's architectural style is required. Access may be gated.
2. The primary entrance to each ground-floor unit shall be directly from the street or courtyard. Entrances shall occur at a maximum interval of 60 feet.
3. Primary access to units above the ground floor shall be through a lobby accessed from the street or the courtyard.

G. Parking

1. Parking may be accommodated in up to two levels of above-ground podium, below ground, or both.
2. A liner of habitable space shall conceal above-ground podium parking garages from view.
3. Residential parking shall be separate from retail parking, except for any residential guest parking.

H. Outdoor Space

1. Amount required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, and courtyards.
3. Dimensions. The minimum courtyard dimension shall be 30 feet on one side for buildings. If the courtyard is surrounded by 3 or more sides or if the building is three or more stories, the minimum dimension on one side shall be 40 feet.
4. Encroachments. Encroachments into the outdoor space are permitted on all sides, provided that the minimum 30-foot dimension is maintained, exclusive of the encroachments.
5. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space. Communal outdoor spaces shall provide high quality amenity and be easily accessible for all residents.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination thereof.

6.5.6 Urban Block Building

Figure 6-20 - Urban Block Building Diagram
A building type that can accommodate a variety of uses

Figure 6-21 - Urban Block Building Illustrative Photo

A. Intent Statement

A building designed for occupancy by retail, service, office, and/or residential uses on the ground floor, with upper floors also configured for office and/or residential uses, however two-story retail is permitted. Parking is usually accommodated below ground.

B. Façade Width

1. Maximum is 225 feet. Exceptions to this under the 6.5.1.B are permitted.
2. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is less, along all required streets. This requirement is not applicable for facades along service or fire lanes and alleys.

C. Building Height & Massing

1. Maximum height shall be 75 feet.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 6-7: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	>5
2-3	100%	-	-	-
4-5	100%	85%	75%	-
>5	100%	100%	85%	75%

3. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper-Level Frontage Occupancy

Portions of façades above 55 feet in height and greater than 150 feet in length shall occupy no more than 60% of the primary façade plane established on the ground floor

E. Frontage Types

Permitted frontage types are: forecourt, storefront, storefront terrace, urban frontage, stoop, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through: 1. an interior courtyard or 2. a lobby, which is accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. For urban block buildings in the retail core fronting Diamond Bar Boulevard and New Main Street see entrance standards in Section 6.6.3.
3. Primary retail entrances shall remain accessible and unlocked during regular business hours.

G. Parking

1. Parking may be accommodated in up to two levels of above-ground podium, below ground, or both.
2. A liner of habitable space shall conceal above-ground podium parking garages from view.

H. Outdoor Space

1. Amount required. At least 15 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof gardens.
3. Dimensions. Each outdoor space shall have a minimum dimension of 20 feet on each side.
4. Encroachments. Encroachments into the outdoor space are permitted on all sides, provided that the minimum 20-foot dimension is maintained, exclusive of the encroachments.
5. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination of thereof. Landscaping in pots or planters may be included in computing the total landscaped area.

6.5.7 Liner Building with Garage

Figure 6-22 - Liner Building with Garage Diagram
A building suitable for a variety of uses wraps a parking structure

Figure 6-23 - Liner Building with Garage Illustrative Photo
Street view of a liner building. The facade does not reveal the parking use behind.

A. Intent Statement

A building and garage ensemble where the building directly fronts the street and wraps around an above-ground garage. The building is designed for occupancy by a mixture of uses. The garage can either be attached to or detached from the building.

B. Façade Width

1. Maximum 175 feet. Exceptions to this under the 6.5.1.B are permitted.
2. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is greater along all required streets. This requirement is not applicable for facades along service or fire lanes and alleys.

C. Building Height & Massing

1. The maximum height shall be 75 feet. The building shall be no less than 35 feet tall. The maximum garage height shall be 55 feet excluding shading devices or photo-voltaic panels.
2. The maximum allowed footprint per story shall be determined by the following table:

Table 6-8: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	>5
2-3	100%	-	-	-
4	100%	90%	-	-
5	100%	90%	75%	-
>5	100%	100%	85%	75%

3. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper-Level Frontage Occupancy

Portions of façades above 55 feet in height and greater than 150 feet in length shall occupy no more than 70% of the primary façade plane established on the ground floor.

E. Frontage Types

Permitted frontage types are forecourt, storefront, storefront terrace, urban frontage, stoop, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. For liner buildings in the retail core fronting Diamond Bar Boulevard and New Main Street see entrance standards in Section 6.6.3.
3. All retail spaces shall be accessed from a ground-floor, single-tenant entry along a street, courtyard, or Paseo.
4. Primary retail entrances shall remain accessible and unlocked during regular business hours.
5. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages.

G. Parking

N/A.

H. Outdoor Space

1. Amount required. At least 10 percent of the lot area shall be provided as outdoor space.
2. Types. Permitted outdoor space types that count toward the satisfaction of the required amount of outdoor space are: patios, verandas, courtyards, and roof gardens.
3. Dimensions. Each outdoor space shall have a minimum dimension of 20 feet on each side.
4. Encroachments. Encroachments into the outdoor space are permitted on all sides, provided that the minimum 20-foot dimension is maintained, exclusive of the encroachments.
5. Design. The outdoor space area must be open to the sky, except for any allowable encroachments (see Section 6.6.8) and any shade structures within the space.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.
2. At least 25 percent of the required on-site outdoor space shall be planted with ground cover, shrubs, trees, or a combination of thereof. Landscaping in pots or planters may be included in computing the total landscaped area.

6.5.8 Urban Anchor Building

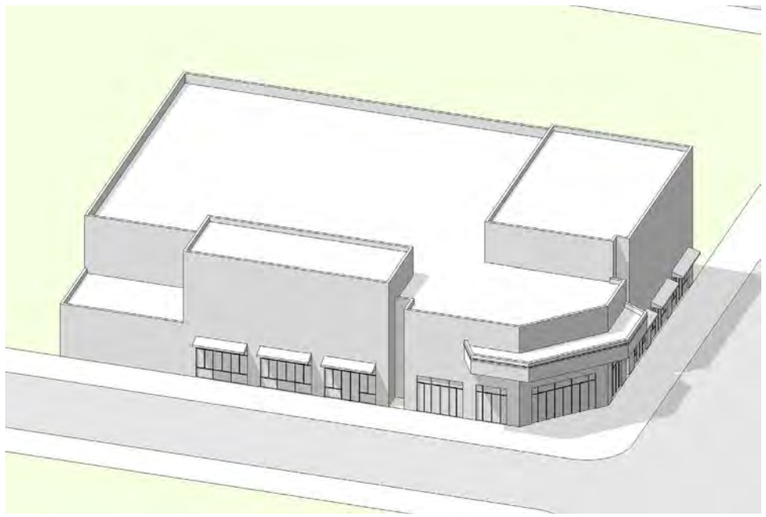


Figure 6-24 - Urban Anchor Building Diagram

Figure 6-25 - Urban Anchor Building Illustrative Photo

A. Intent Statement

The urban anchor building type accommodates the need for large-footprint anchor retailers or movie theaters while providing active uses at secondary frontages. Ground-floor storefronts or other liner uses avoid exposing blank walls on street fronts.

B. Façade Width

1. No limit, except that a maximum of 150 feet of the anchor use may be exposed to a building frontage line. Anchor buildings that are longer than 150 feet must be lined with other uses for the portion of the frontage exceeding 150 feet.
2. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is greater along all required streets. This requirement is not applicable for facades along service or fire lanes and alleys.

C. Building Height & Massing

1. Maximum height shall be 65 feet.
2. Minimum height is 35 feet.
3. The maximum anchor floor plate is 60,000 sf. The City may grant an exception for cinemas, concert halls, or other live performance spaces.
4. The maximum allowed footprint per story shall be determined by the following table:

Table 6-9: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	
2-3	100%	-	-	
4	100%	90%	-	
5	100%	90%	75%	

5. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper Level Frontage Occupancy

Portions of façades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary façade plane established on the ground floor

E. Frontage Types

Permitted frontage types are: forecourt, storefront, storefront terrace, urban frontage, and stoop (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 200 feet. Liner buildings shall be accessible directly from the street and shall occur at a maximum interval of 60 feet. All retail spaces shall be accessed from a ground-floor, single-tenant entry along a street, courtyard, or alley. For anchor buildings in the retail core fronting Diamond Bar Boulevard and New Main Street see entrance standards in Section 6.6.3.
3. Primary retail entrances shall remain accessible and unlocked during regular business hours.
4. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages.

G. Parking

1. Above-ground garages shall be concealed from view along the street for the first 21 feet of height through a liner of habitable space.
2. Above 21 feet, above-ground garages shall be screened from view along the street by habitable space or by landscaping, outdoor screens, or cladding.

H. Outdoor Space

Not required. None.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.

6.5.9 Urban Supermarket

Figure 6-26 - Urban Supermarket Diagram

Figure 6-27 - Urban Supermarket Illustrative Photo

A. Intent Statement

This building type provides additional flexibility for developments incorporating a supermarket use while ensuring compatibility with the new downtown's urban, mixed-use environment. Housing or office space may be built above.

B. Façade Width

1. Maximum 300 feet.
2. Blank walls (defined as having no active use, glazing or doorway) shall be limited to 20% or 40 feet of the Building Facade, whichever is less along all required streets. This requirement is not applicable for facades along service or fire lanes and alleys.

C. Building Height & Massing

1. Maximum height shall be 65 feet.
2. Minimum height is 35 feet.
3. The maximum supermarket floor plate is 65,000 sf.
4. The maximum allowed footprint per story shall be determined by the following table:

Table 6-10: Height in Stories	Maximum Allowed Footprint per Story			
	1-3	4	5	
2-3	100%	-	-	
4	100%	90%	-	
5	100%	90%	75%	

5. Architectural features may extend beyond the maximum building height up to 11 feet with the approval of the Director.

D. Maximum Upper-Level Frontage Occupancy

Portions of façades above 45 feet in height and greater than 150 feet in length shall occupy no more than 80% of the primary façade plane established on the ground floor

E. Frontage Types

Permitted frontage types are: forecourt, storefront, storefront terrace, urban frontage, stoop, and dooryard (see Section 6.7). Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary entrances to upper floors shall be accessed through an interior courtyard or lobby, accessed directly from the street.
2. Primary access to the ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet. A supermarket use may reduce the entry frequency to 150 feet on one block front. For urban supermarkets in the retail core fronting Diamond Bar Boulevard and New Main Street see entrance standards in Section 6.6.3.
3. All retail spaces shall be accessed from a ground-floor, single-tenant entry along a street, courtyard, or alley.
4. Primary retail entrances shall remain accessible and unlocked during regular business hours.
5. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages.

G. Parking

1. Above-ground garages shall be concealed from view along the street for the first 21 feet of height through a liner of habitable space.
2. Above 21 feet, above-ground garages shall be screened from view along the street by habitable space or by landscaping, outdoor screens, or cladding.

H. Outdoor Space

Amount required: None.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.

6.5.10 Exposed Garage Building

Figure 6-28 - Exposed Garage Building Diagram

Figure 6-29 - Exposed Garage Building Illustrative Photo

A. Intent Statement

A parking garage building type that fronts the street and provides space for active ground-floor uses along street frontages. Exposed garage levels are architecturally treated.

B. Façade Width

Maximum 200 feet may be exposed at frontage. Exceptions to this under the Section 6.5.1.B are not permitted.

C. Building Height & Massing

Maximum height shall be 55 feet.

D. Maximum Upper Level Frontage Occupancy

Not applicable.

E. Frontage Types

Permitted frontage types are: storefront, storefront terrace, urban frontage. Developments must also comply with the permitted frontage types of the block development standards (see Section 6.4).

F. Pedestrian Access & Entries

1. Primary access to each ground-floor space shall be directly from the street and shall occur at a maximum interval of 60 feet.
2. Primary retail entrances shall remain accessible and unlocked during regular business hours.

G. Parking

1. All parking facades visible from a public right of way shall be architecturally treated. The total opening area shall not exceed 60 percent of the facade area and shall not be less than 40 percent of the facade area. Continuous ribbon openings are not permitted.
2. Along street frontages, habitable uses shall line the ground floor unless otherwise permitted in the block standards (see Section 6.4). Habitable spaces shall have a minimum depth of 20 feet measured perpendicular to the property line from the exterior face of the building facing the street to the back of the habitable space.

H. Outdoor Space

Not required. None.

I. Landscape

1. All outdoor space shall be landscaped or hardscaped. In hardscaped areas, the use of permeable paving and planters is encouraged.

6.6 Building Massing and Articulation Standards

6.6.1 Height Averaging

Up to thirty percent (30%) of the building footprint area may be one story/ten feet (10'-0") taller than the maximum height allowed in a given zone, provided as equal amount of building footprint area is one story/ten feet (10'-0") shorter than the maximum allowed height.

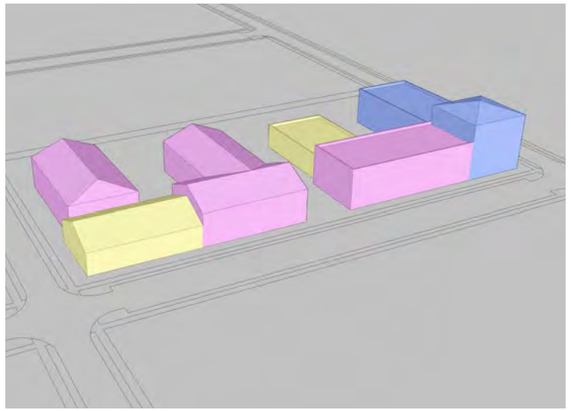


Figure 6-30 - Height Averaging Diagram

6.6.2 Base Middle and Top Articulation

1. Providing a substantial horizontal articulation of the façade at the top of the first story such as a cornice, belt course, or other such architectural element which is appropriate to the style of the building.
2. Provide articulation at the parapet (for buildings with flat roofs) or below the eve (for buildings with sloped roofs) that marks the top of the building with a cornice, color change, or material change.

6.6.3 Entrances

1. Primary Entrance. The primary entrance to buildings shall be in conformance with the requirements of the Building Type in Section 6.5.
2. Side or rear building entrances shall always be considered secondary in support of a Primary Entrance in conformance with the requirements of the applicable Building Type in Section 6.5.
3. Entrance Articulation. Special paving, lighting, and landscaping shall be included at primary entrances to clearly identify the entrance and to enhance the overall building design. The Planning Commission may, at its discretion, permit alternatives to this requirement.

6.6.4 Passageways

1. Width. Pedestrian passageways shall be no less than 15 feet wide.
2. Height where Covered. If pedestrian passageways are covered, they require a floor to ceiling height of at least two times their width, but no greater than three times their width.

Figure 6-31 - Base Middle and Top Articulation

3. Design. Passageways shall be lighted and designed to be safe and inviting.

6.6.5 Windows

1. Design shall be according to the requirements of the Architectural Style in Section 6.16. Pop-in muntins are not permitted below the third floor.
2. Glazing. Highly reflective, mirrored, heavily tinted and opaque glazing are not permitted (except that opaque glazing may be used as spandrel glass). Window glazing must be transparent with clear or limited UV tint so as to provide views to and from the inside of the building and the street.

6.6.6 Private Outdoor Space

1. Design. Common Spaces shall be landscaped or hardscaped.
2. Amenities. Incorporate site furnishing such as benches, trash receptacles, bike racks, and lighting. Where canopy trees are not feasible, provide other forms of shade, such as pergolas, trellises, sun shades or arbors.
3. Lighting. Provide lower-height pedestrian lighting consistent with 6.10.9.
4. Drainage. Direct drainage from private outdoor spaces via underground systems or an alternative system that is integrated with the overall storm drainage system of the development.

6.6.7 Interior Courtyards

Required outdoor space may be accommodated in interior courtyards located on the ground plane or on a podium, as allowed by the relevant building type (see Section 6.5).

When provided, interior courtyards shall adhere to the following standards:

1. Design. Interior courtyards shall include ample seating and planting areas. Low walls and steps may be used as alternative forms of seating.
2. Shade Trees. Interior courtyard landscaping shall include shade trees or shading devices. At least one 3-inch caliper specimen tree is required per 1,000 SF of courtyard area.
3. Lighting. Lighting shall be provided that illuminates the courtyard, but does not negatively impact surrounding buildings, consistent with Section 6.6.13.

Figure 6-32 - Entrances (6.10.4)
A canopy, lighting, and a slight recess accentuate the primary entrance.

Figure 6-33 - Windows (6.10.5)
Windows are recessed from the exterior wall surface.

Figure 6-34 - Interior Courtyard (6.10.8)
Landscape and hardscape create intimate spaces in this courtyard.

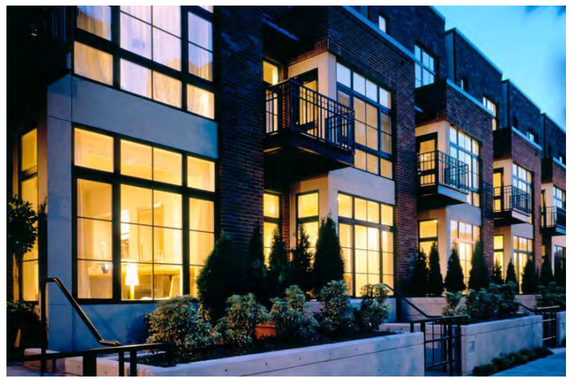


Figure 6-35 - Encroaching Habitable Space (6.6.8)
Illustrative image of encroaching bays and stoops.

Figure 6-36 - Projecting Canopies (6.6.8)
Canopies create a rhythm along the streetfront and accentuate the building entrances.

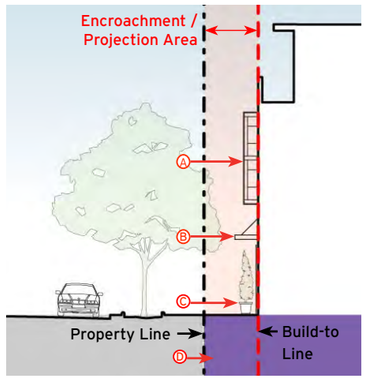


Figure 6-37 - Encroachment and Projections Diagram

A. Projecting habitable space
B. Projecting canopy
C. Encroaching street furniture
D. Subterranean parking (purple area)

**The encroachment/projection area will depend on whether there is optimal minimum clearance between the structure and dry utilities in the sidewalk.*

4. Dimensions. Minimum courtyard dimension shall be 30 feet on one side (exclusive of encroachments) unless indicated otherwise in the building types.
5. Blank Walls. Blank walls are not permitted inside the perimeter of the courtyard.

6.6.8 Encroachments and Projections

Projections into the public right-of-way in excess of what is permitted by this section require City approval.

The following are the permitted *encroachments* and *projections* into the front setbacks.

A. Awning and Canopy Encroachment and Projection Standards

1. Projection. May project up to the property line or 33 percent of the distance between the building face and the curb, whichever is less.
2. Support. Awnings and canopies shall be attached to the building. Support structures that connect to the ground are not permitted.
3. Clearance. Minimum vertical clearance for awnings and canopies is ten (10) feet if it is removable or retractable and twelve (12) feet if is fixed or permanent. Awnings shall not obscure storefront signs.
4. Materials. Canvas and high-quality fabric shall be used; vinyl or similar materials are not permitted.
5. Heights of awnings on a building shall be consistent along the facade or frontage line unless the building steps in relation to grade, in which case the heights of awnings shall be consistent with the head heights of the windows and doors they are shading.

B. Habitable Projecting or Encroaching Space Standards

1. Allowable Projection. Habitable projecting or encroaching spaces are a portion of the building enclosed by walls and a roof that extends beyond the building face (i.e. bay windows and other architectural projections). They may project up to three feet from the building face, but shall not extend beyond the property line.
2. Length Along Building Face. No individual habitable projecting or encroaching space may exceed 15 feet in horizontal length.
3. Clearance. Minimum vertical clearance of projecting spaces is twenty-one (21) feet from the adjacent sidewalk grade on storefront or storefront terrace frontages and ten (10) feet above other frontage types (see Section 6.7 for frontage types).

C. Non-Habitable Projecting or Encroaching Space Standards

1. Balconies. Non-habitable projecting or encroaching spaces are spaces used by occupants that are not enclosed by walls and a roof, such as balconies. They shall not extend more than eight (8) feet from the building face, or beyond the right-of-way line. Unless permitted by the Architectural style, projecting balconies shall be no less than six (6) feet in depth. Balconies shall be accessible from inside the building and shall not be completely enclosed.
2. Clearance. The minimum vertical clearance of non-habitable projecting or encroaching spaces is twenty-one (21) feet from the adjacent sidewalk grade above storefront or storefront café frontages and ten (10) feet above other frontage types (see Section 6.7).

D. Projecting Habitable and Non-Habitable Space Standards

1. Total Horizontal Length of Projecting Spaces. The total combined length of habitable and non-habitable projecting spaces along the building face shall not exceed 67 percent of the total length of the building face to which they are attached.
2. Total Horizontal Length of Encroaching Spaces. The total combined length of habitable and non-habitable encroaching spaces along the building face shall not exceed 50 percent of the total length of the building face to which they are attached.

E. Stoops

1. Encroachment. Stoops may encroach up to eight (8) feet from a building face, but shall not extend beyond the property line.

F. Outdoor Furnishing Zones

1. General. Outdoor furnishings such as seating or merchandise displays shall comply with Chapter 3: Public Realm.

G. Subterranean Parking in Front Setbacks

1. Location in Setbacks & Alleys. Subterranean parking may extend into the front setback, up to the property line (See Figure 6-37). Subterranean parking may also be located under alleys that are located within a development block if utilities servicing the block are not interrupted.

Figure 6-38 - Hedge Screening Service Area (6.10.12)
A hedge and other plantings effectively screens a service area from view.

6.6.9 Walls, Hedges, and Fences

Garden walls, retaining walls, hedges and fences may be used to define the edge between adjoining private properties. Walls, hedges, and fences facing the public street shall also comply with the frontage type standards (see Section 6.7).

1. Height. Fences and walls shall be a minimum of three (3') feet tall and a maximum six (6') feet tall, measured from the lowest side of the finished grade to the top of the wall except where a retaining wall is necessary to account for grade.
2. Location. Garden walls, retaining walls, hedges and fences shall be built at least 18 inches from the property line, to allow room for footings and planting.
3. At Storefronts. Walls and fences shall not be used at storefronts or storefront cafés, except that retaining walls shall be permitted in situations where they are necessary to accommodate grade changes.
4. Materials. Solid perimeter walls shall be constructed of masonry (brick, stone, or stucco) or ornamental metal. Retaining walls shall be constructed of masonry or finished concrete when visible from the street. Exposed concrete block and interlocking concrete pavers (such as keystone) are not permitted, except as retaining walls and then only when not visible from the street. Where there is a question as to the visibility of a wall from the Street, the Planning Commission will make the determination.
5. Plastic and Vinyl. No plastic or vinyl fencing shall be permitted forward of the build-to line, unless the material is a recycled plastic lumber (RPL).
6. Vegetation utilized as hedges adjacent to public sidewalks or paseos shall not be of the type that produces thorns or spines (e.g., blackberries, rose bushes, or cacti, among others).

6.7 Frontage Type Standards

A building's frontage is the interface between the public realm and private development. This Plan recognizes that the successful designof this interface significantly contributes to the realization of an active and engaging urban environment.

Buildings within the Plan area have ground-floor frontages that are human-scaled, provide visual interest, and access to ground-floor uses. This section provides a palette of prototypical frontage types that are permitted. Standards include dimensional criteria, criteria for openings, as well as criteria for the ground plane immediately adjacent to the frontage, such as minimum glazing (see Figure 6-39).

6.7.1 Explanation of Standards

A. Frontage Intent Statement

This statement describes the building-to-street relationship that each frontage type is meant to achieve.

B. Entries

These standards address entries at the block-fronts, not those that are internal to the site.

C. Dimensions

Specific dimensions of features like massing, entry height, openings, and setbacks are delineated here.

D. Paving and Landscaping

This standard addresses the area between the property line and building face.

E. Furnishing Zone

This standard addresses furnishing within front setbacks.

F. Additional Standards

These standards provide additional direction in shaping the appropriate building-to-street relationship. They address glazing at the ground floor, frontages, and entries.

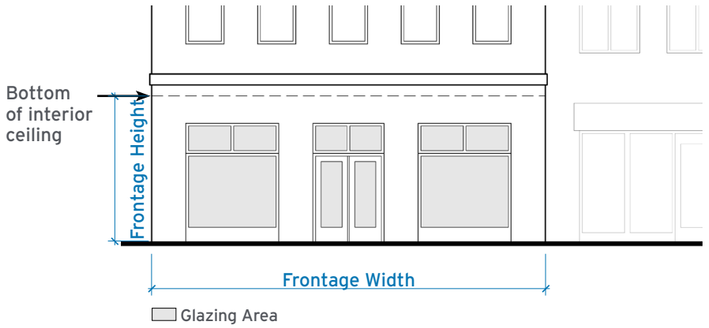


Figure 6-39 - Minimum Frontage Glazing Diagram:
The frontage glazing area shall be measured from the finished floor to the bottom of ceiling of the ground floor.

6.7.2 Storefront

Figure 6-40 - Storefront Illustrative Section: Ground floor uses open directly to the sidewalk.

Figure 6-41 - Storefront Illustrative Photo

A. Intent Statement

Storefront frontages provide direct access to ground-floor spaces that are located adjacent to the sidewalk. Storefronts are typically associated with retail uses in addition to food and beverage but may accommodate other uses as permitted by the regulating plan (see Section 6.4). Where permitted, storefront frontages may provide outdoor seating areas or outdoor displays or both.

B. Entries

Entries shall be set at the adjacent sidewalk or within an alcove that is adjacent to a sidewalk.

C. Dimensions

Storefronts shall be between 12 to 25 feet high, measured from the finished floor to the bottom of ceiling of the storefront space. Storefront spaces shall be set no more than twelve inches above the adjacent sidewalk at the primary entrance.

D. Paving and Landscaping

The area between the property line and the building face shall be paved per Section 6.8.

E. Furnishing Zone

Where permitted, outdoor seating may be provided in front setbacks (see Section 6.7.9.D). Product displays (e.g. flowers, food, merchandise displays) are encouraged near storefront entries.

F. Additional Standards

See Section 6.7.9 Additional Frontage Standards.

6.7.3 Storefront Terrace

Figure 6-42 - Storefront Terrace Illustrative Section
Outdoor seating is located immediately adjacent to a ground-floor use.

Figure 6-43 - Storefront Terrace Illustrative Photo

A. Intent Statement

The Storefront Terrace building has an entry and outdoor space at a different elevation than the adjoining street and public sidewalk. This outdoor space may be used for dining and seating, or limited outdoor goods display. This type is differentiated from the Storefront which is at grade with the street/sidewalk. Its use is limited to sites where slopes are steep enough to require such solutions. Terraces may serve multiple storefronts.

B. Entries

Storefront Terraces may be accessed from the building or directly from the adjacent sidewalk.

C. Dimensions

1. Terraces may be raised up to 4 feet above the adjacent sidewalk.
2. Storefront Terrace frontages shall be between 12 to 25 feet high, measured from the finished floor to the bottom of ceiling of the storefront space.
3. Terraces shall be at least 7 feet deep.
4. Terraces may be recessed from the frontage line up to 8 feet.
5. The terrace frontage shall be designed to be subdivided into 30-foot bays for commercial leasing flexibility and functionality

D. Paving and Landscaping

N/A.

E. Furnishing Zone

1. Terraces shall be clearly delineated with permeable fencing, low walls or landscaping.
2. Product displays shall not abut the fence, wall or landscaping adjacent to the sidewalk.
3. Product displays shall not exceed 40% of the terrace floor area

F. Additional Standards

1. Terraces must be setback sufficiently from the curb to accommodate the pedestrian right-of-way and street trees.
2. Awnings, signs, etc. shall be located at least 10 feet above the terrace floor area
3. See Section 6.7.9 for Additional Storefront Details.

6.7.4 Dooryard

Figure 6-44 - Dooryard Illustrative Section
A small landscaped yard separates the building from the sidewalk. The building entry may be raised, but need not be.

Figure 6-45 - Dooryard Illustrative Photo

A. Intent Statement

Dooryard fronts are located in front setbacks and provide small landscaped and paved yards at building entrances. Dooryards are often enclosed by low walls, fences, or hedges.

B. Entries

1. Attached single-family buildings (row houses) should have primary entries accessible directly from the street.
2. Ground-floor units in multi-family buildings with corridors may have the primary entry from a corridor accessible from a common building lobby, directly from the sidewalk via a dooryard, or both.

C. Dimensions

Not applicable.

D. Paving and Landscaping

Dooryards should be planted with grass, shrubs, or other ground cover. Walks shall be paved. Low retaining walls, fences, or hedges may enclose a dooryard. Walls and hedges shall not exceed three feet in height measured from the adjacent sidewalk.

E. Furnishing Zone

Loose furniture is permitted in dooryards.

F. Additional Standards

Where block development standards permit dooryard frontages and stoop frontages, frontage elements of these frontage types may be combined.

6.7.5 Stoop

Figure 6-46 - Stoop Illustrative Section
The entry to a building is raised above the sidewalk.

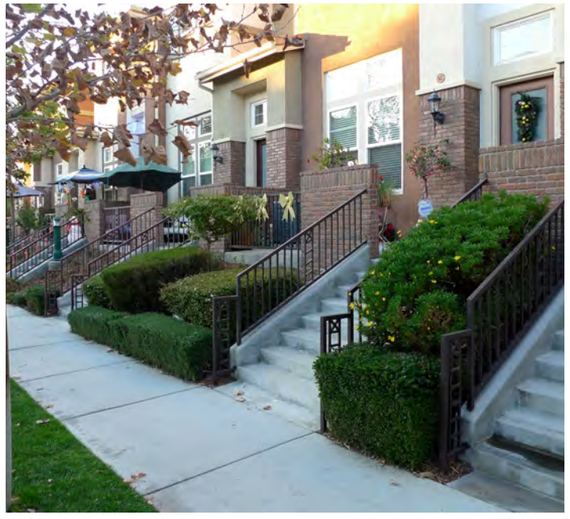


Figure 6-47 - Stoop Illustrative Photo

A. Intent Statement

Stoops shall be at least four feet deep and four feet wide. The stoop entry shall not be raised more than three feet above the adjacent sidewalk unless a waiver is granted by the Planning Commission.

B. Entries

Entries fronting on public streets shall face the public sidewalk.

C. Dimensions

Stoops shall be at least four feet deep and four feet wide. The stoop entry shall not be raised more than three feet above the adjacent sidewalk unless a waiver is granted by the Director.

D. Paving and Landscaping

Dooryards shall be planted with shrubs, or other drought tolerant ground cover. Walks shall be paved. Low retaining walls, fences, or hedges may enclose a dooryard. Walls and hedges shall not exceed three feet in height measured from the adjacent sidewalk.

E. Furnishing Zone

None permitted.

F. Additional Standards

1. Awnings or canopies may cover stoops.
2. Where block development standards permit dooryard frontages and stoop frontages, frontage elements of these frontage types may be combined.

6.7.6 Residential Terrace

Figure 6-48 - Residential Terrace Illustrative Section
The building entry may or may not be raised above the sidewalk level.

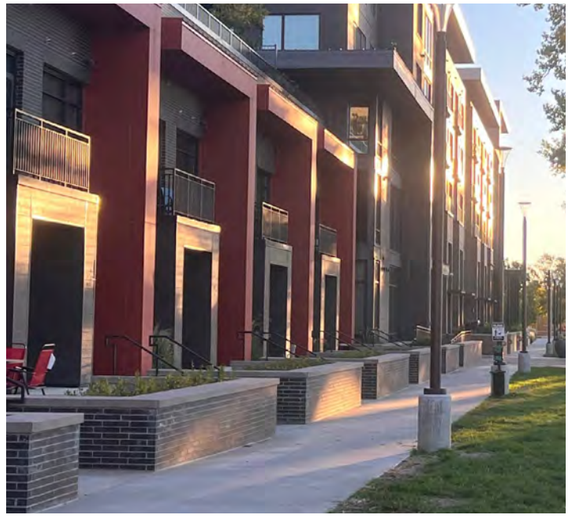


Figure 6-49 - Residential Terrace Illustrative Photo

A. Intent Statement

An elevated Terrace separates and sets back the facade from the sidewalk and Street. This type buffers residential use from urban sidewalks and removes the private yard from public Encroachment. Terraces are also useful to accommodate grade changes in the topography.

B. Entries

Terraces may be accessed from the building or directly from the adjacent sidewalk.

C. Dimensions

1. Terraces may be elevated up to 3 feet above the adjacent sidewalk.
2. The overall height of the perimeter wall or fence shall not exceed 4 feet above the sidewalk level.
3. Terraces shall be at least 7 feet deep.

D. Paving and Landscaping

1. Yards shall be landscaped with native or adaptive landscaping.
2. Walks shall be paved.

E. Furnishing Zone

Not permitted.

6.7.7 Forecourt

Figure 6-50 - Forecourt Illustrative Section
The building entry is located off a forecourt. The entry may or may not be raised above the sidewalk level.

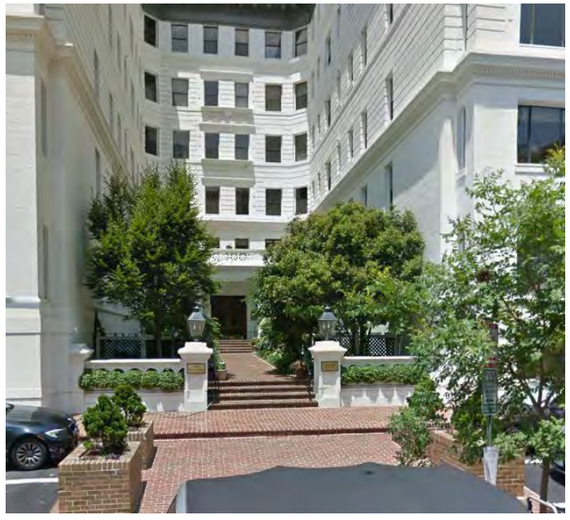


Figure 6-51 - Forecourt Illustrative Photo

A. Intent Statement

Forecourts are open areas located at primary building entrances. They may be designed as gardens or as paved courtyards. Frontages utilizing a forecourt must comply with minimum frontage occupancy standards (see Section 6.4).

B. Entries

The forecourt shall enter from the adjacent sidewalk. Building entries opening onto the forecourt shall be at the finished floor of the forecourt or may be raised up to three feet above the forecourt.

C. Dimensions

1. Forecourts shall be set at grade or may be elevated up to 18 inches above the adjacent sidewalk.
2. Depth of the forecourt shall be between 10 and 40 feet.
3. Width of the forecourt shall be between 20 to 40 feet.

D. Paving and Landscaping

Forecourts may be planted with grass, shrubs, or other ground cover or be paved. All walks shall be paved.

E. Furnishing Zone

Outdoor furniture is permitted in forecourts. High quality, durable fixed benches and planter pots are encouraged. Water features are permitted.

F. Additional Standards

1. Forecourts shall be open to the sky. Porches are not permitted.
2. Forecourts may be gated.

6.7.8 Urban Frontage

Figure 6-52 - Urban Frontage Illustrative Section
An urban frontage type for residential or commercial ground-floor uses.

Figure 6-53 - Urban Frontage Illustrative Photo

A. Intent Statement

An urban frontage is suitable for residential lobbies or commercial/office uses. It provides access to ground-floor uses, but is primarily characterized by windows facing the sidewalk. Unlike storefronts, there is no minimum ground floor height.

B. Entries

Urban frontages shall enter from the sidewalk. Entries shall be articulated by canopies or awnings.

C. Dimensions

Urban frontages shall be set at grade or may be elevated up to 12 inches above the adjacent sidewalk.

D. Paving and Landscaping

Urban frontages are characterized by hardscape and may include landscaping where permitted by the street standards (see Chapter 3).

E. Furnishing Zone

Where permitted, outdoor seating may be provided in front setbacks (see Section 6.7.9.D). Low growing landscape is also permitted to provide privacy for activities taking place in building's ground floor space.

6.7.9 Additional Storefront Design Standards

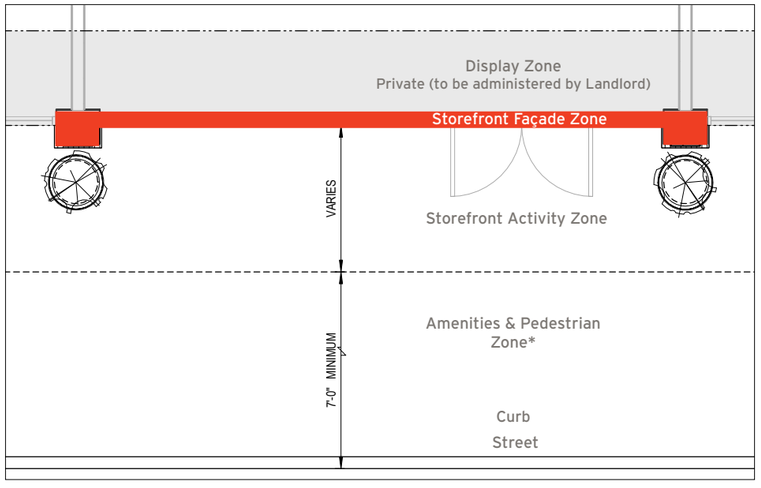
A. Applicability

These Storefront Design Standards apply to ground floor frontage where retail is required and/or intended. It includes criteria regarding storefront design, colors, materials, lighting, and signage required of the Developer and Tenant. To promote variety and creativity, all storefronts will be reviewed on an individual basis.

B. Organization

These guidelines are organized by separating components of the storefront into two categories, or Zones:

- The Storefront Façade Zone: The section of the building wall along the sidewalk related to retail/commercial).
- The Storefront Activity Zone: The space between the R.O.W. and the Storefronts.



This generalized plan of a storefront shows the storefront area separated into zones.

- The Storefront Façade Zone includes the elements of the building wall at the front of the store (the building wall structure, entrance/doors, storefront windows, awnings/canopies and external lighting elements)
- The Storefront Activity Zone, is where potted plants, outdoor restaurant seating, sidewalk sale retail and other elements would sit on the ground

* If the Amenities and Pedestrian Zone is less than 10'-0", tree grates, flush with the sidewalk, are expected to be used

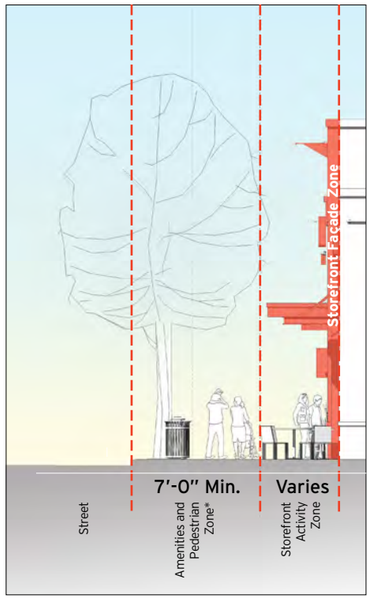


Figure 6-54 - This section diagram through the sidewalk shows the Storefront Activity Zone as the space between the storefront and a 7'-0" minimum zone reserved for pedestrian traffic and street amenities such as trees, trash receptacles, etc. The Tenant should use the Storefront Activity Zone for potted plants, café seating, and for any other object that promotes pedestrian interaction with the storefront.

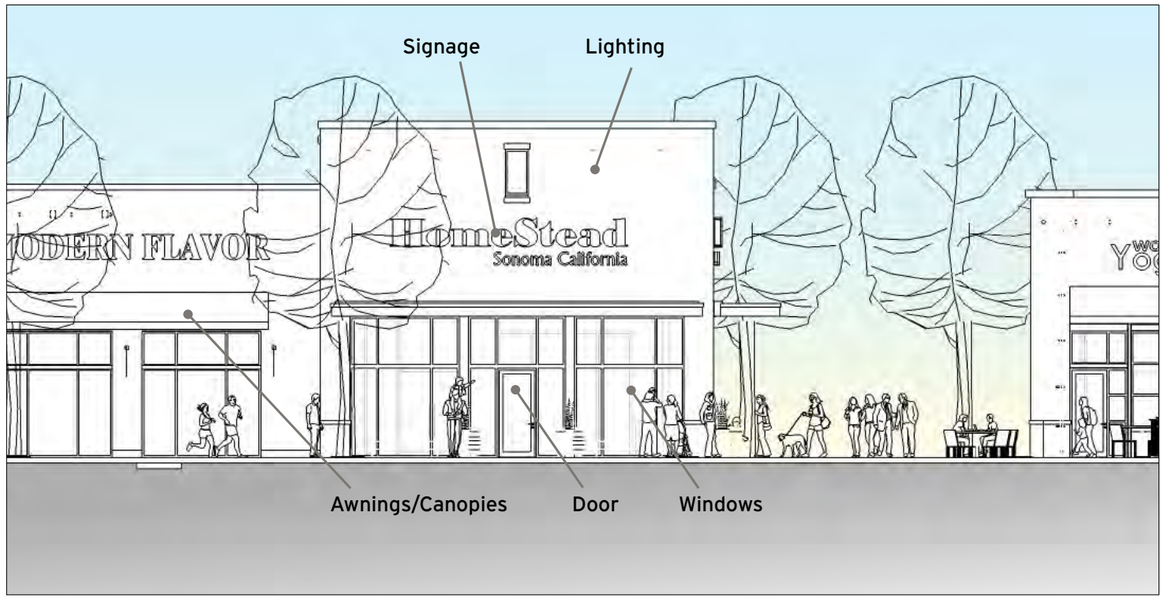


Figure 6-55 - This elevation diagram points out specific parts of the storefront where guidance will be provided in an effort to guarantee a high-quality retail environment.

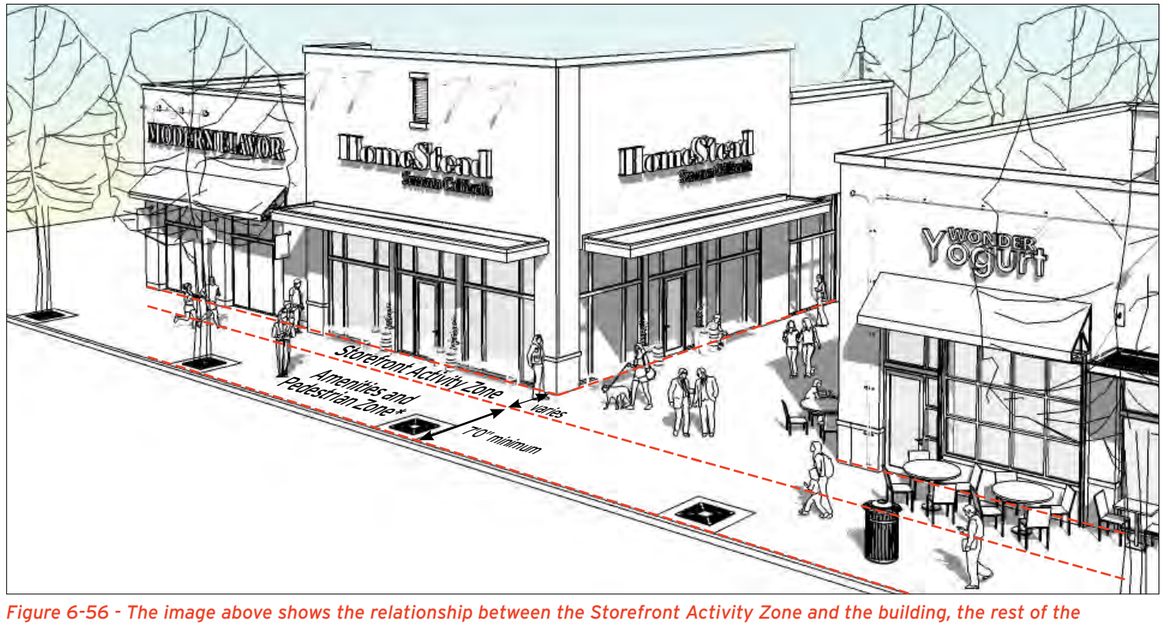


Figure 6-56 - The image above shows the relationship between the Storefront Activity Zone and the building, the rest of the sidewalk, and the street. Additionally, it highlights how the Storefront Activity Zone turns the corner and is an important part of secondary façades.

C. The Storefront: Façade Zone

The building façade will have opening(s) to the sidewalk that the developer or tenant will infill with a storefront. The piers, the building's primary structural elements around the storefront, are a part of the building façade.

1. Storefront Materials

The following materials are permitted:

- Wood: Stained or painted. Painted faux wood materials indistinguishable from wood can be substituted for wood.
- Glass: Clear or lightly tinted, beveled or stained accent glass, etc.
- Metal: Brass, clear anodized aluminum, painted metal, corrugated metal.
- Stone: Marble, granite, slate, limestone.
- Masonry: Decorative brick, tile, terra cotta, etc.
- Other materials may be utilized subject to approval by Planning Commission.

Regardless of the material used, the storefront should be primarily made of framing members such as mullions. Mullions must be designed with hierarchy, typically with thicker posts and expressed transom bars above the doors that extend through the entire storefront. Glass that decreases visibility into the storefront (reflective, mirrored, or colored glass) is generally prohibited.

Figure 6-57 - A successful Storefront Façade Zone creates an inviting retail threshold for the pedestrian

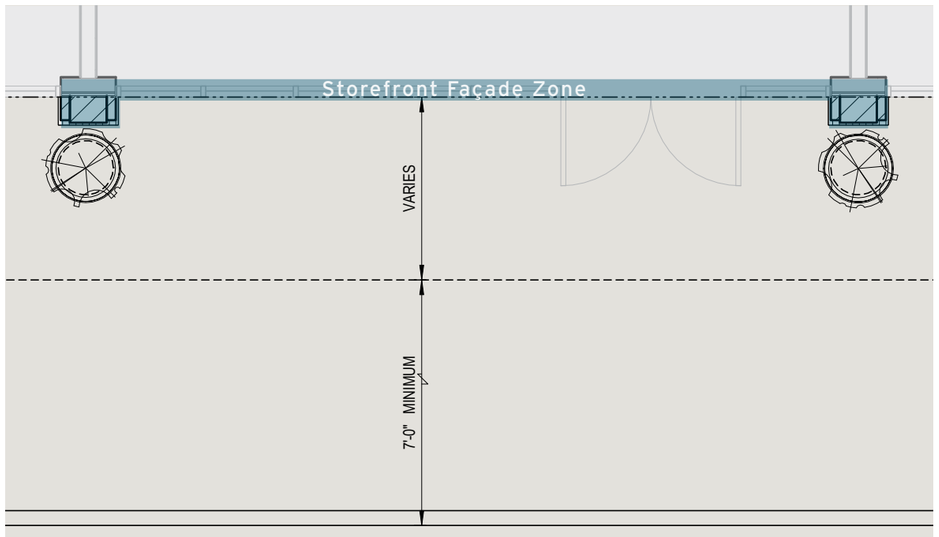


Figure 6-58 - Plan of a Storefront Façade Zone

Figure 6-59 - Stone, Masonry & Wood Storefront

Figure 6-60 - Masonry Storefront

Figure 6-61 - Wood Storefront

2. Entrance/Doors

Recessed doorways are encouraged because of their sheltering benefits, and for the dynamism they add to the pedestrian realm. The storefront plane can also move in and out along the sidewalk (up to 3' behind the lease line).

Doors shall be transparent, while being compatible with the design language of the rest of the storefront.

For restaurant tenants, the use of an open storefront system is permitted. Restaurants are allowed to use wider transparent doors, including a broader variety of doors: sliding, swinging, rolling, or tilting-up canopy doors, in order to further open the interior to the sidewalk. Maintaining clear views in and out of the space is a greater priority for restaurants.

Figure 6-62 - Illustrative Photos of Entrance/Doors (six at left)

3. Windows

Storefront windows have a unique function in the urban environment because they are a retailer's primary means of marketing to passing pedestrians and cars. The display of products and services adds visual variety, light, and color to the streetscape. Storefronts shall be at least 60% window, as measured horizontally at 4'-6" above grade.

Glass tinting or any other application that decreases visibility will require the Director's approval. Anything that will turn the storefront opaque is prohibited.

The 60% window requirement can be reduced for jewelry shops, or other businesses with significant security concerns, at the discretion of the Director.

Low-E rated glass should be used for energy conservation, as well as to minimize discoloration of merchandise.

4. Awnings and Canopies

See Section 6.6.8.

Figure 6-63 - Illustrative Photos of Windows, Awnings and Canopies (six at right)

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5. Storefront Lighting

Light fixtures used for Storefront Lighting should be appropriately scaled to the building façade. They are to be concealed or shielded with diffusers or refractors so as to avoid glare towards pedestrians, vehicles, building interiors or the sky.

Luminaries are to be frosted, translucent, or glare-free. Unshielded bulbs (in the form of "candles" inside a pendant or lantern type fixture, where approved, may have up to a maximum rating of 275 lumens each).

Fixtures used for illumination of architectural features shall not project direct lighting beyond intended elements. Visible bulbs, colored bulbs, blinking or flashing lights (except as used for seasonal ornamentation), floodlighting, neon lighting, high intensity discharge lighting, or fluorescent lighting, are all prohibited.

Gooseneck fixtures, sconces, pendants, lanterns or low-wattage accent spotlights that are traditionally styled or contemporary styled fixtures in traditional form are encouraged. Storefront façades and recessed doorways must be lit at all times.

Figure 6-64 - Illustrative Photos of Storefront Lighting (six at left)

D. The Storefront: Activity Zone

A Storefront's Activity Zone is an area of the sidewalk directly in front of the storefront that retailers are permitted to use for further marketing/ merchandising beyond the envelope of the building. Tenants can use this area to "beautify" their shop with flower boxes and add benches to encourage pedestrians to pause in front of the store. Restaurants are permitted to use this area for outdoor dining.

Semi-permanent objects such as ground signs and café seating are permitted in this area.

Storefront Bays are permitted to be built out into the Storefront Activity Zone. They should extend at least 9 inches from the building.

Potted plants in front of piers are permitted.

Figure 6-65 - The Storefront Activity Zone is the space closest to the store façade. There must be a 7'-0" minimum of space which allows for pedestrians, trees, trash receptacles, benches, etc.

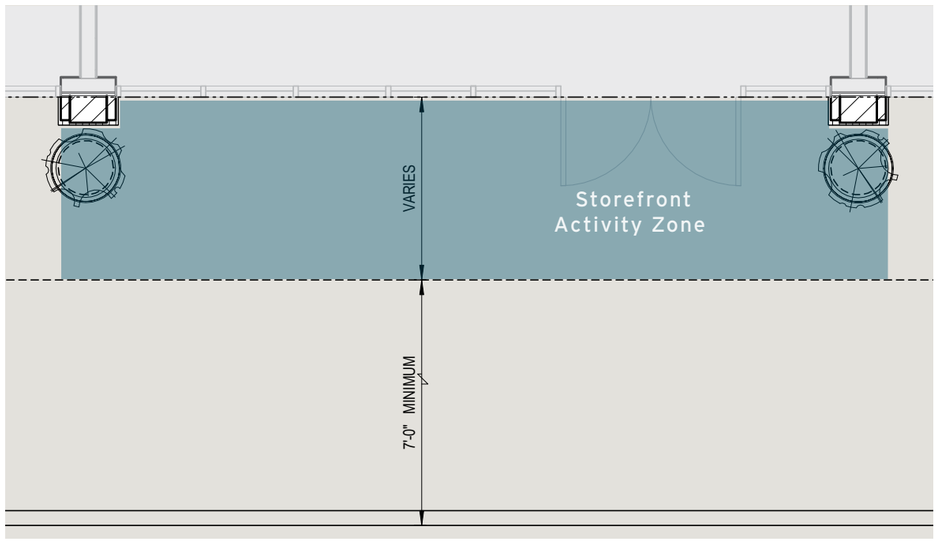


Figure 6-66 - Plan of a Storefront Activity Zone

Figure 6-67 - Ground signs, planters, and well-displayed merchandise create and inviting entrance

Figure 6-68 - Storefront Bays create a dynamic building façade and can vary in color or design for visual interest

Figure 6-69 - Planters, awnings and canopies enhance the pedestrian experience

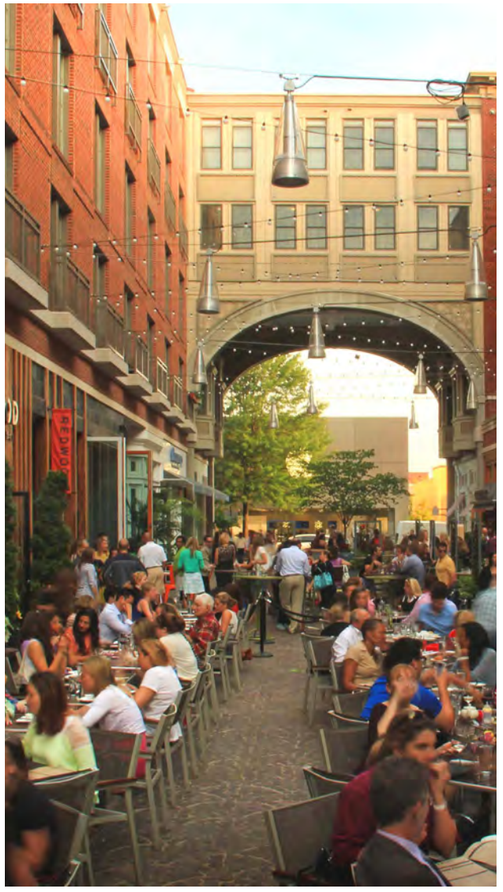


Figure 6-70 - The Sidewalk Seating Area can get larger if the sidewalk width can still accommodate diners as well as pedestrian traffic.

Figure 6-71 - Acceptable movable Restaurant Railings. Note the wide-open storefront to the interior of the restaurant in the background.

1. Restaurants

The Storefront Activity Zone is especially important to restaurants. Exterior seating and tables are permitted.

Restaurants are permitted to enhance their outdoor dining area with potted plants and foliage, and umbrellas. The use of a railing in conjunction with alcohol service is required. Only movable railing systems are permitted, though the posts can be installed in existing, flush sleeves mounted in the sidewalk. Exterior restaurant seating areas may have posts at their perimeter railing to support deeper protective awnings or canopies.

The use of added lighting or radiant heating elements are permitted. Exterior dining areas in this zone cannot be permanently enclosed and conditioned.

6.8 Landscape Standards

6.8.1 Purpose

The purpose of this section is to augment the physical design and appearance of TCSP area, provide shade, and accrue the social, healthful, and environmental benefits of urban landscape.

6.8.2 Landscaping Required

1. All parts of a parcel not devoted buildings, terraces, sidewalks, and vehicular access similar improvements, storage and utilities shall be landscaped in compliance with this section. For purposes of this chapter, landscaped area shall be defined under the "Landscaping Standards" definitions of Development Code Chapter 22.80.020, Article VI (Glossary).
2. In addition to the standards in Section 6.8, where a development project includes the construction of a new street or the improvement of an existing street, the requirements of Section 3.5, regarding the construction of streetscapes, including hardscapes and street trees shall also be met.
3. To conserve water, the installation of native, adapted and/or drought-tolerant landscape materials is required. Where projects are subject to Diamond Bar's Water Efficient Landscape Ordinance (Development Code Chapters 8.14 and 22.26), drought-tolerant and water-efficient landscaping and irrigation systems shall be installed in compliance with the provisions of the Development Code.
4. Safety requirements. Landscape materials shall be located so that at maturity they do not:
    a. Interfere with safe sight distances for bicycle, pedestrian, or vehicular traffic;
    b. Conflict with overhead lights, utility lines, or walkway lights; or
    c. Block bicycle or pedestrian ways.
5. Water features. Decorative water features: (e.g., fountains, ponds, waterfalls) shall have recirculating water systems.
6. Visual obstructions. Landscaping that is primarily intended or designed for fencing purposes within a required front Setback area shall not exceed the maximum height for fences and walls under Section 6.6.9.

6.8.3 Irrigation required:

1. All landscaped areas except those approved for maintenance with intentionally unirrigated native plants shall include an automatic irrigation system.
2. In all other situations, water-efficient irrigation standards are set forth in Development Code Chapters 8.14 and 22.26.

6.8.4 Maintenance:

1. Landscape Maintenance.
    a. All landscaping (e.g., ground cover, hedges, lawns, shrubs, and trees) shall be maintained in a healthful and thriving condition at all times, and free of weeds, debris, and deceased plants.
    b. Trees required by this section shall be maintained so that all branches over pedestrian walkways are six feet above the walkway grade and so that all branches over vehicular travel ways are 16 feet above the grade of the travel way. All pruning shall comply with the Standards of the National Arborist Association.
    c. Deceased plant materials must be removed and replaced within one month with the same species and size specified in the approved plans. Exceptions: Trees that die three or more years after installation or are structurally damaged shall be replaced by a minimum 24-inch box size container of the same species specified on the approved plans. Other types of plants that die three or more years after installation shall be replaced with a specimen two container sizes larger than that specified on the approved plans.
    d. All fences and walls which have been incorporated into an approved landscaping plan shall regularly be maintained in an attractive and safe manner.
2. Irrigation system maintenance.
    a. Irrigation systems and their components shall be maintained in a fully functional manner consistent with the originally approved design and the provisions of this section.
    b. Regular maintenance shall include checking, adjusting, and repairing irrigation equipment; resetting automatic controllers; aerating and dethatching lawn areas; adding/replenishing mulch, fertilizer, and soil amendments; and mowing, pruning, trimming, and watering all landscaped areas.
    c. Water waste prohibited. Water waste in existing developments resulting from inefficient landscape irrigation leading to excessive runoff, low head drainage, overspray, and other similar conditions where water flows onto adjacent property, non-irrigated areas, walks, Roadways, or structures is prohibited.

6.9 Grading Standards

The additional standards of this section apply to all development in the Plan area. They address the grading of sites, and the setting of ground floor elevations to ensure accessibility and a seamless connection between the streets and spaces of the plan area, and the ground floor of commercial offerings.

6.9.1 Site Grading

When setting buildings to grade, developers must assume streetscape grades, as designed in the 100% construction documents, as an existing condition. As a result, the finished floor elevations of buildings, must be set in accordance with the following criteria:

1. The finished floor elevation of primary building entrances and storefront entrances shall be set to meet existing (as designed) street grade. This may require the stepping of the building floor plate.
2. Cross and longitudinal slopes of up to 5% are allowed for private setback zones subject to ADA access requirements, however, areas abutting storefront frontages shall not exceed 2%.
3. If the methods of setting a project to grade listed in 6.9.1.1 and 6.9.1.2 are deemed to be unworkable by City Staff as a result of unique site conditions, the following grading strategies may be employed:
    - The cross slope of the tree zone may be increased to a maximum of 5%.
    - Sidewalk cross slope may be decreased to a minimum 1% provided that adequate drainage is demonstrated.
    - The longitudinal slope of the public sidewalk may be increased to exceed that of the adjacent public street by a maximum of 3%.
4. Steps, ramps, and retaining walls solely associated with building ingress and egress are prohibited between the sidewalk and a storefront frontage.

6.10 On-Site Lighting

1. Building Lighting. Lighting on buildings shall be oriented to pedestrians in terms of scale, design, and location.
2. Building lighting may include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level accent lighting to highlight architectural features and landscape elements.
3. Light Trespass. Lighting shall be arranged to focus on the property from which it originates or on adjoining sidewalks and alleys. All exterior lighting shall utilize full cut-off fixtures to limit light trespass onto off-site uses or light pollution into the night sky. The Director may approve other special-purpose fixtures (e.g. building uplighting) on an individual project basis.
4. Tube Lighting & Projected Light Displays. Any exposed tube lighting, such as neon, or projected light display on the exterior of a building, or any such lighting element or display which is visible from a public street or alley shall be subject to City review.
5. Alley Lighting. Alleys shall have lights mounted on outbuildings and/or above garage entries.
6. Lighting intensity shall not exceed 6.0 foot-candles at building entrances and shall average 1.0 across the rest of the site.
7. Conduit runs, junction boxes and other unfinished elements shall not be visible.
8. Tube Lighting & Projected Light Displays: Any exposed tube lighting, such as neon, or projected light display on the exterior of a building, or any such lighting element or display which is visible from a public street or alley shall be subject to review by the Planning Commission.
9. Maximum height. A freestanding outdoor light fixture shall be limited to a maximum height of 16 feet, measured from adjacent normal grade to the top of the fixture(s). The lamp housing shall be considered to be the highest portion of the light fixture.
10. Energy efficiency. Outdoor lighting shall utilize energy-efficient (LED or other lighting technology that is of equal or greater energy efficiency) fixtures and lamps with full cutoff luminaries.
11. Position of light fixtures. All lighting fixtures shall be properly directed, recessed, and fully shielded (e.g., downward and away from adjoining properties) to reduce light bleed and glare onto adjacent properties or public rights-of-way, by:

a. Ensuring that the light source (e.g., bulb, etc.) is not visible from off the site; and

b. Confining glare and reflections within the boundaries of the subject site to the maximum extent feasible.

12. Backlighting, Uplighting and Glare (BUG) rating. All outdoor light fixtures are subject to the BUG rating limits established by the California Energy Code (CALGreen 5.106.8) prior to the issuance of an electrical permit.

13. No blinking, flashing, or high intensity. No permanently installed lighting shall blink, flash, flutter, or be of unusually high intensity or brightness, or change light brightness, color, or intensity, as determined by the Building Department.

6.11 Vehicular Parking

The following parking and loading design standards shall apply to all parking provide in conjunction with new development in the Plan area.

Changes in use or tenancy, tenant improvements or minor modifications to existing buildings shall be subject to the requirements set forth in Development Code Chapter 22.30.

Parking areas and landscaping, driveways, service access and facilities shall not qualify as outdoor space.

6.11.1 Parking Required

1. The minimum number of vehicle parking spaces required shall be determined by the following table:

Table 6-11: Required Parking
(minimum number of parking spaces per square foot of parking area)

Residential		Visitor Spaces
Rowhouse	2/unit	.25/unit
Flat-Style ≤ 600 sf	1/unit	.5/unit
Flat-Style > 600≤ 900 sf	1.5/unit	.25/unit
Flat-Style >900 sf	2/unit	.25/unit
Administraive/Professional	1 per 350	
Retail/Service	1 per 350	
Restaurant		
Indoor	1 per 150	
Outdoor Seating	1 per 250	

Note: Visitor Spaces may be accommodated with on-street parking.

6.11.2 Parking Reductions

The following parking reductions may be permissible if approved by the approving body as part of a TCSP Development Permit or Master Development Permit. Reductions, which may be cumulative are deducted from the required parking minimums identified by use in Table 6-11. As part of any application for a reduction in required parking, applicants shall submit, to the satisfaction of the Director, a Parking Demand and Supply Study and a comprehensive Parking Management Plan which includes an overflow parking strategy, a contingency plan, and all transportation and parking demand strategies to be utilized.

a. Unbundling. A 15% reduction may be granted if the cost of parking is separated from the cost of leasing or purchasing the unit, space, or building.

b. Shared Parking. which includes review and approval by the Planning Commission, a reduction of up to 50% of the required parking may be granted for joint uses which have no substantial conflict in principal operating hours.

c. Car-sharing. For each dedicated car-share space, a reduction of 4 required spaces may be granted, up to a total of 10% of the total required.

6.11.3 Dimensions

Dimensional standards for parking areas and spaces shall default to the requirements in the D.B.M.C. except for the following.

a. 100 percent of the required parking spaces within structures may be designed for compact cars.

b. Compact parking stalls shall have minimum dimensions of 8 ½ feet by 18 feet. See standards specific to parking structures in drawings nos. 1063 and 1064.

6.11.4 Parking Location

1. Where parking structures are provided, they shall conform to the standards in the Building Type section 6.5 where applicable.

2. Surface parking lots not existing at the time of Plan's adoption are not permitted except as temporary parking lots (see Section 6.11.5).

3. At block fronts facing public streets, at-grade or above-ground parking that may be provided shall be screened by a habitable space no less than 20 feet deep, except when utilizing the exposed garage building type (see Section 6.5.10). Subterranean parking may extend to the property line (see Section 6.6.8.G).

6.11.5 Parking Access

1. To the extent parking is provided, it shall be accessed from a public or private alley when present. If no alley is present and parking access must be from the street, driveways shall not be located within 60 feet of an intersection, measured the distance perpendicular from the property line closest to the intersection. Driveways shall not be located at the terminus of a street.

2. In no case shall the total number of access driveways on a block front exceed the number specified in the service and access point standards for the applicable block development standards (see Section 6.4).

3. Pedestrian entrances to all parking shall be directly from the street, except that underground parking garages may be entered directly from a building.

6.11.6 Parking Structures

1. Bike parking, car-sharing parking, and other alternative ride vehicles shall be given priority placement within parking structures.

2. All parking structure exits shall maintain a clear sight triangle pursuant to Public Works Department standards to protect pedestrians from exiting vehicles. The triangle is placed with one point aligned with the driver's position. The opposite far edge of the triangle is then placed flush with the edge of the pedestrian pathway.

3. Pedestrian crossing signage shall be placed at all garage structure exits along with a stop bar set back from the edge of the pedestrian pathway.

4. All public and private parking garages shall provide a percentage of parking stalls with EV charging stations as well as EV Ready and EV Capable stalls in accordance with the edition of the California Green Building Code (CALGreen) that is in the effect at the time.

6.11.7 Temporary Parking Lots

1. Temporary parking lots are defined as parking lots that are in place for less than 24 months. Temporary parking lots shall be exempt from parking location and parking design and landscaping standards.

2. Temporary parking lots fronting any street designated on this plan shall provide a 20-foot deep landscape buffer at blockfronts facing any of these streets.

3. Temporary parking lots shall be paved.

4. Temporary parking lots need not comply with block development standards including minimum building frontage occupancy.

6.11.8 Driveways

1. The maximum width for a one-way driveway is 12 feet and for a two-way driveway is 22 feet, unless a greater width is required by the Los Angeles County Fire Department, or where needed to accommodate required turning radii.

6.12 Loading Areas

6.12.1 Service and loading areas shall be located away from public streets whenever possible. Entrances to loading areas shall be no more than 18 feet wide. Entrances fronting public streets shall be enclosed by an opaque gate covering the entire entrance. Such gates shall be of high-quality and durable materials that complement the architecture of the building. Loading areas must accommodate both trash and recycling.

6.12.2 On-street loading spaces will only be provided if off-street loading is not available. A vehicle may occupy a loading space for a maximum of 30 minutes whilst actively engaging in picking up or delivering goods.

6.12.3 Multifamily residential projects over 100 units shall designate space for moving truck loading and unloading.

6.13 Bicycle Standards

The following parking standards shall apply to all parking provided in the Plan area.

6.13.1 Required Bicycle Parking: The minimum number of bicycle parking spaces required shall be determined by the following table:

Table 6-12: Required Parking	Parking Space Requirement (% long-term/% short-term) *See notes below
Office, businesses, retail, and similar	1 space / 7,500 SF GFA (60/40)
Eating and drinking establishments	1 space / 3,500 SF GFA (0/100)
Residential	1 space / 2 units (80/20)
Hotel	1 space / 7,500 SF GFA (60/40)

5.13.2 Long-Term Bicycle Parking: Long-term bicycle parking offers a secure and weather protected place to park bicycles, for residents, employees and other visitors who generally stay at a site for several hours. 5% of long-term bicycle parking spaces must be designed to accommodate "oversized bicycles" or bicycles with attached trailers.

a. 90% of the multi-family bicycle parking shall be long-term.

b. 10% of hotel bicycle parking shall be long-term.

c. 10% of eating and drinking establishments bicycle parking shall be long-term.

d. 20% of office and bussinesses bicycle parking shall be long-term.

6.13.3 Short-Term Bicycle Parking: Short-term bicycle parking is intended to offer a convenient and accessible area to park bicycles for customers and other visitors.

a. 10% of the multi-family bicycle parking shall be short-term.

b. 90% of hotel bicycle parking shall be short-term.

c. 90% of eating and drinking establishments bicycle parking shall be short-term.

d. 80% of office and bussinesses bicycle parking shall be short-term.

6.14 Service and Utilities

Except where modified herein, all City Standards and Specifications shall be met on all properties and developments. All provisions of the Development Code must be met.

6.14.1. Curb Stops. Curb stops form the dividing point between public water service lines and private service lines. Curb stops shall be located inside of the hardscaped portion of the streetscape amenity zone. Locate service line (public and private portions) and curb stop to avoid conflicts with streetscape program (tree locations, street furniture, etc.).

6.14.2. Service Locations. Service functions, including retail loading and residential tenant move-in, shall be located along and accessed from alleys whenever present. When alleys are not present, service functions shall be placed within buildings and provisions for access shall be made.

6.14.3. Utility & Mechanical Location. Utility and mechanical functions, including transformers, shall be located inside of buildings unless there is adequate space to locate inside of setback areas located along alleys. Internal utility rooms must meet the layout and intent of the City's standard details for internal meter rooms. Meter rooms may be separate from or combined with the fire water entry room. Public access to utility and mechanical equipment shall be restricted. Mechanical Equipment shall vent to an alley or roof wherever possible.

6.14.4. Service, Utility and Mechanical Screening. Ground level service, utility, and mechanical equipment shall be located along alleys where feasible. Mechanical equipment that is not located along an alley, with the exception of gas meters servicing retail spaces, shall be fully screened from view or located entirely within a building. Retail gas meters shall be located in a manner to reduce their visual impact (i.e. setback from the building façade, screened by landscaping, etc.). Backflow preventers and free standpipes, along with utility box transformers shall be screened. All screening devices shall be compatible with the architecture, materials, and colors of adjacent buildings.

6.14.5. Trash Location and Capacity. Trash enclosures shall be located inside of the building in a room sized to adequately accommodate recycling bins and future composting needs. Trash enclosures shall be sized to accommodate a week's worth of refuse. If space exists outside of pedestrian and vehicular travel paths, the Director will consider locating dumpsters along alleyways. In such cases, dumpsters shall be fully screened from view in a manner that is aesthetically compatible with building architecture as determined by the Director. Enclosures shall be a minimum of six feet high and shall be enclosed by an opaque door.

6.14.6. Recycling Chutes. All multifamily buildings shall have chutes that allow residents to dispose of recycling from each habitable floor.

6.14.7. Rooftop Equipment. Roof-vent penetrations and mechanical equipment, excluding wireless communication facilities, must be located at least ten feet from any exterior building face. Rooftop mechanical equipment must be screened from view from all adjacent streets (based on an eye level perspective taken from the far edge of the right-of-way opposite the building). At the Director's discretion, a sight-line analysis may be required.

6.14.8. Grease Handling. Grease interceptors shall be located on private property in locations where the impact of odors is minimized. Grease interceptors shall be sized per City Standards and Specifications and shall be located to provide adequate cleaning on a monthly basis. Adequate space for waste grease storage shall be provided with sufficient capacity to meet the needs of the anticipated tenant mix. Grease interceptors shall vent to the roof of the building directed away from the street to reduce impacts from odors.

6.14.9. Public Utility Box Location. City staff shall coordinate the location of all public utility boxes (traffic signal boxes, transformers, etc.) to minimize negative impacts on the public realm and overall streetscape environment.

6.14.10. Live/Work Compatibility. In cases where residential or live/work units are envisioned as transitioning to commercial uses, the design of utility rooms shall be coordinated with City staff to reduce barriers to conversion in the future.

6.15 Sign Standards

6.15.1 Intent Statement

Sign Standards of the Diamond Bar Municipal Code regulates signs within the City of Diamond Bar. The standards of this Section provide supplemental regulations and special allowances to ensure the successful design of signs in a pedestrian-oriented downtown environment.

The standards intent is to enhance the pedestrian experience in the new downtown, prevent visual clutter, and promote successful sign design that contributes to new downtown's economic health.

6.15.2 Relationship to the Diamond Bar Municipal Code

All signs shall comply with Development Code Title 22 - (Development Code), Article III. Site Planning and General Development Standards, Chapter 22.36: Sign Standards, except as set forth for signs within the boundaries of the special sign districts as described below.

Figure 6-72 - Projecting Sign Illustrative Photo

Figure 6-73 - Projecting Blade Sign Illustrative Photo

Figure 6-74 - Sidewalk Sign Illustrative Photo

6.15.3 Sign Standards Specific to the TCSP

This Plan recognizes that the urban environment envisioned for the new downtown is unique within the context of Diamond Bar. In order to accommodate signs that are not appropriate for Diamond Bar as a whole but may be appropriate for portions of the new downtown, this Plan makes provisions for specific signage otherwise prohibited in the Development Code. In some cases, it also imposes additional standards to permitted signs and prohibits sign otherwise allowed. These special allowances, restrictions and supplemental regulations are defined below.

All provisions of the Development Code not specifically mentioned or differentiated in this section shall remain in effect.

A. Permitted Signs that would otherwise be prohibited by Development Code Section 22.36.080

The special sign district the following signs shall be permitted within the boundaries of the TCSP:

1. Projecting Signs projecting no more than four feet from the building face.
   a. Definition: A Projecting Sign means a sign that is structurally attached to and projects outward from a building face or wall.Limitation in Number. One double sided Projecting Sign is permitted per each ground-floor tenant to be located adjacent to the store Frontage.
   b. Maximum Area. Projecting Signs may not exceed 4 square feet in area.
   c. Restrictions, Additions, Clarifications and Exceptions. Light fixtures may be used for direct illumination of Projecting Signs.
   d. Additional Projecting Sign Requirements:
      - Shall have a vertical clearance of 12 feet from the ground.
      - Top of Projecting Signs shall be below the sill line of second-floor windows
      - Shall have a minimum spacing of 30 feet from other signs.
2. Projecting Blade Signs:
   a. Definition: A Blade Sign is a projecting sign that is taller than it is wide and extends beyond the height of the sign band. It may also extend beyond the height of the building to which it is directly attached. Blade signs can be many shapes and sizes and be either illuminated or non-illuminated.
   b. The design including size, shape and means of attachment of any and all Blade signs shall be subject to Planning Commission review and approval.
   c. Restrictions, Additions, Clarifications and Exceptions. Projecting Signs may be externally or internally illuminated. If internally illuminate, backgrounds shall be opaque so that lighting emanates from letters, logos, and accent elements only.
   d. Additional Blade sign requirements:
      - Shall have a vertical clearance of 12 feet from the ground.
      - Shall have a minimum spacing of 100 feet from other blade signs.
3. Sidewalk Signs
   a. Definition. A Sidewalk Sign is a sign that is not permanently affixed to a structure or the ground.
   b. Limitation in number. No more than one sidewalk sign every 30 feet. One double-sided sign is permitted per each ground-floor tenant to be located adjacent to the store Frontage.
   c. Maximum Area. Sidewalk Signs shall not exceed 8 square feet per face.
   d. Restrictions, Additions, Clarifications and Exceptions. Sidewalk Signs shall not:
      - Obstruct required ADA clearance.
      - Impede any line of sight for motorists at vehicular public right-of-way intersections, as recommended by the City Engineer.
      - Interfere with people exiting and entering parked cars.
      - Be located in any landscaped area.

B. Permitted Signs not expressly allowed under Development Code Section 22.36.080

1. Shingle signs.
   a. Definition: A Shingle Sign hangs from a projecting structure that is perpendicular to the face of the building. Shingle Signs may also be suspended from overhead building projections, such as balconies, canopies, eaves or arcades.
   b. Limitation in Number. One Sign per Street Frontage for each ground-floor tenant to be located adjacent to the store Frontage not to exceed two Frontages.
   c. Maximum Area. Shingle Signs may not exceed 4 square feet in area.

Figure 6-75 - Shingle Sign Illustrative Photo

Figure 6-76 - Pole Banner Illustrative Photo

Figure 6-77 - Back lit, Channel Letter Sign Illustrative Photo

d. Restrictions, Additions, Clarifications and Exceptions. Light fixtures may be used for direct illumination of Shingle Signs.

e. Additional Shingle sign requirements:

- Placement if suspended from balcony, canopy, soffit, eave or arcade.

2. Pole Banners

a. Definition: Pole Banners are signs made out of cloth, fabric or other lightweight material, which is attached at the top and bottom by permanent supports mounted to a building wall or light pole.

b. Limitation in Number. One Sign per 100' of building length, or one-sign per building length if the building to which they are attached are less than 100 feet in length. Two Pole Banners per light pole.

c. Maximum Area. Pole Banners shall not exceed 8 square feet.

d. Restrictions, Additions, Clarifications, and Exceptions: Pole Banners affixed to an exterior building Facade shall not extend above the roofline.

C. Prohibited Signs that would otherwise be permissible under Development Code Section 22.36.120(b) and 22.36.190(c)

- Monument signs.
- Freeway-oriented signs (excluding wall signs).

6.15.4 Supplemental Regulations

The following additional regulations and allowances apply to signs within the boundaries of the Town Center Specific Plan.

A. Wall Signs

1. Signs painted directly on buildings are not permitted.
2. Cabinet signs are not permitted.
3. Walls signs shall be comprised of individual channel letters with the exception of cabinet-style logos which are not to exceed nine square feet. Combinations of individual letters, cabinet logos, and taglines are permitted. The tagline must be secondary to the main sign. The height of the tagline may not exceed one quarter of the height of the individual letter sign.
4. Restrictions, Additions, Clarifications and Exceptions. Signs may be internally illuminated, back lit, or lit from the front by wall mounted fixtures. Independent fixtures may be used for direct illumination of signs. Wall signs shall be allowed for ground-floor tenants only. The placement of the first-floor sign band shall be directly above the storefront. The building name or the tenant name occupying the most floor area in a building may have one wall sign above the window band of the top floor.

6.16 Architectural Styles Standards

An architectural stylistic framework shall be the basis for establishing objective design standards for all development in the Town Center. This framework honors the San Gabriel Valley's existing architectural styles by providing a regulatory framework to continue its eclectic architectural tradition.

The following standards enable the significant characteristics of the following five architectural styles that have been identified as relevant. The styles are identified below. The five styles are the following:

- Main Street Commercial
- Spanish Revival
- Craftsman
- Art Deco
- Disciplined Modern

The above styles are described in terms that assist the user of these standards to understand their historic precedence and prepare contemporary designs in these historic styles. Each style is described, differentiated from the others, through eight criteria. These describe their prevalent language of composition, technique, materiality, and detail for the user to apply to new designs: massing, base, primary walls of upper floors, roof-wall transitions, roof, drainage, door and window openings, attached elements.

Applicants for development in the Town Center shall select and conform to one architectural style and one corresponding building type for each proposed building pursuant to the standards. If a development is proposing several buildings and/or building types, the applicant may provide different architecture style and building type combinations in the same development as permitted in the sub-district. Each style is described and differentiated from the others through eight building criteria as follows:

Additional styles may be proposed by project applicants, however the decision to permit these is at the discretion of the Planning Commission, taking into account the proposal's consistent definition and application of the eight criteria mentioned below:

1. Massing
2. Base and Ground Floor
3. Primary Walls of Upper Floors
4. Roof Wall Transitions
5. Roof
6. Drainage
7. Door and Window Opening
8. Attached Elements

Figure 6-78 - Main Street Commercial Style

Figure 6-79 - Spanish Revival Style

Figure 6-80 - Craftsman Style

Figure 6-81 - Art Deco Style

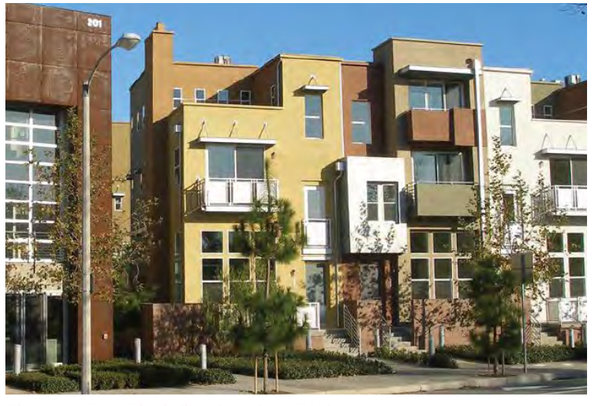


Figure 6-82 - Disciplined Modern Style

6.16.1 Main Street Commercial

The Main Street Commercial style is derived from the late nineteenth and early twentieth century mixed-use architecture that characterized the downtowns of small cities and towns throughout California. Buildings of this style are decorated rectangular masonry (or stucco) boxes in form and are mixed-use with commercial ground floors in terms of function.

Multi-story façades are typically divided into base, middle and top, or "tri-partite", with the ground floor taller than the shorter upper floor which is finished by a significant parapet. The ground floor has expansive glass interrupted by structural columns with transoms to allow light to penetrate deep into the interior. Upper-level windows are typically punched openings, often grouped in twos or threes by piers, pilasters, or other façade elements, creating a repetitive bay structure directly relating to the ground floor openings.

Figure 6-83 - Main Street Commercial Building in Denver, CO

1. Massing

A. Main Street Commercial buldings shall present frontages that are square or simple rectangles and as a single volume.

B. Notwithstanding this requirement, no greater than 10% of the total frontage may include deviations to the rectangular forms, through changes in height, setback or encroachment, or corner articulation.

2. Base

A. An explicit base level element shall ground the building up to two and half-feet (2'-6") maximum height, such as a bulkhead, footer, or sill.

B. The ground floor base shall provide a minimum of one (1) foot wide horizontal band of a different plane on the façade at the top of the first story, such as a cornice or lintel.

C. Exterior wall materials shall be applied as a horizontal band of brick, stone, cast concrete, stucco, terra cotta, or cementitious fiberboard

3. Primary Walls of Upper Floors

A. Upper floor walls shall be expressed as single-plane expanse of cast concrete brick, stucco and plaster materials, terra cotta or cementitious fiberboard siding. Notwithstanding that, nothing in this statement shall be interpreted as prohibiting the inclusion decorative detail on the surface or that is additive in nature.

B. Where present, attached building wall elements, such as awnings and balconies, shall encroach into the building's setbacks.

C. Window shutters shall not be allowed.

4. Roof-Wall Transitions

A. Exterior walls shall transition directly into roof parapets or into plaster molding or cornice line forms.

B. For buildings with flat roofs, exterior parapets shall be articulated as a continuation of the exterior wall. However, nothing in this requirement shall be construed as preventing the addition of cornices, entablature, or decorative profiles onto the surface of the parapet.

5. Roof

A. For buildings with pitched roofs greater than 6:12, roofs shall overhang the wall surfaces, by a minimum of two (2) feet.

6. Drainage

A. Where a rain drainage catchment is visible, (i.e., not embedded within the building's walls) it shall be conducted with a combination of gutters and downspouts fabricated either from untreated copper or painted metal to contrast with the building face.

Figure 6-84 - Examples of Main Street Commercial Style (ten at rigth)

7. Door and Window Openings

A. Ground floor fenestration shall conform with the requirements for storefronts or café frontages (see Section 6.7).

B. Transoms above doorways are required on the ground floor.

C. Upper floor windows and doors shall be geometrically square or rectilinear oriented with the longer dimension running vertically. Notwithstanding this, nothing in this requirement shall preclude the use of arches, or articulated lintels atop the openings.

D. Door and window openings shall be centered on the spaces between the pattern of ground floor columns and piers.

E. Windows on upper floors shall appear to be "punched" by recessing them from the surface by a minimum of 2". Where windows are arranged in groups of two or three, the entire group shall be recessed from the outer surface.

F. Door and window openings on the Upper Floors of Primary frontages shall constitute a minimum of 33% of the façade. This requirement may be reduced if windows and doors are recessed at least 4" from the surface of the façade.

G. Windows on the upper floors shall be double-hung or awning type unless the Planning Commission approves an alternative.

8. Attached Elements

A. Awnings, canopies, and upper floor balconies or bay windows are subject to encroachment requirements.

Figure 6-85 - Examples of Main Street Commercial Style (ten at rigth)

TORTI GALLAS + PARTNERS | CITY OF DIAMOND BAR CALIFORNIA

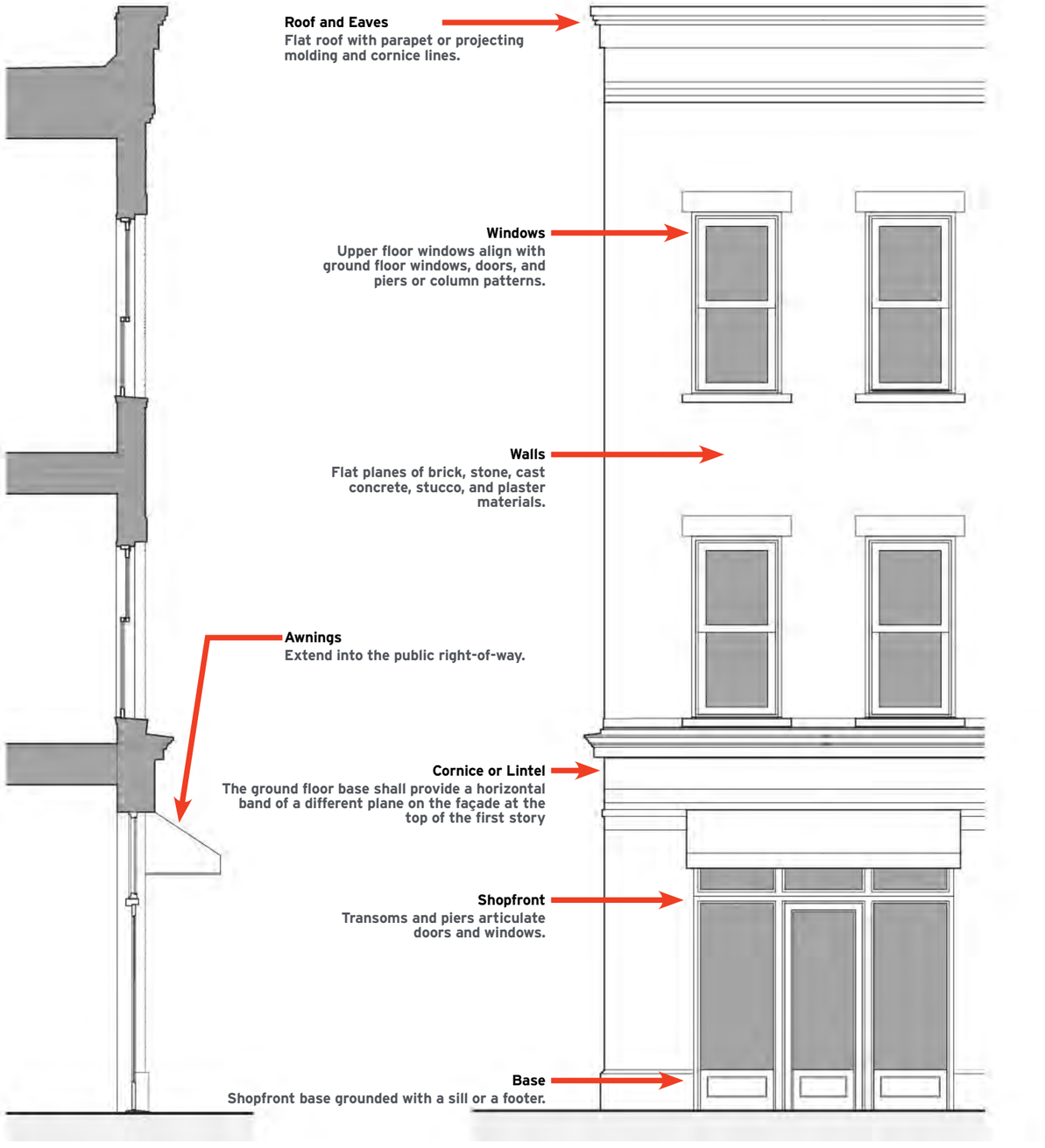


Figure 6-86 - Main Street Commercial Elements Diagram

6.16.2 Spanish Revival

Derived from the adobe structures of the Spanish Missions showcased in the California pavilion at the World's Columbian Exposition of 1893, and adopted by several railroad companies for their train stations and hotels, it quickly became a fixed style of California, widely used on both institutional and residential buildings. Walls often have significant depth, and any effort to emulate this character-defining feature, especially in features such as arcades, will help the authenticity of the language. The Mission style is a mature and complex architectural language. Its heritage is so extensive that when applied, it evokes a heightened sense of urbanity, and an intimate relationship with nature. Key characteristics of the style include white or light-colored stucco walls, sloped red tile roofs with exposed rafter ends, shaped parapets, and extensive balconies often with ornate metal rails. Building composition is flexible, with both asymmetrical, picturesque arrangements and ordered, symmetrical ones appropriate to the style. The use of arched openings, either unframed on windows, or in ground floor arcades at entries or adjacent to public space, is common. Building façade compositions can be symmetrical but are generally asymmetrical in terms of window size, location, and alignment.

Figure 6-87 - Spanish Revival Building in Rolling Hills Estates, CA

1. Massing

A. Volumetric composition shall be with a primary volume accounting for at least 60% of the frontage, but no more than 90% offset by a variety of lesser volumes.

B. Cantilevered rooms shall not be allowed on exterior walls facing primary or side streets.

2. Base and Ground Floor

A. While, not required, if an articulated base element is applied on the ground plane, such as a footer, it shall be no taller than three feet (3'-0") maximum height from grade.

B. Where utilized, the base element shall be one (1) of the following:

a. A horizontal band painted with the darkest accent color applied to the building façade.

b. A horizontal band painted the exact same color as the entire building façade.

c. A horizontal band of ceramic tile, plaster, stone or cast concrete materials

3. Primary Walls of Upper Floors

A. Primary Upper floor walls of the primary volume shall be expressed as a single-plane expanse of stucco or plaster surface, smooth or hand-troweled textures. Primary Walls of secondary volumes shall be surfaced in stucco or plaster unless discretionary approval by the Planning Commission is granted for an alternative material.

B. Notwithstanding the requirement for above, materials such as decorative tile, ornamental metal, stone, or terra cotta may recess within the wall, set flush with the surface of the wall or in the case of traditional moldings, be applied atop the surface. Stone or cast concrete materials shall not be allowed above the ground floor base element, except for attached chimneys, unless the material is a continuation of the identical material used below. .

4. Roof-Wall Transitions

A. Where parapets are used, they shall be articulated as an explicit exterior wall visual transition to the sky.

B. Exterior walls will transition into roof form by one of three devices:

a. a projected wooden eave with exposed wooden rafters,

b. a plaster molding or,

c. a tile cap.

C. Foam moldings are permitted only on the second (2nd) floor or above and shall not be used in occupied or high-use areas such as doorway trim or facing balconies.

5. Roof

A. Gabled or hipped roofs shall be low-pitched at a 3:12 minimum to 5/12 maximum ratio and finished in clay or concrete barrel tile.

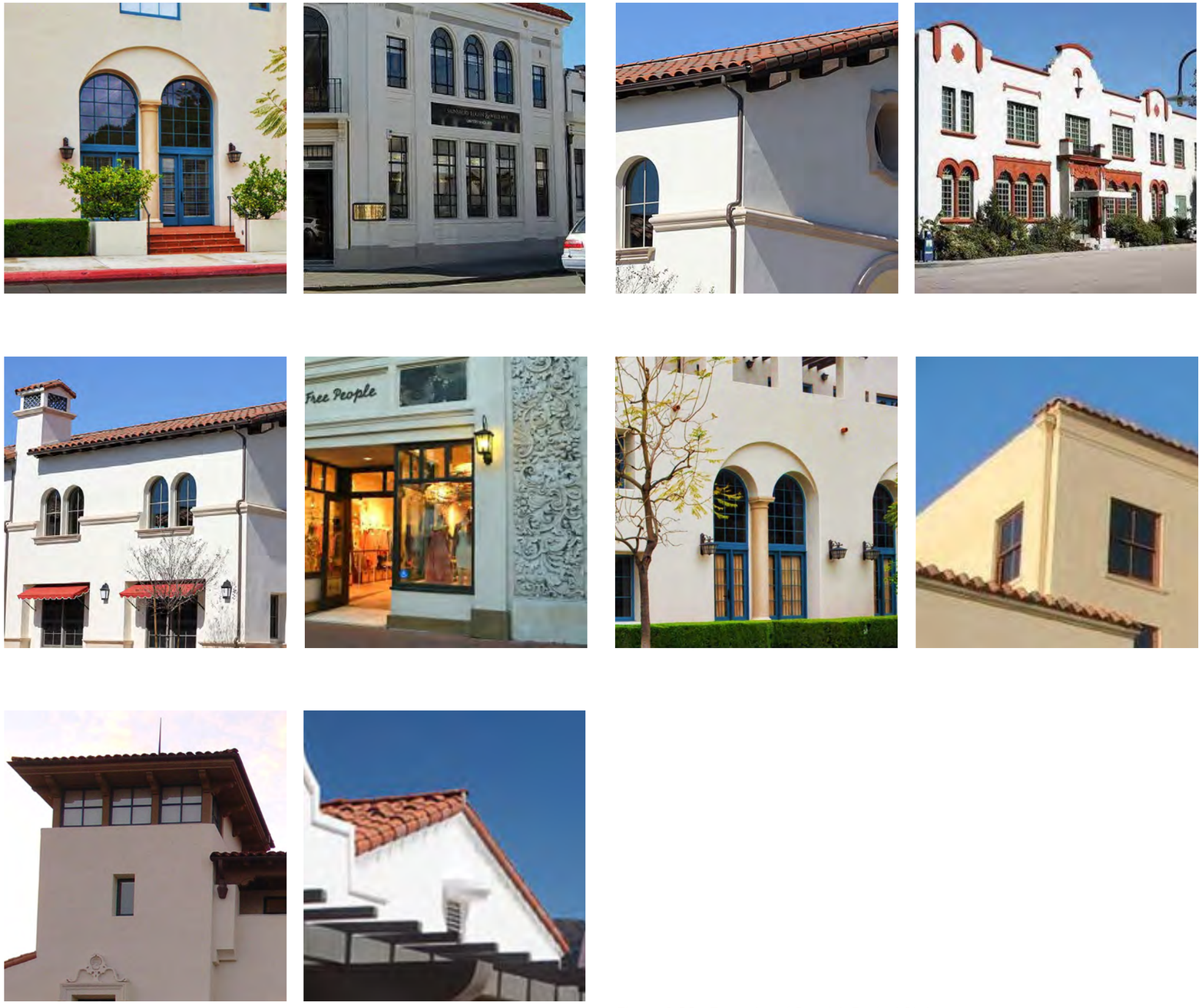


Figure 6-88 - Examples of Spanish Revival Style

B. Flat roofs are allowed and shall be articulated as an explicit exterior surface (tile may be multi-color randomly placed) visual transition to the sky. May be accessible and used as balconies or terraces.

C. Overhanging downslope eaves shall be a minimum of sixteen-inches (1'-4") wide supported by wooden rafter tails and exposed eaves or metal brackets.

6. Drainage

A. Rain drainage catchment shall be conducted with a combination of half-round gutters and round downspouts entirely in dark painted metal or untreated copper and shall be located within six inches of building corners.

7. Door and Window Openings

A. Window on Primary facades shall be punched openings with no surround and deep-set with a minimum two-inch (2") plaster return.

B. Window and opening compositions shall be square or vertically rectangle shaped.

C. There is high ratio of wall to window, meaning that the windows are read as "punched."

D. Shutters shall be the aggregate size of the associated opening.

E. Operable windows on upper floor shall be casement.

F. Sliding doors are not permitted unless they have a minimum stile width of four (4) inches.

G. Ground floor fenestration shall conform with the requirements for storefronts or café frontages (see Section 6.7).

H. Upper floor windows and doors shall be geometrically square or rectilinear oriented with the longer dimension running vertically. Notwithstanding this, nothing in this requirement shall preclude the use of arches, or articulated lintels atop the openings.

I. Door and window openings shall be centered on the spaces between the pattern of ground floor columns and piers.

J. Doors and Windows openings on upper floors shall appear to be "punched" by recessing them from the surface by a minimum of 2". Where windows are arranged in groups of two or three, the entire group shall be recessed from the outer surface.

K. Door and window openings in the Upper Floors of Primary Frontages shall constitute a minimun of 33% of the façade. This requirement may be reduced if the windows and doors are recessed a minimum of 4".

8. Attached Elements

A. All allowable urban frontages in the project area can be expressed in terms particular to this architecture.

B. Awnings, canopies, and upper floor balconies or bay windows are subject to encroachment requirements.

C. Balconies shall be supported by bracketing entirely in metal or exposed wood.

D. Minimum Transparency Not Required: Projecting balconies in the Spanish Colonial style are exempt from the minimum transparency requirements for balcony railings.

E. Bay windows shall be supported in wooden brackets or exposed joist extensions.

Figure 6-89 - Examples of Spanish Revival Style

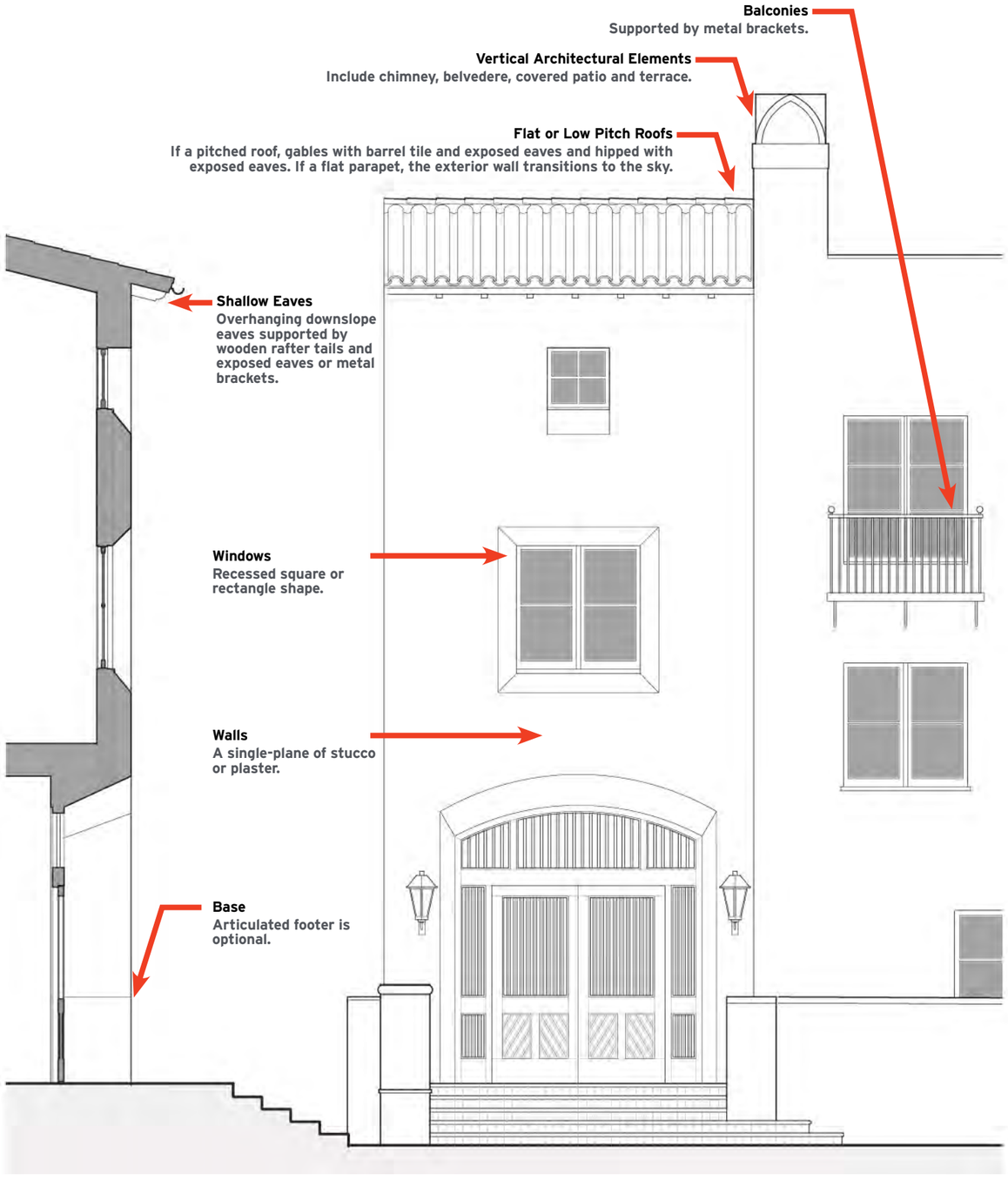


Figure 6-90 - Spanish Revival Elements Diagram

6.16.3 Craftsman

The English Arts and Crafts movement of the mid- to late-19th century inspired the Craftsman architecture of California. It was invented as a style of the handmade and earthy, a reaction to the repetitiveness and homogenization of the industrial culture emerging at the time. The Arts and Crafts movement became the expression of choice for an unadorned, popular, and natural architecture. Good examples of Craftsman buildings for larger scaled 3-5 story buildings can be found in historical hotels, California courtyard multifamily housing and mountain / national park resorts.

In its most simple form, it is a wood box surrounded by various attached elements, such as roof dormers or expressive downspouts. Walls are typically horizontally placed wood siding, shingles, or board-and-batten (often in a combination of two or three) with a foundation base and piers in stone, brick or stucco. A large gable roof shallow sloped roof with dormers to break up massing is typical. Dormers may have shed or flat roofs, gable ends. Rafter tails, decorative brackets, and porch columns are exposed, smooth, woodwork. Windows and doors are vertical in proportion, trimmed in wood. Roofs are clad in wood or shingles with broad overhangs and eaves.

Figure 6-91 - Craftsman Style Building - Fair Oaks Court, Pasadena, CA

1. Massing

A. Volumetric composition shall be with a primary volume accounting for at least 60% of the frontage, but no more than 90% offset by a variety of lesser volumes.

B. At least 70% of the top floor shall be subsumed in the roof with dormers. In buildings with varying heights, this requirement shall apply to the top floor in each section of the building.

C. A large gable roof with dormers to break up massing is typical. Dormers may have shed or flat roofs, or gable ends.

2. Base and Ground Floor

A. An explicit base element shall be applied at the ground plane, and it shall measure from be up to one-(1) to three-feet (3'-0") in height and expressed as horizontal band/layer pattern and made of brick, stone, stucco, or shingle materials.

B. Ground floor material shall be a masonry material such as stone, brick or stucco and the upper floors shall be clad in wood or shingle siding.

C. Piers are a minimum of 6"x6" if wood posts, and 18"x18" if stone or stucco.

3. Primary Walls of Upper Floors

A. Masonry materials, such as brick, stone or stucco shall not be allowed above the ground floor base element, except for attached chimneys.

B. Upper floor exterior walls shall be clad primarily (up to 90% of a vertical façade section) as single-plane expanse of wood, shingle, shake, or clapboard siding up to the roof line. with a secondary material utilized from 10-30% of any vertical section). Secondary materials can be defined by a change in color, a change in size or pattern of the shingles or shakes, or a completely different material.

C. The space between columns and piers shall be either square or vertically rectangle shape with a height to width proportion ratio of no more than 3:1.

D. Door and window openings shall be centered on the spaces between columns/piers below.

E. Piers are a minimum of 6"x6" if wood posts.

4. Roof-Wall Connections

A. Exterior walls shall transition into roof form by projected wooden eaves with exposed rafters.

B. Eaves shall have an overhang of at least three feet (3'-0").

5. Roof

A. Roofs must be designed with a pitched gable or hipped roof. Principal gables are between 3:12 and 6:12, and shed slopes shall be less than the principal slope (between 2:12 and 4:12).

B. Eaves shall be supported by wood bracket details and exposed wood rafters to support gable end roofs.

C. Dormers, if used, shall have shed or gable ends.

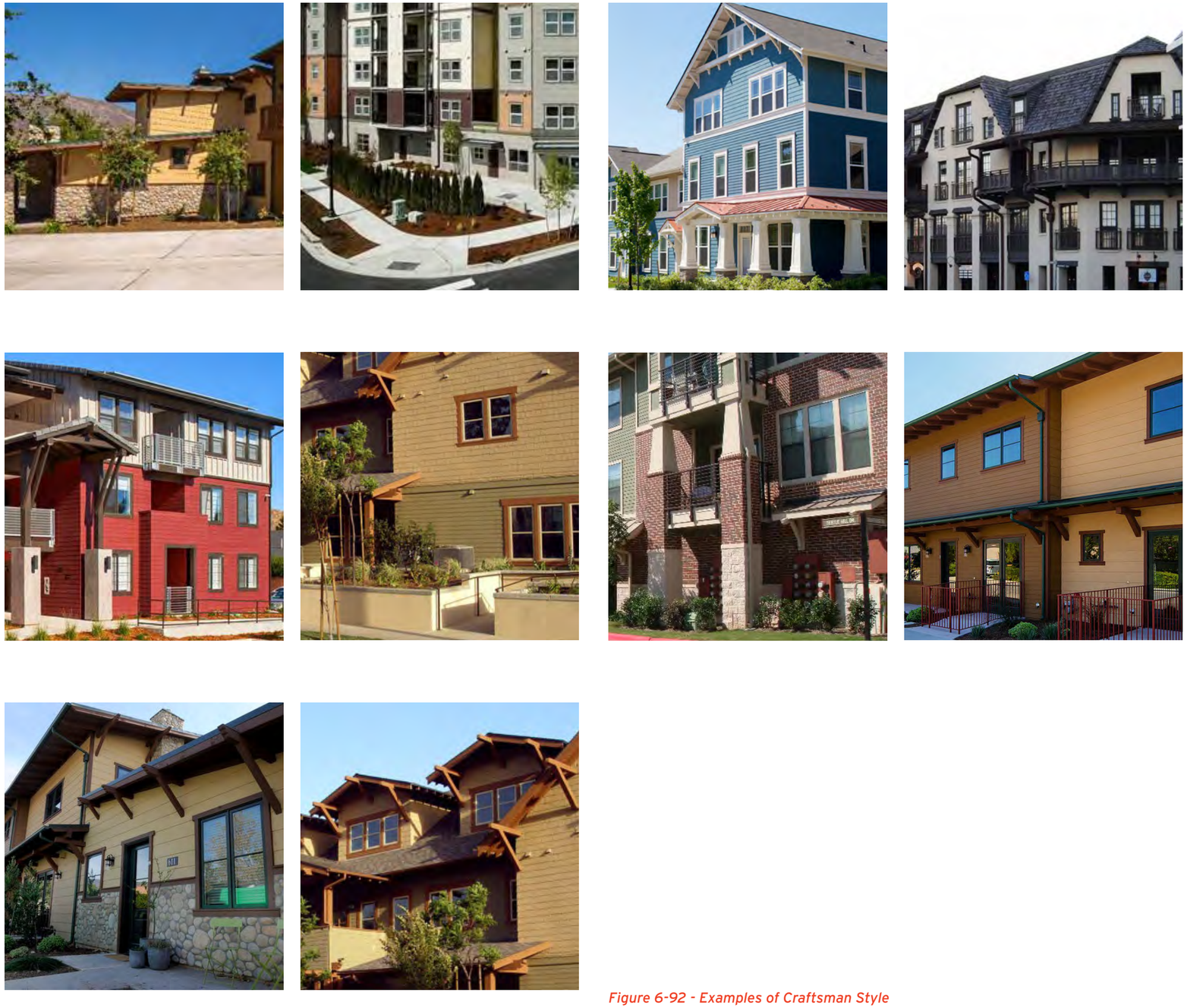


Figure 6-92 - Examples of Craftsman Style

6. Drainage

A. Rain drainage catchment shall be conducted with a combination of gutters and downspouts in entirely painted metal or untreated copper finishes.

7. Door and Window Openings

A. Window lites may be divided into equal increments or be divided on a portion of a window (such as the upper portion of a double-hung or casement window).

B. Primary entry doors on the ground floor shall be made of wood.

C. Window and opening compositions shall be either square and/or vertically rectangle shaped. However up to three windows may be grouped to form a horizontal opening.

D. One specialty window (neither square nor rectilinear) per vertical section, may be utilized.

E. Window shutters, if used, shall match the aggregate size and shape of the associated opening.

F. Door and window openings on the Upper Floors of Primary Frontages shall constitute a minimum of 25% of the façade.

8. Attached Elements

A. Porches, chimneys, and trellises can encroach beyond the primary exterior surface of buildings and into their setbacks.

B. Balconies and bay windows shall be supported by wood brackets, or tapered or square posts.

C. Trellis and other woodwork shall define ground floor outdoor patios areas.

D. Minimum Transparency Not Required: Projecting balconies in the Craftsman style are exempt from the minimum transparency requirements for balcony railings.

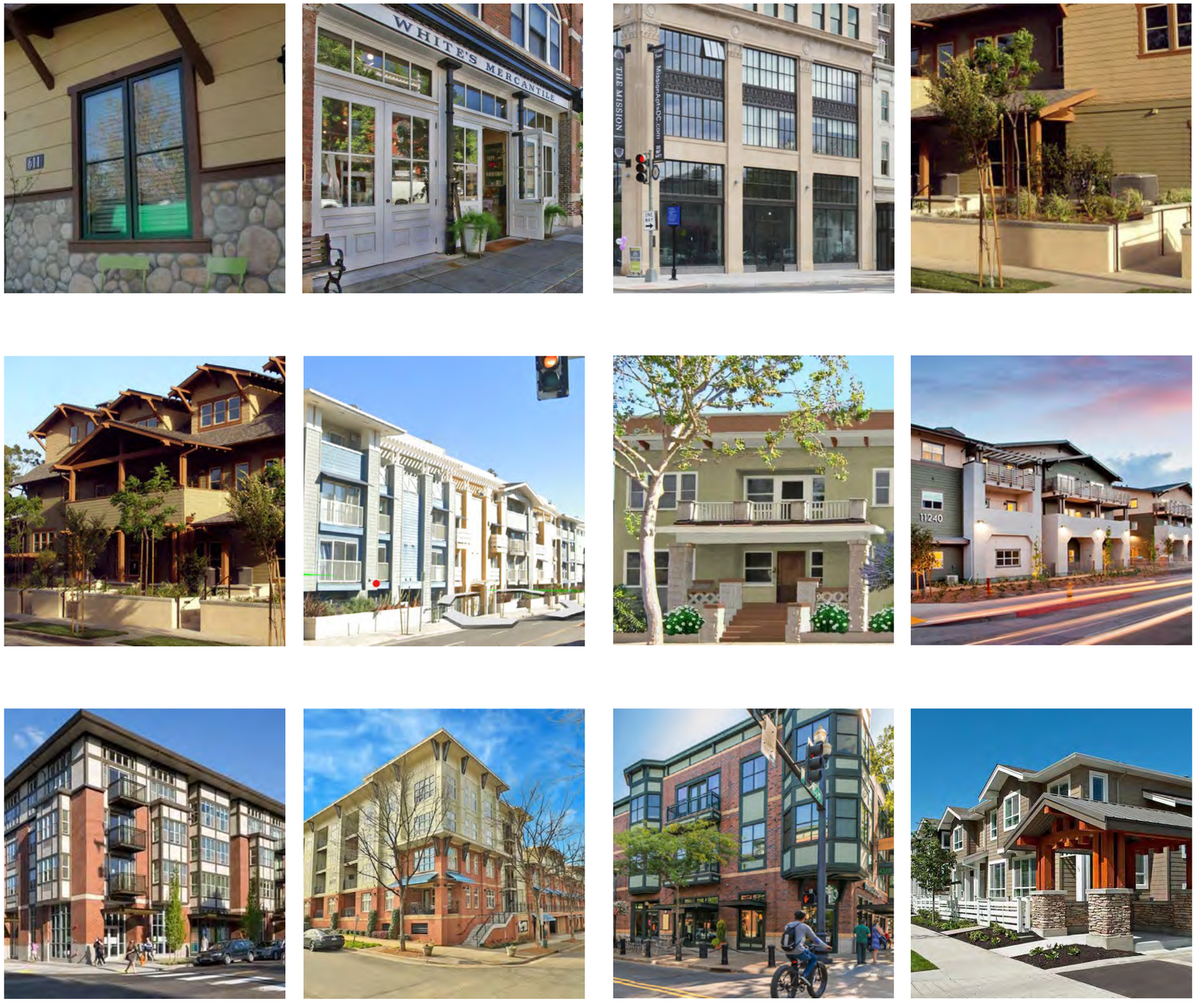


Figure 6-93 - Examples of Craftsman Style (twelve at right)

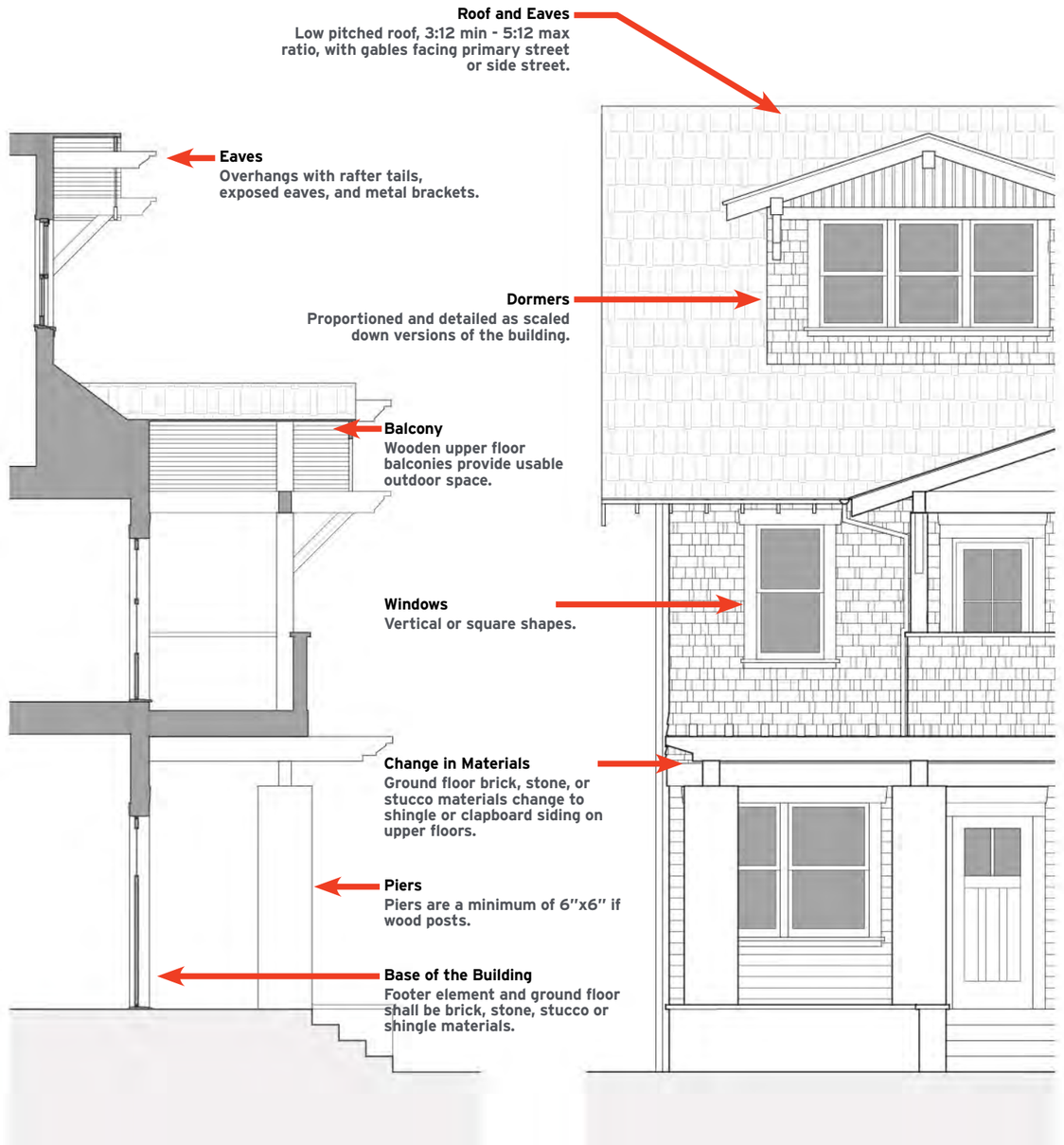


Figure 6-94 - Craftsman Elements Diagram

6.16.4 Art Deco

Art Deco emerged in the US in the 1920s and 30s, and was the first widely popular modern style, spreading through large cities and small towns alike. The style made a major impact on commercial, institutional, and large-scale residential buildings throughout California. The Art Deco style is characterized by volumes that step back at upper floors, long pilasters that run the entire height of the building, flat roofs, smooth lines, geometric shapes, and streamlined forms. Windows typically are located between the pilasters and, between floors, are often separated by decorated transom panels. Although towers may have roofs clad in metal.

Decorative features, such as infill panels, entry doors or canopies, incorporate strong geometric motifs, sometimes inspired by pre-Columbian architecture, and are often made of contrasting materials, such as metal or ceramic tile. The more exuberant versions of the style incorporate aggressive geometries of chevrons or ziggurats in façade design, while a more streamlined version, sometimes referred to as Arte Moderne, utilizes more sedate compositions with a horizontal emphasis.

Figure 6-95 - Art Deco Building in Fort Worth, TX

1. Massing

A. Maintain a symmetrical balance in at least 60% of the design's elements, with controlled asymmetry in no more than 40%.

B. Building façade sections shall have either a dominant vertical emphasis in detail or horizontal emphasis, but not both within the section of the façade.

C. Where tower elements are utilized, they shall rise above the roof cornice.

2. Base

A. Ground floor exterior walls shall be supported on a base composed of stone, cast concrete, brick, glazed terra cotta tile, stucco, or glazed ceramic tile (bathroom tile is not permitted).

B. The entire ground floor height may be articulated as the base of the building.

3. Primary Walls of Upper Floors

A. A primary facade plane shall account for 50% - 80% of the Upper Floor Facade. For the purposes of this calculation, windows and doors, which sit within two (2) inches from the surface of the façade are calculated as part of the primary façade plane. At least 10% of the façade shall sit on at least one additional façade plane (a secondary plane) projected out from or recessed in from the primary façade plane by a minimum of one (1) foot Balcony rails may be included as part of the secondary façade plane. There is no limit to the number of façade planes provided that the primary façade plane occupies at least 60% of the total façade.

B. Where pilasters running the entire height of the building are utilized, the combined surface of the outer edge of the pilasters may be included as part of the secondary façade plane.

C. Façades shall be composed of stucco, fiberboard, brick, or tile, however, included in those materials shall be both polished and matte finishes on separate elements, ensuring that each finish covers at least 15% of the design's total surface area.

D. Materials shall be used to give vertical or horizontal emphasis (but not both) through exaggerated piers or horizontal bands.

E. At least one geometric inlay using contrasting materials shall be utilized in each façade section.

4. Roof-Wall Connections

A. Exterior walls shall extend beyond the roof level and form a parapet that is configured in one of three ways:

a. pilasters that continue beyond height of interstitial walls,

b. walls that continue beyond height of the pilasters,

c. wall and pilaster that reach to same height.

B. Nothing in the requirement above shall preclude the use cornice lines, or the use of contrasting metal tile, or other inlaid materials as part of parapet.

Figure 6-96 - Examples of Art Deco Style

5. Roof

A. Except, by permission of the Planning Commission, roofs shall be flat with the exterior walls extending beyond the roofline to form parapet walls.

6. Drainage

A. Roof drainage shall be located within walls of the building itself and therefore not visible on the façade except that external scuppers and downspouts may be utilized on rear façades.

7. Doow and Window Openings

A. On the ground floor of mixed-use buildings, long, horizontal elements should be used in the design of the storefronts.

B. Individual windows shall be multi-paned, with a transom window above the main window.

C. Under each window, either as a sill or spandrel shall be a decorative area of at least one (1)-foot in height. This can be made of a contrasting material to the façades primary surface, or the primary surface but installed in a contrasting pattern.

D. Windows shall have vertical dimensions that are at least 1.5 times the width.

E. Notwithstanding the above requirement, up to three (3) windows may be grouped together within a larger frame.

F. Residential entry doors shall have large pane glazing or large panels with horizontal proportions. Doorways shall have a decorative surround.

G. Windows shall not cut into the pilasters.

H. Door and window openings on the Upper Floors of Primary Frontages shall constitue a minimum of 25% of the façade.

I. Windows on upper floors shall appear to be "punched" by recessing them from the surface by a minimum of 2". Where windows are arranged in groups of two or three, the entire group shall be recessed from the outer surface.

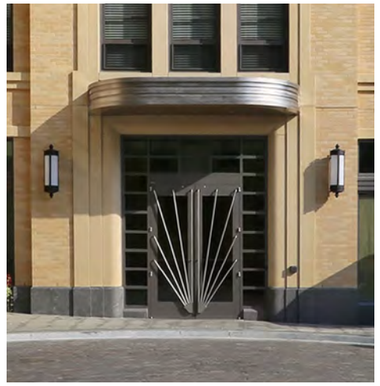
8. Attached Elements

A. For the ground floor of mixed-use buildings, a projecting canopy shall be provided over retail storefronts.

B. Awnings, canopies, and upper floor balconies or bay windows are subject to encroachment requirements.

C. Projecting balconies must project at least three (3) feet beyond the primary building face.

D. Balcony railings shall be constructed of metal, and must include a geometric pattern, covering no less than 50% of the total railing area. These could include geometric shapes, chevrons, zigzags or repeating linear elements.



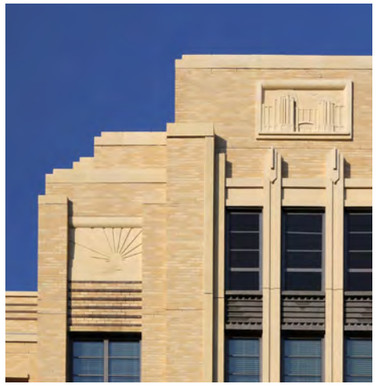




Figure 6-97 - Examples of Art Deco Style (five at right)

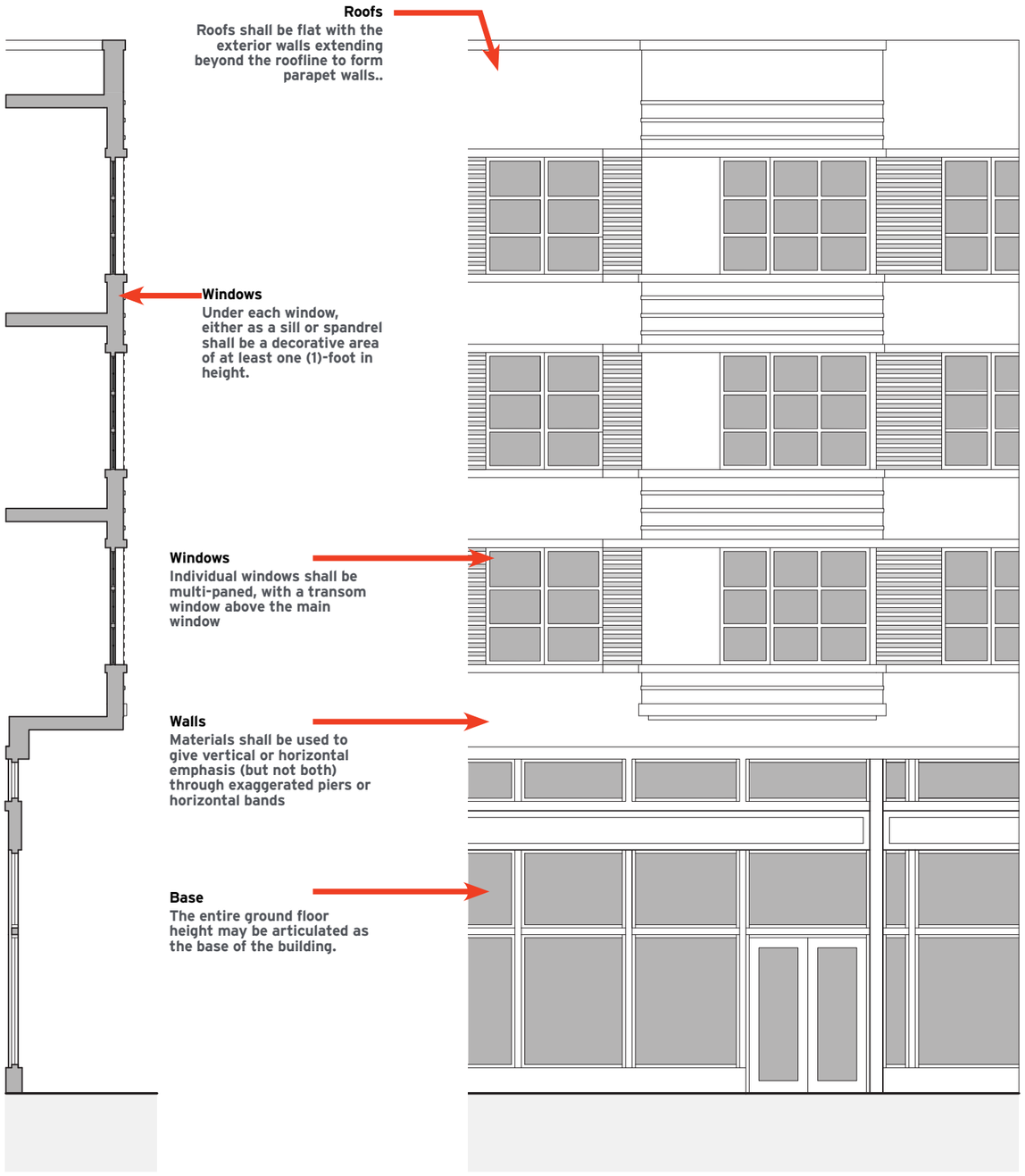


Figure 6-98 - Art Deco Elements Diagram

6.16.5 Disciplined Modern

The Disciplined Modern style refers to the streamlined Modernism that flourished in the middle of the last century, in Southern California and throughout the country. Influenced by the climate and products of industrial design, the style featured flat roofs, asymmetrical and streamlined building composition, repetitive building elements articulated as abstract planes or forms, and expanses of glass that allow integration between interior and exterior spaces. The use of industrial materials such as glass, concrete and fiberglass in combination with natural materials is common.

Given its abstract nature, the "Disciplined Modern" style relies heavily on the use of a "parti" or a set of major decisions about the overall organization of the building mass as a formative element. The process for buildings in this style shall begin with the parti, which shall include the following specific formal elements: an asymmetric composition with a horizontal emphasis balanced with vertical feature(s); a subdivision of the overall building form into discrete and distinguishable masses; the articulation of the exterior surface into planes with a visible layering of elements, and expanses of glass. Unique façade features may be highlighted with a bright or contrasting color. Despite its use of an abstract vocabulary, buildings shall be articulated with a human scale. A base and middle shall be established; a cap or attic story may be clearly articulated or implied through modest upper level adjustments such as a taller parapet.

Figure 6-99 - Disciplined Modern Building in Santa Monica, CA

1. Massing

A. Buildings shall be composed of layered volumes of differing heights and/or widths. These layered façade components shall be tied to a repetitive bay system (structural or otherwise), articulated with a changes in plane ("layered massing" of at least four (4) inches in depth. This layered massing shall appear to overlap other masses to create the appearance of depth on the façade The material palette and its application shall reinforce the repetitive bay system. Layered compositions that appear random and/or unorganized are not appropriate.

B. Nothing in the requirement shall preclude the use of exceptions to the repetitive bay system in order to identify special areas, such building entries, or to acknowledge local context.

2. Base

A. The Base shall be articulated as distinct from Upper Floors, either through changes in plane and/or changes in material, and percentage of transparency.

3. Primary Walls of Upper Floors

A. A primary facade plane shall account for 40% - 70% of the Upper Floor Facade. For the purposes of this calculation, windows and doors, which sit within two (2) inches from the surface of the façade are calculated as part of the primary façade plane. At least 30% of the façade shall sit on at least one additional façade plane (a secondary plane) projected out from or recessed in from the primary façade plane by a minimum of two (2) feet. Balcony rails may be included as part of the secondary façade plane. There is no limit to the number of façade planes provided that the primary façade plane occupies at least 40% of the total façade.

B. Façade Planes are expressed as expanses of wood, cementitious, or metal siding, plaster or stucco, metal panels, or cast concrete. These various materials may be used in conjunction with one another, for example to identify different façade planes.

C. For buildings or portions of buildings which are four (4) or more stories in height, it is necessary to provide articulation for the top story of the building. This may be accomplished by a color change, material change, the extension of a primary façade plane from behind a secondary plane, and/or a cornice/belt course at the bottom of the uppermost story. Other techniques may be approved by the Planning Commission on an individual basis.

4. Roof-Wall Connections

A. The building cap is where the side of the building meets the top. It shall incorporate the roof parapet or roofline. Building caps shall facilitate roof forms that are integral to the building's design on all sides of the structure.

B. The parapet of flat-roofed volumes may be articulated as an extension of the wall below or as a distinct railing.

5. Roof

A. Roofs may be sloped, barrel shaped, flat, or a combination thereof. Sloped roofs shall be clad in metal or tile.

Figure 6-100 - Examples of Disciplined Modern Style

6. Drainage

A. Gutters visible to the primary façade are prohibited, unless utilized to articulate the repetitive bay compositional system.

B. Where downspouts and scuppers are visible on the primary façade they shall be made of painted metal or copper in rectangular or circular form.

7. Door and Window Openings

A. On the ground floor of mixed-use buildings, long, horizontal elements shall be used in the design of storefronts.

B. Primary doorways shall be located asymmetrically from the center of the building.

C. Windows and Doors on flat surfaces must be recessed at least two (2) inches to create a shadow line or have a projecting surround or a projecting rain screen assembly of at least four (4) inches beyond the window to create a shadow.

D. Door and window openings on the Upper Floors of Primary frontages shall constitute a minimum of 33% of the façade.

8. Attached Elements

A. A minimum of 10% of all windows and doors facing a Primary Façade shall have horizontally oriented, metal sun shades supported by metal brackets extending at least 18" from the outer face of the window or door. This requirement is waived where the windows are recessed at least four (4) inches from the outer wall (or rain screen). Attached Balconies may substitute for the attached sun shades.

B. Awnings, canopies, and upper floor balconies or bay windows are subject to encroachment requirements.

C. Projecting balconies must project at least three (3) feet beyond the primary building face.

D. Balcony railings shall be constructed of perforated metal or laminated glass. If the ground floor of mixed-use buildings is proud from the floors above, a projecting canopy shall be provided over retail storefronts. Projecting canopies are not required, where the ground floor is recessed from the floors above.

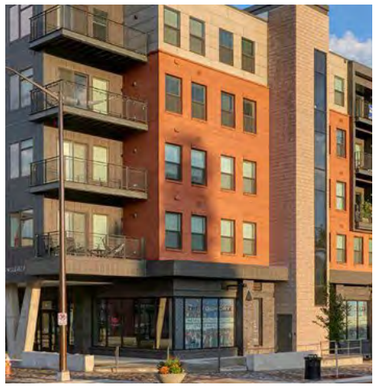
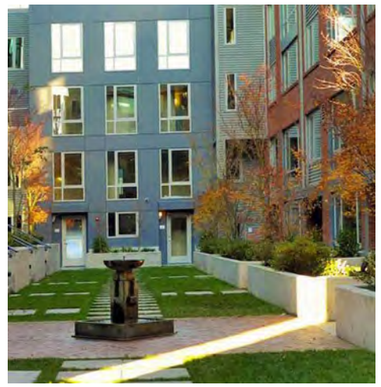






Figure 6-101 - Examples of Disciplined Modern Style (seven at right)

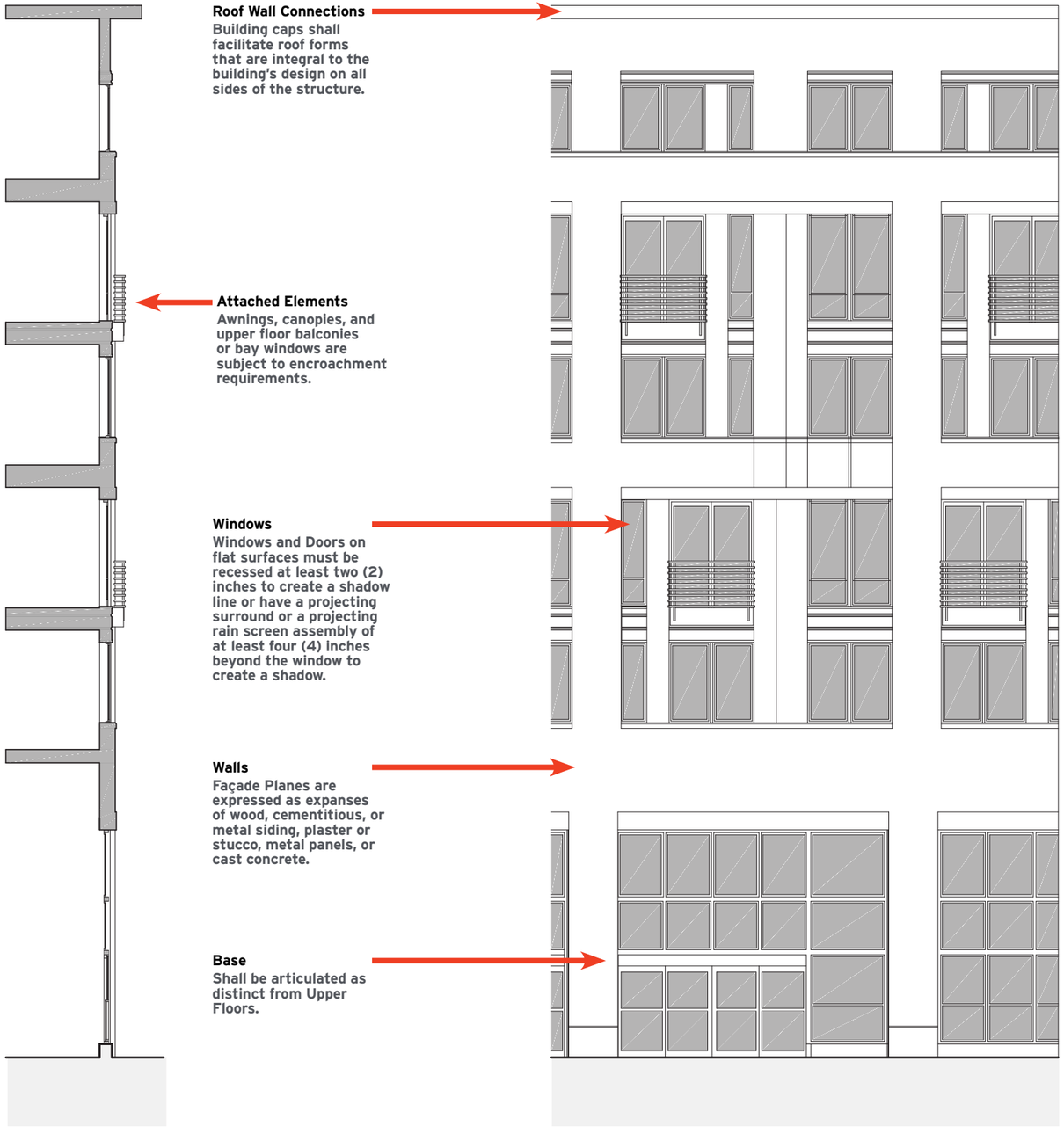


Figure 6-102 - Disciplined Modern Elements Diagram

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TORTI GALLAS + PARTNERS

CITY OF DIAMOND BAR CALIFORNIA

Implementation

The Town Center Specific Plan is intended to guide and regulate development within the Plan Area. This chapter identifies a variety of techniques and strategies to implement the Specific Plan and help achieve the vision for the Town Center area. The ideas discussed in this chapter are not mandates, nor are they intended to be all-inclusive. It is recognized that flexibility to respond to various development proposals and market conditions will be needed over time. The most effective approach may ultimately prove to be a combination of several strategies, or some techniques that have yet to be identified or accepted by the development community. In any event, the successful implementation of the Specific Plan will require extraordinary efforts, cooperation, investment and creativity by the City, regional, state and federal agencies, property and business owners and the development community.

7.1 Implementation Objectives

The criteria and procedures described in this Chapter seek to:

- Provide for the phased transition of the existing shopping centers along Diamond Bar Boulevard between SR-60 and Golden Springs Drive into a vibrant pedestrian-oriented Town Center.
- Leverage existing and future transit to create a pedestrian-oriented, multimodal, transit village.
- Introduce high quality-of-life amenities that can be equitably shared with the Diamond Bar community.
- Ensure proportional distribution of public infrastructure and public space across each phase of development.
- Encourage the production of housing for all income levels in the Plan Area.
- Ensure a dynamic public realm beyond which is provided as mitigation of development impacts.
- Allow for reasonable flexibility in the planning.

7.2 Specific Plan Adoption and Required Actions

This Specific Plan has been prepared and adopted in a manner consistent with California Government Code section 65451, as well as all pertinent sections of the Diamond Bar City Code.

It is anticipated that the following approvals/actions among others may be required to implement the Specific Plan:

- Certification of the EIR
- Specific Plan Approval/Adoption
- General Plan Amendments
- Municipal Code and Zoning Map Amendments to rezone the Town Center to "Specific Plan."
- Funding agreements for Diamond Bar Boulevard improvements
- Engineering approvals for Diamond Bar Boulevard and other street improvements
- Development Application Approval(s) in accordance with the land use and development permit procedures set forth under Development Code Chapter 22.44
- Development Agreement(s), as set forth pursuant to Development Code Chapter 22.62
- Building Permits
- Grading Permits

7.3 Project Management

There are many tools available to incentivize new development within the Specific Plan area, two of which relate to process and include:

1. A clear and efficient project management process, and
2. A clear and expedited entitlement process.

Typically, there is considerable risk in a lengthy entitlement process. This TCSP and its accompanying SEIR mitigate this risk providing developers confidence that their proposed project will move forward efficiently, provided it conforms to the overall land use plan, Objective Design Standards, and other components of this Specific Plan.

Another step toward achieving certainty is to create a streamlined review process to expedite the review of development proposals. That could include identifying dedicated City staff members, empowered to ensure cross-department coordination. Through this effort, the City can also maintain consistency, commitment to project administration, and efficiency in project processing.

Development Code Chapter 22.44 identifies the City official or body responsible for reviewing and making decisions for all land use and development proposals, including those submitted in the area governed by the Town Center Specific Plan. Amendments to Chapter 22.44 will facilitate streamlined reviews of projects that that follow the applicable objective design standards. The City will also facilitate and manage all implementation phases of the Specific Plan. The direction and

management of development phasing shall include, but not be limited to, the following:

- Coordination of and implementation of short, medium, and long-term actions as identified under Section 7.4 Phasing
- Coordination of assemblage and/or subdivision of the site into developable parcels pursuant to the Regulating Plan of the Specific Plan timing, programming development of, and/or construction of roadway improvements as discussed elsewhere in this plan.
- Review of site planning, architecture, landscape, lighting, and signage proposals
- Timing and programming development of and/or construction of public spaces
- Timing, programming development of and/or facilitating construction of all utilities such as sewer, gas, water, electricity, cellular services, cable services; and
- Timing, programming development of and/or construction of public streets

7.4 Implementation Strategies

Given the size of the TCSP area, the complex existing property ownership and development patterns, and the varied time-length for the expiration of existing leases, the development of the Town Center will inevitably occur over time and in multiple phases. Moreover, the complexity of assembling sufficiently sized parcels and layering the requisite financing required for mixed-income housing and mixed-use development makes assigning or predicting the timeline of development extremely tenuous. Therefore, the implementation strategy is broken down by short-, medium- and long-term measures that can be taken by the City, paying attention to the tools the City of Diamond Bar has at its disposal.

The phased implementation of Downtown Diamond Bar calls for new projects to support and enable redevelopment within the TCSP Area. These projects range from affordable and market rate housing and mixed-use development to street and infrastructure improvements and public space development, all of which will be necessary to sustain such new development. Many of the projects in the Specific Plan such as the housing and retail development will be funded through private investment. However, there are also several capital improvements and programs that require at least partial public funding early in the process to stimulate private sector investment, such as for the transformation of Diamond Bar Boulevard into a Complete Street.

The challenge for the Diamond Bar Town Center is to realize the phased redevelopment as described in this TCSP while considering existing property boundaries and existing lease terms, topography, and the aspirations of existing property owners. The City of Diamond Bar will need to work with property owners to participate in the elements of the proposed redevelopment plan.

Short-Term (ST) Implementation

ST-1: Adoption of the TCSP and the General Plan Amendment: By approving the TCSP, and the General Plan Amendment, the City has established the legislative policies applicable to the Specific Plan Area. The plan is flexible enough to respond to changes in demand, yet with clear Objective Design Standards to provide an expedited and predictable approval process to provide certainty for all parties—property owners and developers, City officials, and the public.

ST-2: Creation of a BID to encourage promotion and programming of Downtown Diamond Bar. The City can start working toward the larger vision for the Town Center by encouraging existing property and business owners to establish a Business Improvement District (BID). That organization will be essential to refine the scope of the individual projects, anticipate future development and provide a framework for the on-going marketing, management and maintenance of the public and private improvements within the public realm.

The City already has a robust branding system—it will endeavor to work with the BID to create a complimentary branding and messaging system for the Focus Area and Town Center to promote the programming and improve community use of the site.

ST-3: Encourage short-term pop-ups in vacant storefronts. Vacancies in some of the existing storefronts provide opportunities to encourage pop-up or other interim uses. Such uses will require flexible and expedited permitting to allow temporary uses like experiential uses, art spaces, or a food truck business that's looking to experiment in a brick-and-mortar location. The City will consider expedited permitting and review for process for interim uses.

The TAP noted that working collaboratively, the City and the BID could immediately develop programming, beginning to create a sense of place and activate the existing underutilized areas in the TCSP area. Portions of parking lots could be cordoned off to make space for a farmers' market or a food truck night—all revolving around a theme of healthy living and local food experiences. The City already does outdoor movies at one of the local parks—similar activities could also take place on some of the existing, underused parking lots in the TCSP area.

ST-4: Diamond Bar Boulevard Complete Street: The City began contemplating the transformation of the portion of Diamond Bar Boulevard within the TCSP area into a "complete street" in 2017 and has managed to secure two major grants for construction, including approximately $3 million under the Measure M Multi-Year Subregional (MSP) Program in 2019, and about $4 million under California Transportation Commission's Active Transportation Program Cycle 6 Metropolitan Planning Organization (CTC ATP Cycle 6 MPO) in 2023. The process of producing the TCSP has resulted in slight modification to the original "complete streets" plan, and the City authorized final engineering drawings based on that modification in November 2023. It is expected that construction will begin in July 2024 and be completed one year later.

ST-5: Creation of Enhanced Infrastructure Financing District (EIFD): The EIFD is a financing tool available in California that allows municipalities to finance public infrastructure projects using tax increment financing, as well as incremental tax revenues from sales and use taxes and transient occupancy taxes. By utilizing an EIFD, cities in California can create a framework that incentivizes redevelopment by providing funding for infrastructure improvements and offering incentives to property owners and developers within the designated district. This can help stimulate economic redevelopment, attract private investment, and revitalize blighted or underutilized areas within the City. Diamond Bar is committed to pursuing the establishment of an EIFD, which will ultimately require approval by the Los Angeles County Board of Supervisors.

To use an EIFD the City of Diamond Bar would adopt a resolution or ordinance establishing the TCSP area as an EIFD to be governed by a board of directors. The City, in collaboration with the EIFD board, would develop a financing plan that outlines the proposed infrastructure improvements and how they will be financed. The plan may include projects such as proposed changes to Diamond Bar Boulevards, upgrades to Golden Springs Drive, new internal streets, public stairways and ramps, utility enhancements, including water and sewer upgrades, and or other public facilities. The plan would include details on revenue sources, anticipated costs, and the duration of the EIFD specifically for the Diamond Bar Town Center area.

After this, the City would proceed through the state prescribed legislative process, and assuming that the establishment of the EIFD is successful, tax increment financing comes into play. Tax increment financing captures a portion of the increase in property tax revenue generated within the EIFD. This captured revenue is then used to finance the infrastructure improvements outlined in the plan. The EIFD can then issue bonds backed by the anticipated tax increment revenue stream to generate immediate funding for the infrastructure projects. With the financing secured, the EIFD can initiate the planned infrastructure improvements and redevelopment projects within the TCSP area. Over the life of the EIFD, the City and the EIFD board would be responsible for monitoring the progress of the projects, managing the finances, and ensuring the EIFD operates effectively. Regular reporting and oversight are necessary to track the performance of the district and ensure compliance with applicable regulations.

ST-6: Creation of Community Facilities District (CFD): An alternative to the EIFD, the CFD, also known as Mello-Roos, is another financing mechanism available to the City of Diamond Bar to finance redevelopment in the TCSP area. Like the EIFD, use of a CFD would allow the City to raise funds for various purposes. However, unlike the EIFD, which obtains its revenues from property tax and/or sales-tax increment, the CFD is a self-imposed tax or assessment by the property owners themselves (over and above existing taxes), to finance a variety of community facilities, such as infrastructure, public facilities, affordable housing and other facilities or services related to redevelopment. This is another difference from EIFDs, which are to be used exclusively for infrastructure projects.

Formation and management/governance of the CFD is like an EIFD described above with the exception that CFDs are always formed by a vote of the property owners within the designated CFD area.

ST-7: Determination of Process for the Improvement of Gentle Springs Road: Gentle Springs Road is actually a private street created by a shared easement stretching across all of the properties along its path. In advance of any redevelopment along that street, the City will need to determine a process for upgrades that can occur incrementally, i.e., as individual sites are redeveloped. This applies to infrastructure, as well as sidewalks, lighting and street tree planting.

ST-8 Encourage Land Assemblage. Because many of the parcels within the TCSP area are too small for any significant redevelopment, while others occupy strategic locations making their inclusion within redevelopment essential, efforts to encourage land assemblage will be undertaken. The biggest incentive is built into this TCSP. As an alternative to utilizing the State Density Bonus Law (DBL) developers may apply the TCSP Inclusionary Incentive Program Standards described in Section 5.4. Within these standards are density bonuses for land assemblage. The financial advantages to be gained from being part of such an assemblage, either as a buyer or a seller, are substantial.

ST-9 Create a Streamlined Review Process for private development within the Specific Plan area. The inclusion of Objective Design Standards within the TCSP allows proposals for housing and mixed-use development to be subject to a streamlined review process. This will facilitate and speed up the approval and implementation of buildings within the Plan Area. As part of its efforts to codify the Citywide Objective Design Standards, the City will need to establish this approval process and assign dedicated staff to work on Specific Plan implementation once the entitlement processes for individual buildings begins.

ST-10 Work with Foothill Transit to make changes to one of its bus routes and to move and improve bus stops. In Section 2.5 of the TCSP, it is recommended that after completion of the L-line to the North Pomona station, that Bus #286 be extended there, and its frequency increased to 30-minute headways. In this section it is also recommended that certain adjustments be made to the location of existing bus stops. The City of Diamond Bar should begin meeting with Foothill Transit immediately after passage of the TCSP to coordinate and accomplish these objectives.

Medium Term (MT) Implementation

MT-1 Upgrade of Golden Springs Drive: The TCSP proposes the improvement of Golden Springs Drive Diamond Bar Boulevard by converting one-east bound through lane to a shared left turn lane and adding an east bound right-turn lane. Funding will need to be identified and right-of-way acquired to accomplish this. This funding could come from local or state grants, or an EIFD, among other sources.

MT-2 Upgrade of Existing and Construction of New Thoroughfares: The upgrade of existing thoroughfares Palomino Drive, Torito Lane, and Prospectors Road as well as the creation of new streets as shown in the TCSP including sidewalks and landscaping, within the Specific Plan Area will be constructed as private development occurs and will be maintained as City rights-of-way. Alleys and auto courts, including sidewalks, shall be privately owned, and maintained by one or more homeowners' associations.

MT-3 Continue to work with BID on programming. Establishing a Business Improvement District (BID) or similar entity is for the purposes of assisting with and management of programming activities in the TCSP area is Implementation Measure ST-2. In the medium term, the City should continue collaborating with the BID on additional on-site community programming and advancing the branding and messaging strategies, reviewing, and updating as needed to keep it fresh and responsive to community needs. For example, events such as farmers'

markets or movie nights can be incorporated into the public gathering spaces created in the new development. Events that prove successful in the parking lots before redevelopment occurs can continue after the new amenities take shape, activating the plaza space and new uses in the Town Center as soon as it opens to the public.

MT-4 Begin Redevelopment. The ULI-TAP identified the parcels along Golden Springs Road west of Diamond Bar Boulevard as likely to be the first to redevelop and even recommended prioritizing these sites. While this is not a requirement of the Specific Plan, it is important to note that for this area to be developed in a manner consistent with the vision of the plan, coordination between the property owners on the Phase 1 portion of the development will be necessary The public space development on the center of this site, and its connection with the proposed stair/ramp sequence will require decisions about how to achieve a village or community feel for that publicly accessible space.

Whatever area the TCSP ultimately redevelops first, the City should lay the groundwork for success by demonstrating the process in Phase 1 of the Town Center redevelopment. Other property owners will see the program and gain interest—but this is all with the understanding that the Diamond Bar Town Center vision might take decades to realize in full.

MT-5 Fine Grained Street Network Design: The hard work of creating the new, more urban street grid, with new east-west connections through the site, should also begin on this slightly longer timeframe. The funding for those new streets could be a prime use for revenue generated by an EIFD or CFD program.

MT-6 Support the development of Affordable Housing. In addition to the State DBL and/or the TCSP Inclusionary Incentive Program Standards discussed in ST-8, above, the use of other affordable housing incentives should be encouraged. Among them are Low Income Housing Tax Credits (LIHTCs), a federal tax incentive program commonly utilized by private developers of affordable housing. The LIHTC program is administered by the Internal Revenue Service (IRS) in collaboration with state housing finance agencies (HFAs), Including the California Housing Finance Agency (CalHFA). Additionally, State housing finance programs administered by the California Department of Housing and Community Development (HCD) provide crucial funding and resources to support the development, preservation, and rehabilitation of affordable housing, further enhancing the availability of housing for low- and moderate-income households. Each year, the IRS allocates a specific amount of tax credits to California based on population.

Long Term (LT) Implementation

LT-1 Determine the Necessity and Feasibility of Additional Financing Mechanisms. A facilities financing program may be necessary in order to successfully implement the improvements and programs proposed by the Specific Plan. Various options are available for financing the construction, operation and/or maintenance of capital and other improvements associated with project development. The appropriate financing mechanism for each improvement shall be tied to the phasing, established Conditions of Approval and Precise Plan of Design and/or other applicable approval. The following are some of the potential funding mechanisms for public improvements:

- Developer-paid impact fees
- Subdivision financing
- Reimbursement agreements
- Construction by project applicants
- Land reservation, offers of dedication, fee dedications and/or easements
- Owners Associations
- Landscape and Lighting District and other Maintenance Districts
- State and Federal Tax Credits
- Facilities Benefit Assessment
- Per unit utility hook-up charges
- Tax-Exempt Bonds
- Assessment Districts
- Public Utility Districts
- Transportation Improvement Districts

LT-2 Determine the Necessity and Feasibility of Additional Financing Mechanisms. A facilities financing program may be necessary in order to successfully implement the improvements and programs proposed by the Specific Plan. Various options are available for financing the construction, operation and/or maintenance of capital and other improvements associated with project development. The appropriate financing mechanism for each improvement shall be tied to the phasing.

LT-3 Continue to Build-Out Individual Projects within the Specific Plan area.

7.5. Implementation Requirements

A. Project-Specific Approvals.

Implementation of the TCSP will require subsequent City approval of subdivision maps and design review of sites specific development plans in accordance with the review process established by the City of Diamond Bar.

1. Subsequent Environmental Review. The Planning Division will review all proposed subdivisions, development projects and land uses for compliance with the California Environmental Quality Act (CEQA) and the certified TCSP Supplemental EIR and Mitigation Monitoring and Reporting Program (MMRP) to determine whether or not further environmental review is required. Most projects are anticipated to be eligible to "tier" off of the Supplemental EIR, and will thus require minimal, if any, further environmental review.
2. Subdivisions.
   a. All subdivisions and land assemblages shall be subject to the California Subdivision Map Act and shall follow the requirements and procedures set forth in Title 21 (Subdivisions) of the Diamond Bar Municipal Code.
   b. Subdivisions, lot line adjustments and parcel mergers may be approved concurrently or subsequent to other project approvals (e.g., Development Reviews, Conditional Use Permits, etc.). Conditions of approval shall set forth whether or not building permits and/or certificates of occupancy may be issued prior to the recordation of the underlying subdivisions or other parcel reconfigurations.
3. Development Review and Subsequent Construction. The Planning Division shall administer all land development proposals as set forth pursuant to Development Code Chapter 22.48 (Development Review). Project proponents shall be responsible for complying with applicable conditions of approval prior to obtaining grading and building permits.
4. Variances and Minor Variances. Variances and Minor Variances are adjustments from the development standards of the TCSP. Such adjustments may only be granted when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other conditions, the strict application of the TCSP development standards Code denies the property owner privileges enjoyed by other property owners in the same subarea of the Town Center or creates an unnecessary, and non-self-created, hardship or unreasonable regulation which makes it obviously impractical to require compliance with the development standards. Applications for Variances and Minor Variances shall be subject to all criteria set forth pursuant to Development Code Chapters 22.52 and 22.54.
5. Appeals. An appeal of any determination, decision, or requirement of City staff or the Planning Commission shall be in accordance with the appeal procedures provided in Development Code Chapter 22.74.
6. Business Licenses and Zoning Clearances. Prior to initiating a nonresidential land use, proponents shall first apply for and receive approval of a Business License in accordance with the requirements set forth under Development Code Title 5. Prior to issuing a Business License, the Planning Division shall

conduct a Zoning Clearance pursuant to Development Code Chapter 22.46. The Zoning Clearance process is undertaken to verify that the proposed use is permitted by right or that a Conditional Use Permit has been approved, as prescribed under TCSP Section 5.6. If the proposed use is not permitted by right or conditionally permitted in the location proposed, the use shall not be established. State law forbids the granting of variances to establish land uses that are prohibited by the underlying zoning regulations.

7. Conditional Use Permits. For conditionally permitted uses as prescribed under TCSP Section 5.6, proponents shall first apply for and receive approval of a Conditional Use Permit (CUP) as set forth under Development Code Chapter 22.58. CUP applications shall be scheduled for public hearings before the Planning Commission, and the Planning Commission shall approve or deny such applications. No conditionally permitted land use shall commence unless a CUP first approved by the Planning Commission (or City Council, if appealed), and all conditions of approval imposed as prerequisites to commencing the land use have been complied with.
8. Sign permits. Prior to the installation of temporary or permanent signs, proponents shall apply for and obtain approval of a Sign Permit in accordance with the processing requirements set forth pursuant to Development Code Chapter 22.36, subject to the Sign Standards of TCSP Section 6.15

B. Streets and Blocks.

1. Construction of Streets and Blocks. Developers of a parcel or parcels shall be responsible for building and funding the construction of internal streets, alleys, and pedestrian paseos. They may be either public or private.
    i. Multi-party use and maintenance agreements shall be required to ensure that privately-owned public realm improvements are properly maintained and terms of use of such spaces are clearly defined. Such agreements may be established under the auspices of a neighborhood or business association, or other legally-binding agreement or set of covenants.
    i. Arrangements shall be made to ensure that the California Vehicle Code applies to all private streets.

C. Utility Infrastructure.

1. Installation of Utilities on Diamond Bar Boulevard. The City of Diamond Bar will be responsible for building and funding the construction of utility infrastructure within and along Diamond Bar Boulevard necessary to support the new development per Chapter 4. The timing, funding and construction of such improvements shall be at the City's discretion, subject to the approval and appropriation of funding by the City Council.
2. Installation of all other Utilities. Developers shall be responsible for building and funding the construction of all other utility infrastructure necessary to support new development within the Plan Area per Chapter 4.

D. Public Space.

1. Land within the Plan Area shall be dedicated as public accessible spaces and/or as public easements as generally shown in Figure 3-20 Public Space Typology Plan; and specifically, as shown in Block Development Regulating Plans: Sections 6.4.2, 6.4.3, 6.4.4, 6.4.5, 6.4.6, and 6.4.7
2. Developers shall be responsible for building and funding the construction of new public spaces within Block Development Area where the parcel is located, as shown in Block Development Regulating Plans: Sections 6.4.2, 6.4.3, 6.4.4, 6.4.5, 6.4.6, and 6.4.7
3. The location of publicly accessible open spaces may be adjusted provided that the public space area and location is in the general area of the dedicated public spaces shown in Figure 3-20 Public Space Typology Plan; and specifically, as shown in Block Development Regulating Plans: Sections 6.4.3, 6.4.4, 6.4.5, 6.4.6, and 6.4.7.

E. Parking Management

As parking resources become scarce as the Plan Area's surface parking lots are replaced with buildings and public spaces, consider establishing a Transportation Improvement District (TID) that would be responsible for setting parking rates for both on-street and off-street parking areas, managing the use of curb space for Transportation Network Companies (TNC) such as Uber and Lyft, overseeing scooter and bike parking on sidewalks, and managing a universal parking valet program.

7.6 Specific Plan Administration

A. Interpretation

The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the Diamond Bar Municipal Code. Whenever the provisions contained in the TCSP conflict with the Municipal Code, the provisions of the TCSP shall take precedence. If the TCSP does not provide a superseding counterpart to a provision in the Municipal Code, then the Municipal Code provision shall also apply to the TCSP. Any ambiguity concerning the content or application of the TCSP shall be resolved by the Community Development Director or designee. Such interpretations shall consider the stated goals and intent of the TCSP. If requested, the Planning Commission may review any administrative interpretation, subject to appeal to the City Council.

B. Amendments to the Specific Plan

Over time, various sections of the TCSP may be revised in response to requests from applicants or as state law, economic conditions, or City needs dictate. The policies and standards presented in the Specific Plan contain some degree of flexibility, but any Specific Plan amendments are to be made in accordance with Section 22.60.070 or the Development Code.

8

Glossary of Terms

This chapter provides definitions of terms and phrases used in this Specific Plan that are technical or that may not reflect common usage, and is intended to supplement the Development Code Definitions found in Chapter 22.80 of the Diamond Bar Municipal Code (Development Code). If a definition in this section conflicts with a definition found in the Development Code, these definitions shall control for the purposes of this Plan. If a word or phrase used in this Specific Plan is not defined in this section, or in the Development Code, the Director shall make a determination, giving deference to common usage and the context in which the term or phrase is used.

Words or phrases that are defined in this glossary are capitalized throughout this chapter.

A

Active Frontages
The front edge of a building or space that has frequently occurring windows and doors as opposed to blank walls, fences and garages. Active Frontages usually exhibit a vertical rhythm to the buildings, and articulation to building Façades. If ground floor uses are residential, an Active Frontage would include frequent entry doors and/or Stoops, as well as an articulation of the Frontage with proximate architectural or landscape detail to engage the eye of a pedestrian walking by. If the ground floor uses are commercial, one would expect to see shop windows and displays, frequent shop entries, and operable doors and windows to allow café seating to spill out onto the sidewalk.

Access Point
A point of entry on a Block Front providing access to parking or service facility areas.

Adjustment
A discretionary approval to implement an alternative to the Objective Design Standards in accordance with the process and findings of Section 6.3 of this Specific Plan.

Architectural Features
Building elements that are not integral to the building's massing, fenestration or frontage condition, but are added to serve a decorative or functional purpose. They include elevator overuns, stair towers, shade structures like pergolas or awnings, cornices, cupolas, projecting friezes entablatures or grills, photovoltaic panels, attached sculpture or other artwork, clock towers, turrets and the like. Occupiable spaces other than elevator overuns, stair towers or mechanical equipment spaces are not considered Architectural Features.

Architectural Style
The characteristic form and detail of buildings from a particular historical period or school of architecture.

Arterial Street
A high-capacity urban road that primarily delivers traffic from collector roads to freeways.

Automated Car Wash in Conjunction with Existing Service Station
An accessory, fully enclosed, drive-through vehicle washing facility located on the same site as, and operated in conjunction with, an Existing Service Station. The facility is intended for quick, unattended wash cycles where vehicles enter and exit under their own power, and does not include self-service bays or on-site detailing services.

B

Base Density
The minimum allowable number of units per gross acre upon which Density Bonuses and Density Incentives are based. The Base Density in all Sub-Areas of the Specific Plan is 30.

Block
The primary bounded areas defined for the purpose of site organization, used to regulate the land uses, heights, and design requirements in the Specific Plan Standards.

Block Front
The plane of the edge of each side of a Block or section of a Block facing a public or private right-of-way or Public Space.

Block Front Designation
A term used in the block development standards to differentiate and identify each block front for the purpose of applying the development standards.

Build-to Line
A line, parallel to the property line, that must be occupied by a specified percentage of the building Façade. The Build-to Line is measured as a distance from the property line. For example, a five-foot Build-to Line would be located five feet from the property line within the parcel.

Building Face
The exterior wall of a building.

Building Front
A generally vertical building plane facing a specific direction or looking out upon something, typically a public right of way or public space.

Building Type
A structure category defined by its massing, entry location, disposition on the lot, and configuration, including frontage and height. It is occasionally defined by its function as well. There are nine Building Types permitted in the plan area: Town House, Flex/Loft, Walk-up, Courtyard, Urban Block, Liner with Garage, Exposed Garage, Urban Anchor, and Urban Supermarket.

C

City
Refers to the various Departments of the City of Diamond Bar, California.

Complete Streets
As defined in the General Plan 2040, Complete Streets are streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Conceptual
Examples depict one possible design that would substantially conform to the Standards, but are not determinative.

Courtyard Building
A low-density building type defined in Section 6.5.5.

Curb Radius (Radii)
The radius defined by two sidewalks on perpendicular Streets that come together at a corner.

D

Development Code
Diamond Bar Municipal Code, the Municipal Code of the City of Diamond Bar, California. Also known and may be cited as the Diamond Bar City Code ("DBCC").

Density
The number of dwelling units per gross acre. Gross lot area shall be used when calculating density.

Density Incentive
As prescribed in Section 5.4, a development feature or provision, which when incorporated into a development plan, will result in a specified increase in density above the Base Density. Density Incentives are available as an alternative to density bonus provisions of State Law (Government Code Sections 65915-65918, or "Density Bonus Law"), and may not be combined with the provisions of Density Bonus Law.

Development Agreement
A contract between the City and an applicant for a development project, in compliance with chapter 22.62 (Development Agreements) of the Development

Code and Government Code § 65864 et seq. A development agreement is intended to provide assurance to the applicant that an approved project may proceed subject to the policies, rules, regulations, and conditions of approval applicable to the project at the time of approval, regardless of any changes to city policies, rules, and regulations after project approval. In return, the City may be assured that the applicant will provide infrastructure and/or pay fees required by a new project.

Development Application
An application filed by the owner of the proposed project site, or other person with the written consent of the property owner, for a land use permit, adjustment, amendment, or other land use approval pertaining to development within the Specific Plan Area.

Dooryard
A frontage type as defined in Section 6.7.4.

Driveway
As defined in Section 6.11.6.

E

Encroachment
Any structural element (including architectural features) that extends from the Building Face into the public right-of-way or Setback. Permitted Encroachments are provided in Section 6.6.8.

Existing Service Station
A service station, as defined in DBCC Section 22.80.020, that was legally established prior to adoption of the Town Center Specific Plan and has continued to operate without discontinuance of use. Temporary cessation of retail fuel sales due to maintenance, remediation, casualty repair, government-ordered closure, or other comparable circumstances beyond the control of the operator shall not constitute a discontinuance of use for purposes of this Specific Plan, provided that retail fuel sales resume within 180 days after the completion of such work or the resolution of the cause of closure. Failure to resume retail fuel sales within the 180-day period shall result in the loss of Existing Service Station status.

Exposed Garage Building
A Building Type defined in Section 6.5.10.

F

Façade
A Building Face that is along a Frontage.

Façade String
A series of Town Houses or Flex/Loft units attached together in a single building.

Façade Width
The horizontal distance along a street or public way of a single building Façade.

Fenestration
The arrangement and design of windows and other openings on a building's Façade.

Flex/Loft Building
A low-density Building Type defined in Section 6.5.3.

Floor Area Ratio (FAR)
The ratio of floor area to Gross Lot Area. FAR restrictions are used to limit the maximum floor area allowed on a site (including all habitable structures on the site). The maximum floor area of all structures (measured from exterior wall to exterior wall) permitted on a site shall be determined by multiplying the floor area ratio (FAR) by the Gross Lot Area of the site (FAR x Lot Area = maximum allowable floor area). (Figure 6-1). The following shall be excluded from the total Floor Area:

- Garages: provided they are screened by habitable space of at least 20-feet in depth along all Public or Private Streets,
- Loading areas, and Trash enclosures,
- Elevator shafts, except that one floor shall be included as part of the floor area; and
- Transformer enclosures

Foot-Candle
A unit of illumination on a surface that is everywhere one foot from a uniform point source of one candela and equal to one lumen incident per square foot.

Forecourt
A Frontage Type as defined in Section 6.7.7.

Frontage
The extent of a building or of land along a public right-of-way or open space.

Frontage Occupancy
The minimum percentage of the Block Front that must contain a building. Frontage Occupancy requirements shall apply to the first three floors of a building. See Figure 6-2 in the Objective Design Standards Chapter.

Frontage Type
As defined in Section 6.7.

Front Yard
The area between the building and the front property line, typically landscaped or paved.

Furnishing Zone
A multi-purpose area that serves as a buffer between the pedestrian travel way and the vehicular travel way and parking on the street. It provides space for sidewalk appurtenances such as street trees, planting strips, street furniture, public art, sidewalk café seating, sign poles, temporary signage, signal and electrical cabinets, fire hydrants, bicycle racks and bus shelters.

G

Grand Stair
A type of Public Space as defined in Section 3.4.2.1 of the Public Realm Chapter.

Gross Lot Area
The total area included within the lot lines of a lot, exclusive of adjacent public street rights-of-way existing prior to the adoption of this Specific Plan; and inclusive of areas up to the center-line of adjacent private streets, public streets dedicated subsequent to the adoption of this Specific Plan, and areas allocated for public space.

Ground Plane
A horizontal plane of reference from which vertical measurements can be taken. Usually the ground plan refers to the adjacent grade at the sidewalk.

H

Habitable Encroaching Space

The portion of the building enclosed by walls and a roof that projects beyond the Building Face along the ground floor.

Habitable Projecting Space

The portion of the building enclosed by walls and a roof that projects beyond the Building Face and is raised a minimum of nine feet from the sidewalk, such as bay windows.

Habitable Space

Space in a structure that is occupiable and is used primarily for living, sleeping, eating, selling of goods, or cooking. Bathrooms, closets, halls, storage areas and utility spaces are not considered habitable spaces.

Hardscape

Non-living elements of landscaping that primarily consist of paving materials such as brick, stone, wood, and concrete.

Height

Per its definition under the Development Code Section 22.16.060, the maximum height shall be measured from the finished grade adjacent to any point at each exterior wall of the structure to the highest point of the roofline, above and parallel to the finished grade.

I

ID

See *Inclusionary Density*.

Illustrative

Examples that illustrate one possible design that would substantially conform to the Standards but are not determinative.

Inclusionary Density(or *ID*)

The permissible density resulting from the number of eligible Inclusionary Points, based on the following formula: ID = 30 + 3(IP).

Inclusionary Point(or *IP*)

A 10% increase from the Base Density. Inclusionary Points are earned as set forth in Section 5.4.2.

L

Landscaped Area

The entire parcel, less the building footprint, access drives, non-irrigated portions of parking lots, hardscapes (e.g., decks and patios) and other nonporous areas. Water features are included in the calculation of the landscaped area. Per definition in the Development Code Section 22.80.020.

Land Assemblage

A group of multiple contiguous parcels that are planned as a cohesive development.

Land Use Standards

The Standards that identify the allowable uses and additional Standards and permit requirements for each Sub-Area, see Section 5.2.2.

Linear Park

A type of Public Space as defined in Section 3.4.2.2 of the Public Realm Chapter.

Liner with Garage Building

A medium density Building Type defined in Section 6.5.7.

Lot Area, Gross

See "Gross Lot Area".

M

Makerspace

A collaborative workspace that provides a variety of resources to foster entrepreneurship and business startups.

Minimum Frontage Occupancy

(Also, Minimum Building Frontage Occupancy) is the minimum percentage of a block front at which a building frontage is set either at or within twelve inches of the build-to line or within the minimum and maximum setback lines, as required by the block development standards.

Maximum Upper-Level Frontage Occupancy

Certain building types have limitations on the percentage of the building frontage that can be occupied above 45 feet in height. The upper-level frontage occupancy is based on the ground-floor plan. Façade portions that are set back at least eight feet from the ground-floor building face are considered as not occupying the upper level frontage

N

Non-Habitable Encroaching Space

The portion of the building that extends beyond the Building Face along the ground floor, which is not enclosed by walls and a roof, such as a Stoop.

Non-Habitable Projecting Space

The portion of the building that extends beyond the Building Face, which is not enclosed by walls and a roof and raised a minimum of nine feet from the ground floor, such as a balcony.

Non-Habitable Space

The portion of a building which is not enclosed by walls and a roof, such as a Stoop, balcony, or roof deck.

O

Objective Design Standards

Objective design standards are defined in California Government Code sections 65913.4 and 66300(a)(7) as standards that "(i)nvolve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal." The Objective Design Standards pertaining to this Specific Plan are set forth in Chapter 6.

P

Paseo

A type of Public Space as defined in Section 3.4.2.3 of the Public Realm Chapter.

Plane Break

A vertical or horizontal offset in a Building Face used to create articulation and break up long wall planes.

Plaza

A type of Public Space as defined in Section 3.4.2.4 of the Public Realm Chapter.

Pocket Park
A type of Public Space as defined in Section 3.4.2.5 of the Public Realm Chapter.

Pop-Up
Store or other business that opens quickly in a temporary location and is intended to operate for only a short period of time.

Primary Entrance or Principal Entrance
The main point of access for pedestrians into a building.

Principal Frontage
The Frontage designated to bear the addresses of and Principal Entrances to the individual units of a Row House or Flex/Loft Building, or other building.

Private Street
See definition of Street, Private.

Projection
An architectural element or portion of the building that extends beyond the Building Face into the public right-of-way or Setback that is raised a minimum of nine feet from the sidewalk or open space.

Promenade
A type of Public Space as defined in Section 3.4.2.6 of the Public Realm Chapter.

Public Realm
Composed of public rights of way and private Front Yards, the public realm is the communal social setting of urban life. The term Public Realm is not intended to provide general public with any legal access rights to private property.

Public Space
Public outdoor space reserved for active and passive recreation.

Public Space Dedication
A Public Space that is fixed in its general location and type as described in the Public Realm Network and Block Development Groups Diagram.

Public Street
See definition of Street, Public

R

Regulating Plan
Plan that regulates development within the Specific Plan Area as defined in Section 4.3.

Residential Terrace
A Frontage Type as defined in Section 6.7.6.

Roadway
The area in the right-of-way as measured from curbface to curbface intended for vehicular travel, as well as bicycle travel, in designated areas.

S

Setback
The distance between the Lot Line and a building providing a transition between the public or semi-public domain and the private uses on the Lot.

Side Yard
The private (or semi-private) open space located on the sides of a Town House or Flex/Loft Building Type.

Sidewalk Dining Zone
A portion of the public sidewalk or private front yard dedicated to outdoor dining.

Sidewalk Grade
A level plane along the top of the sidewalk pavement.

Sign
Any display board, wall, object, or any other material or medium used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public. See Diamond Bar Municipal Code.

Specific Plan
The *Diamond Bar Town Center Specific Plan*. Also referred to as the *TCSP*.

Stoop
A Frontage Type as defined in Section 6.7.5.

Storefront
A Frontage Type as defined in Section 6.7.2.

Storefront Café
A Frontage Type as defined in Section 6.7.3.

Street
A public or private thoroughfare, which affords principal means of access to the abutting property. See Street Types in Section 3.4.

Street, Public
A public thoroughfare, which affords principal means of access to the abutting property.

Street, Private
A private thoroughfare, which affords principal means of access to the abutting property.

Sub-Area
A Sub-Area of the Town Center Specific as defined in Section 5.3

Subdivision
Per its definition under the Development Code, a Subdivision is the division, by any subdivider, of any unit or portion of land shown on the latest equalized Los Angeles County assessment roll as a unit or contiguous units, for the purpose of sale, lease or financing, whether immediate or future. Property shall be considered as contiguous units, even if it is separated by roads, streets, utility easement or railroad rights-of-way.

Swale
A low or slightly depressed natural area for drainage.

T

TCSP
The acronym for the *Town Center Specific Plan*.

Town House
A low density Building Type defined in Section 6.5.2.

Town Square
A type of Public Space as defined in Section 3.4.2.7 of the Public Realm Chapter.

U

Urban Anchor Building
A Building Type defined in Section 6.5.8.

Urban Block Building
A medium density Building Type defined in Section 6.5.6.

Urban Frontage
A Frontage Type as defined in Section 6.7.8.

Urban Supermarket
A Building Type defined in Section 6.5.9.

W

Walk-Up Building
A low-density Building Type defined in Section 6.5.4.

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CITY OF DIAMOND BAR CALIFORNIA

Diamond Bar, California