



Town Center Specific Plan

Charrette Report



**TORTI
GALLAS +
PARTNERS**

Here's the Site

45 acres = 0.4% of Diamond Bar land area



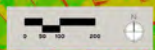


Here's the Site – Steep Slopes



LEGEND

0% - 0.38%
0.38% - 1.02%
1.02% - 3.47%
3.47% - 8.60%
8.60% - 19.05%
19.05% - 36.03%
36.30% - 48.11%
48.11% - 57.22%
57.22% - 65.66%
65.66% - >65.66%

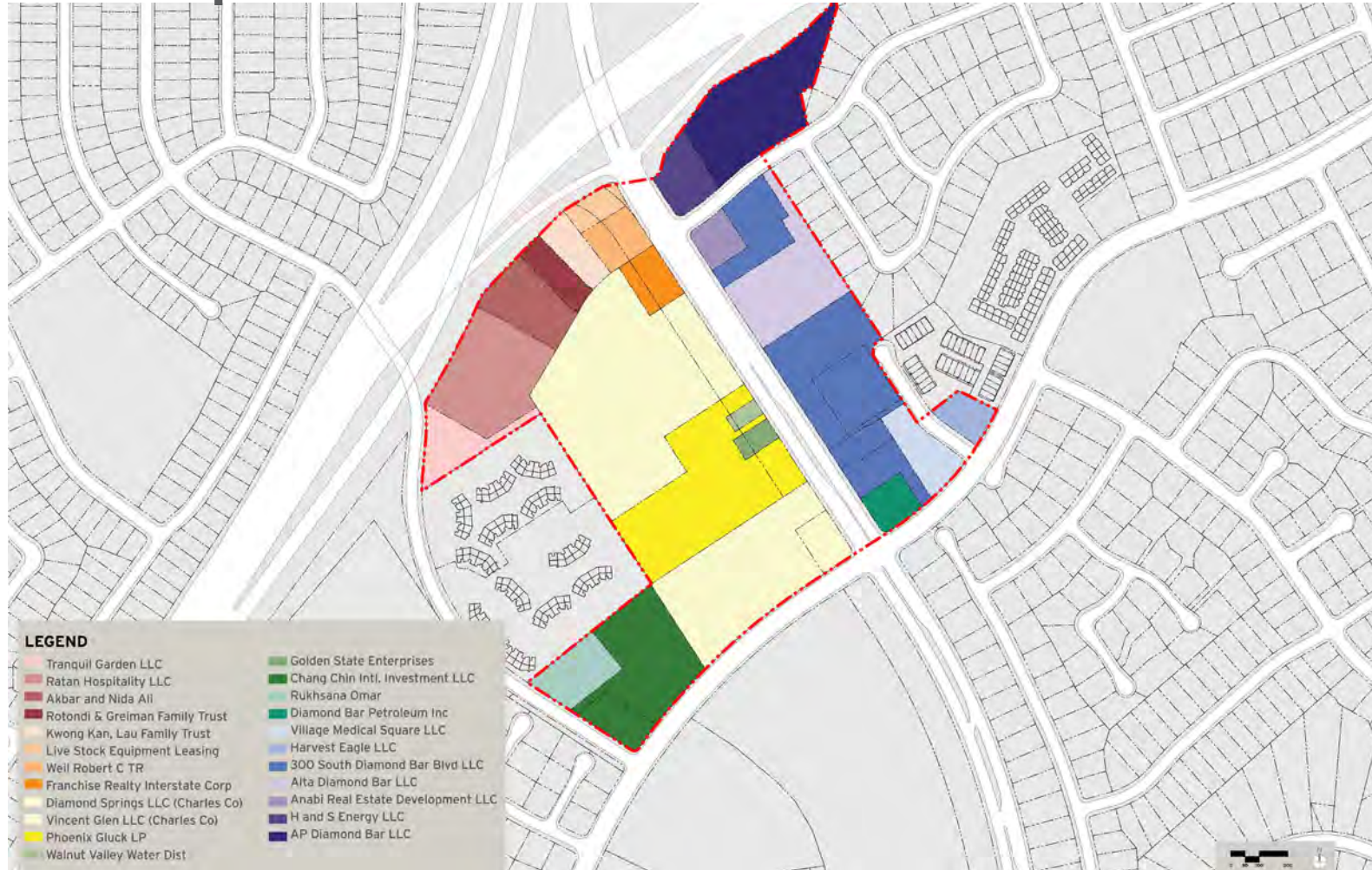


Another Panel Will Get Added to the Wall

Historical events that shaped our city...



23 separate land owners



Current Events

- There are currently 4 gas stations in the Specific Plan area
- Electric charging can be done in parking garages, or at the curb
- Over time, it is likely that several of these stations will not be necessary.

California will ban sales of new gasoline-powered cars by 2035

Updated August 25, 2022 · 4:58 PM ET



Traffic moves on Interstate 880 in Oakland, Calif., Tuesday, Aug. 16, 2022. (AP Photo/Jeff Chiu)

Jeff Chiu/AP

California to Ban the Sale of New Gasoline Cars

The decision, to take effect by 2035, will very likely speed a wider transition to electric vehicles because many other states follow California's standards.



Tentative List of Goals

1. Make the Town Center a Great Neighborhood with a Sense of Place
2. Physical Design and Programming supports Health and Wellbeing
3. Make the Place Walkable
4. Provide for Car-Lite / Car-Optional Living
5. Great Public Spaces, Parks and Regenerative Landscapes
6. Accommodate a Range of Densities, Housing Types and Level of Affordability
7. Provide Flexibility for the Future – Particularly for Retail and Commercial Space
8. Developable in Phases



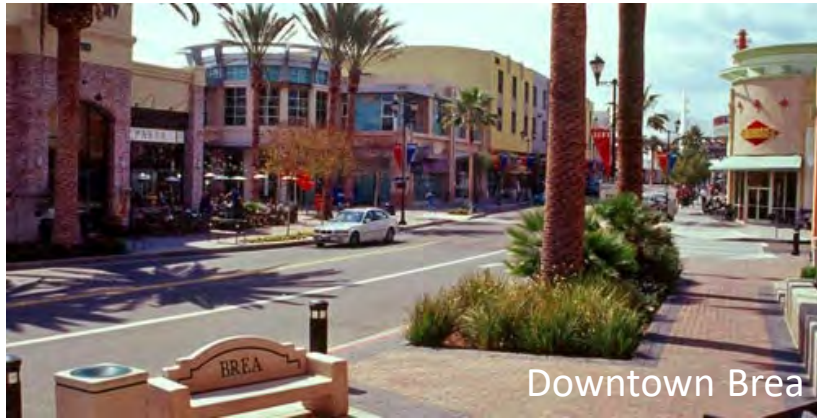
Make a Great Neighborhood w/ Sense of Place



Downtown Pasadena



Claremont Village



Downtown Brea



Old Town Monrovia



Make a Great Neighborhood w/ Sense of Place



Diamond Bar Town Center Site
Vehicular



Downtown Pasadena
Vehicular i



Downtown Brea
Vehicular



Downtown Monrovia



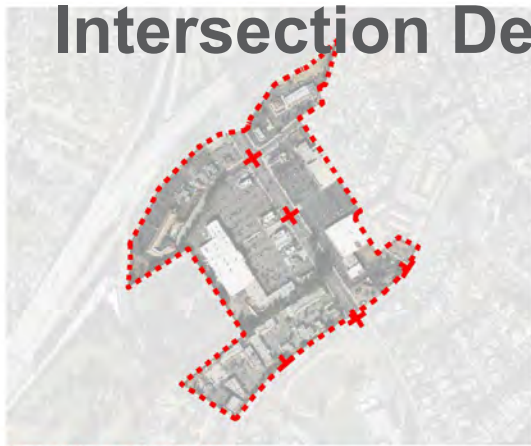
Downtown Chino Hills



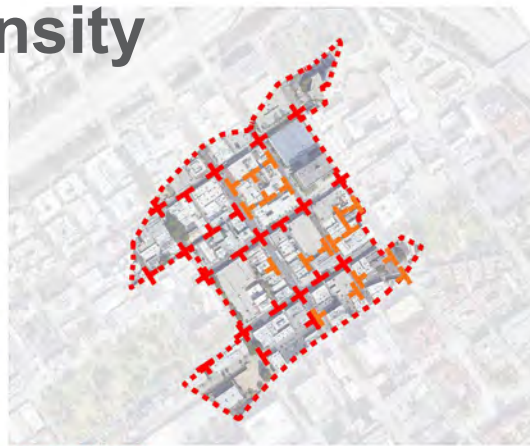
Downtown Claremont



Intersection Density



Diamond Bar Town Center Site
Vehicular intersection ratio: 65 intersections/sq. mile
Vehicular + Pedestrian ratio: 0 intersections/sq. mile



Downtown Pasadena
Vehicular intersection ratio: 352 intersections/sq. mile
Vehicular + Pedestrian ratio: 717 intersections/sq. mile



Downtown Brea
Vehicular intersection ratio: 117 intersections/sq. mile
Vehicular + Pedestrian ratio: 169 intersections/sq. mile



Downtown Monrovia
Vehicular intersection ratio: 287 intersections/sq. mile
Vehicular + Pedestrian ratio: 339 intersections/sq. mile



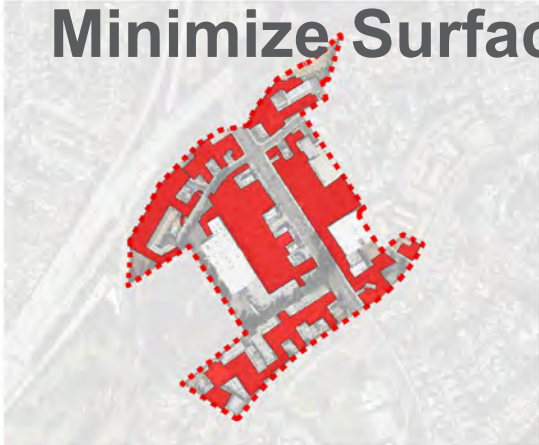
Downtown Chino Hills
Vehicular intersection ratio: 156 intersections/sq. mile
Vehicular + Pedestrian ratio: 247 intersections/sq. mile



Downtown Claremont
Vehicular intersection ratio: 261 intersections/sq. mile
Vehicular + Pedestrian ratio: 339 intersections/sq. mile



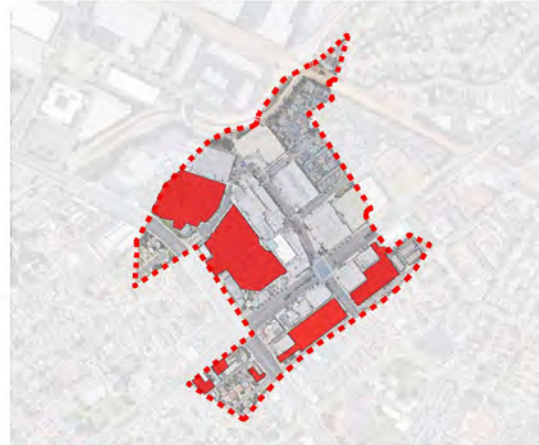
Minimize Surface Parking



Diamond Bar Town Center Site
Surface Parking ratio: 266 acres/sq. mile
Percentage: 41.6%



Downtown Pasadena
Surface Parking ratio: 34 acres/sq. mile
Percentage: 5.3%



Downtown Brea
Surface Parking ratio: 131 acres/sq. mile
Percentage: 20.5%



Downtown Monrovia
Surface Parking ratio: 87 acres/sq. mile
Percentage: 13.6%



Downtown Chino Hills
Surface Parking ratio: 203 acres/sq. mile
Percentage: 31.7%



Downtown Claremont
Surface Parking ratio: 101 acres/sq. mile
Percentage: 15.8%

Walkable (and Not so Walkable) Connections



1 Sidewalks and shade trees create comfortable pedestrian atmosphere



2 Hillside stairs connect pedestrians



3 Sidewalk connects pedestrians to Sycamore Canyon park and wildlife area



4 Traffic signal and bus stop adjacent to Golden Springs Elementary School



5 Wide Streets difficult to cross on foot



6 Privately owned roadway without sidewalks



7 Bike lane narrow and uneven, especially for a high speed roadway



8 Cul-de-sacs limit pedestrian and bike connectivity

Make it Walkable



LEGEND
Good
Medium
Bad/Non-existent

Make it Walkable

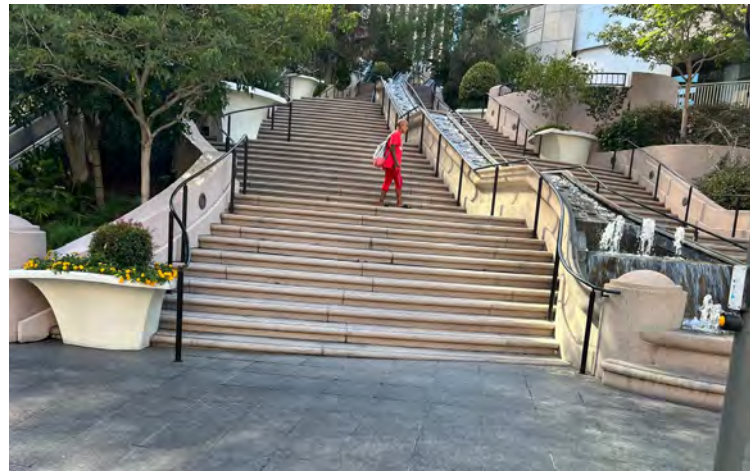
Spatial Enclosure
Generous sidewalks
Street Trees



State Street, Santa Barbara, CA







What opportunities and activities would you enjoy in the new Downtown?

20,000 sf
Plazas create a central hub for socialization and performance. What are the plazas that you enjoy?



Plaza

A plaza is an open space designed for public use and defined by surrounding buildings and/or streets. Its primary functions are to encourage a diversity of opportunities for social interaction and activities, to provide relief and relaxation, to expand and reinforce the public realm and to contribute to the livability and comfort of the downtown and other developing parts of the city. A plaza should also reflect and reinforce the character of its location.



A lot of resources around plaza
Plaza area surrounded by restaurants
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LIVE ENTERTAINMENT
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15,000 sf
What events and activities have you enjoyed in public lawns?

Water bottle refill station
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LIVE THEATRE
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Have a food or aquarium
America
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5,000 sf
This is the size of your average pocket park. What equipment would you like to see in a new pocket park?



Pocket Park

A pocket park is a small park accessible to the general public. While the locations, elements, and uses of pocket parks vary considerably, the common defining characteristic of a pocket park is its small size. Typically, a pocket park occupies one to three municipal lots and is smaller than one acre in size.

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Nature Trail

An educational nature trail is developed as a network of open and/or green spaces and provides a unique learning experience. The walk can be on the history, geology, ecology, and culture of the area.



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THERE IS A STRONG OPPORTUNITY FOR THE DIAMOND BAR TOWN CENTER TO BE DEVELOPED AS A RESIDENTIAL ANCHORED, MIXED-USE DISTRICT WITH COMPLEMENTARY RETAIL SPACE AND HOTEL ROOMS

- ▶ RCLCO believes the Subject Site can support over 1,200 market-rate rental units, 310 affordable rental units, and 320 for-sale properties over the next decade.
- ▶ The site is proposed to be developed with a movie theater as a central point within the retail center to draw unmet cultural demand.

		ACHIEVABLE POSITIONING (RENT/PRICE)	TEN YEAR MARKET POTENTIAL
RESIDENTIAL USES			
Market Rate Apartments (p. 31)	<i>360 Workforce apartments, 440 standard apartments, 320 premium apartments, and 125 rental townhomes</i>	\$2,890 per month \$3.34 per square foot	1,245 units Average 865 square feet
Affordable Apartments (p. 31)	<i>310 affordable units - 20% of all housing units allocated to affordable housing at 50% AMI</i>	\$1,225 per month \$1.57 per square foot	310 units Average 780 square feet
For-Sale (p. 44)	<i>200 For-sale townhomes and 120 stacked flat condos</i>	\$977,000 \$576 per square foot	320 units Average 1,695 square feet
Total			1,875 units Average 995 square feet
NON-TRADITIONAL RESIDENTIAL			
Senior Housing (p. 50)		\$4,025 per month \$5.59 per square foot	180 units Average 720 square feet
COMMERCIAL USES			
Retail (p. 54)	<i>Retail town center anchored around a movie theater/large gym with increased entertainment & services, restaurant, and grocery space</i>	\$3.00-\$4.00/SF/Mo. NNN	321,300 square feet
	<i>Ground-floor retail at multifamily properties with street-level retail, grocery, and service spaces.</i>	\$3.00-\$4.00/SF/Mo. NNN	125,000 square feet
Total			446,300 square feet
Hotel (p. 66)	<i>Existing Hotel (Diamond Bar Best Western)</i>	\$140 ADR	97 Rooms

Source: RCLCO



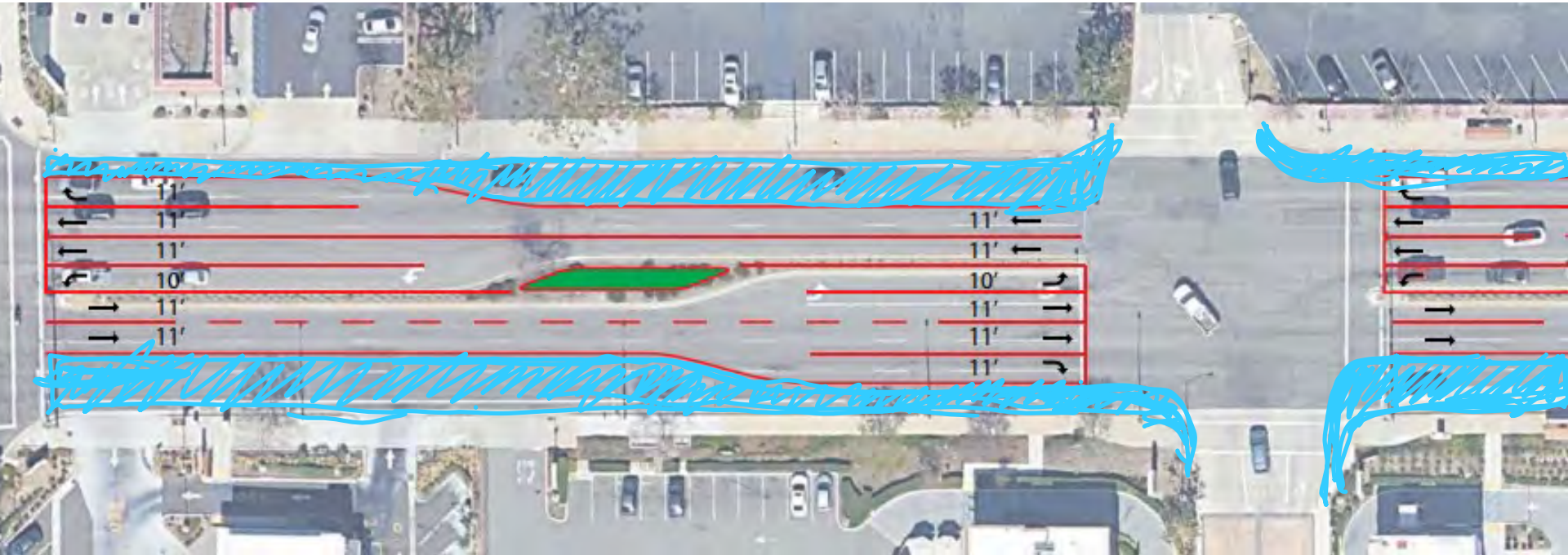
For Example, what if we improved Diamond Bar Blvd.



For Example, what if we improved Diamond Bar Blvd.



Diamond Bar Boulevard – Road Diet



Total crossing distance reduced from 88' to 65'

Diamond Bar Boulevard - Existing

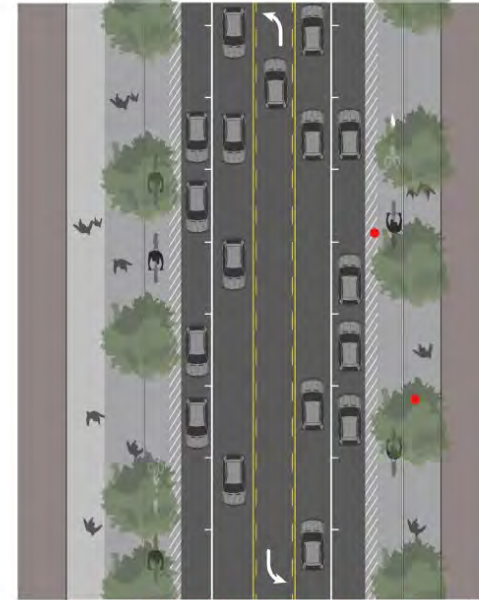
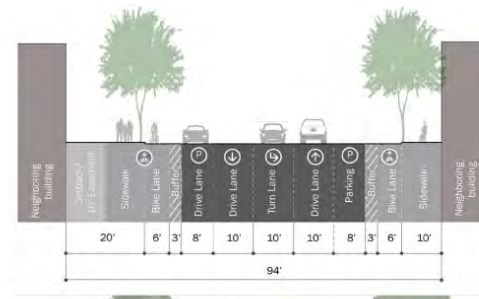




Diamond Bar Boulevard - Proposed



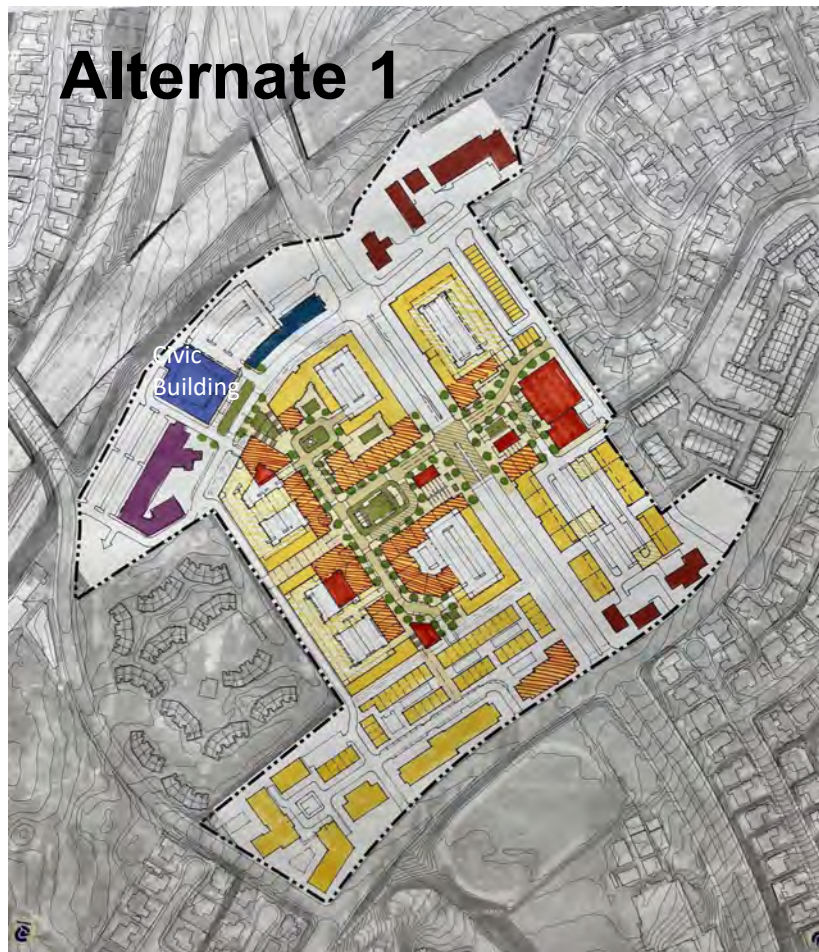
Golden Spring Drive



Option A: Buffered Bikeway Alternative with Wider Sidewalk

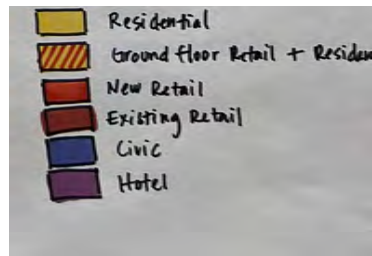
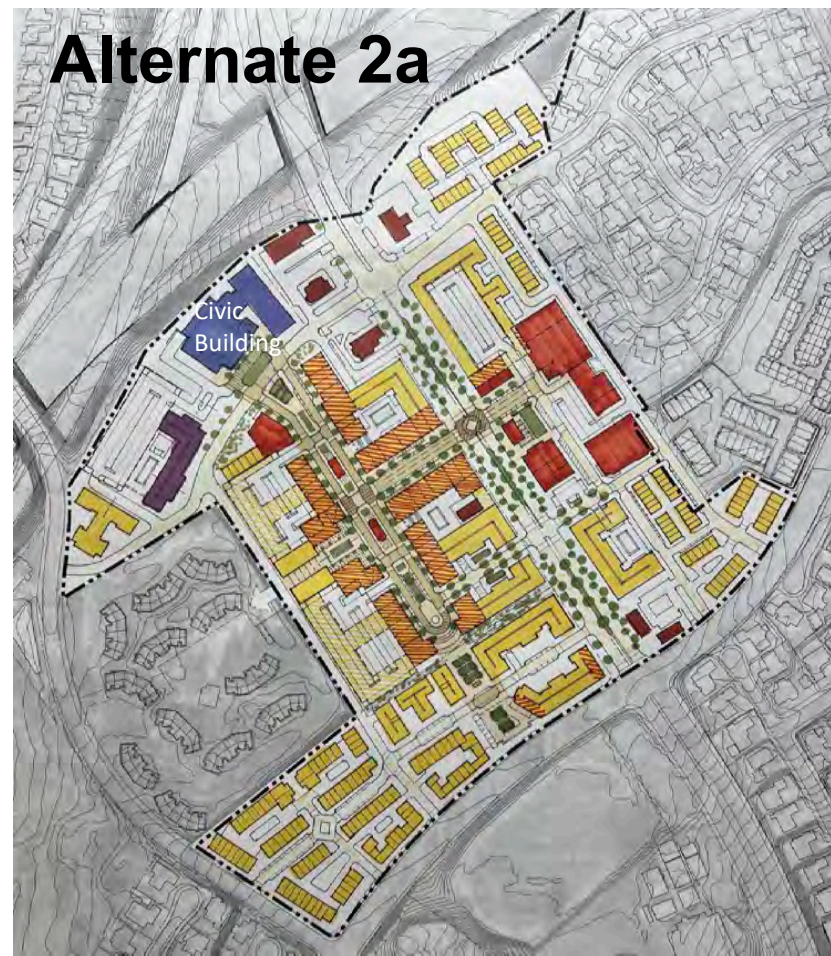
- + 1 traffic lane each direction, turn lane and parking lanes
- + Protected bike lanes and wide shaded sidewalks

Alternate 1



- Residential
- Ground floor Retail + Residen
- New Retail
- Existing Retail
- Civic
- Hotel

Alternate 2a



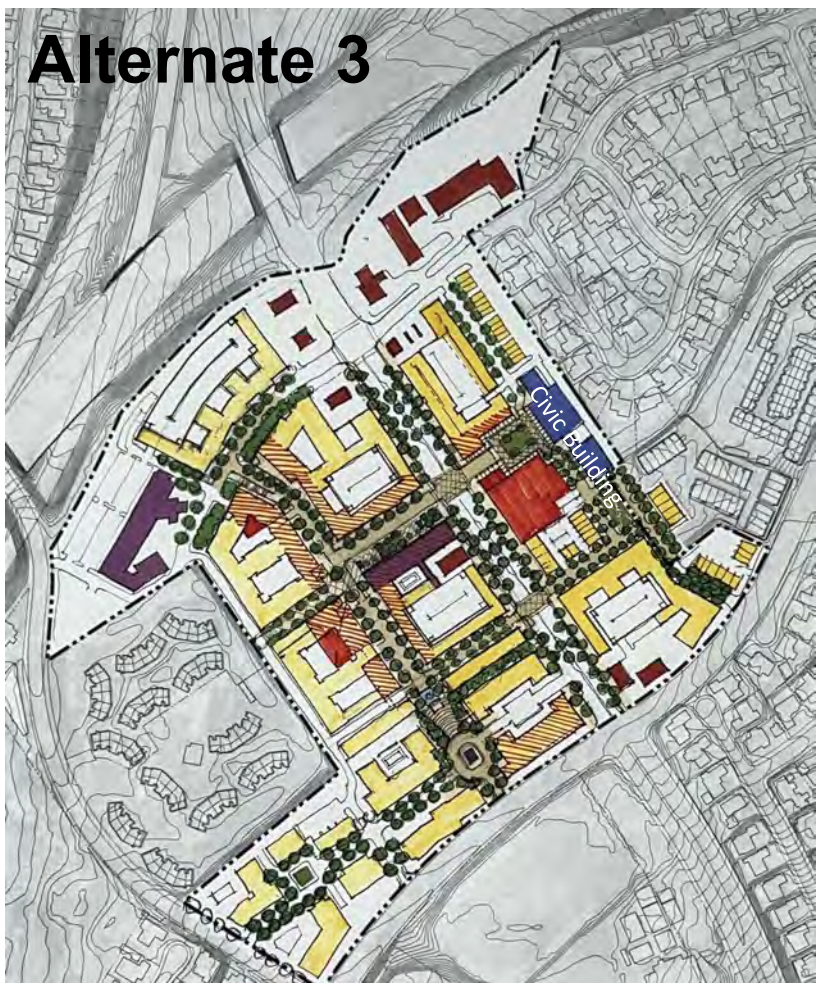
Alternate 2B



An Esplanade



Alternate 3



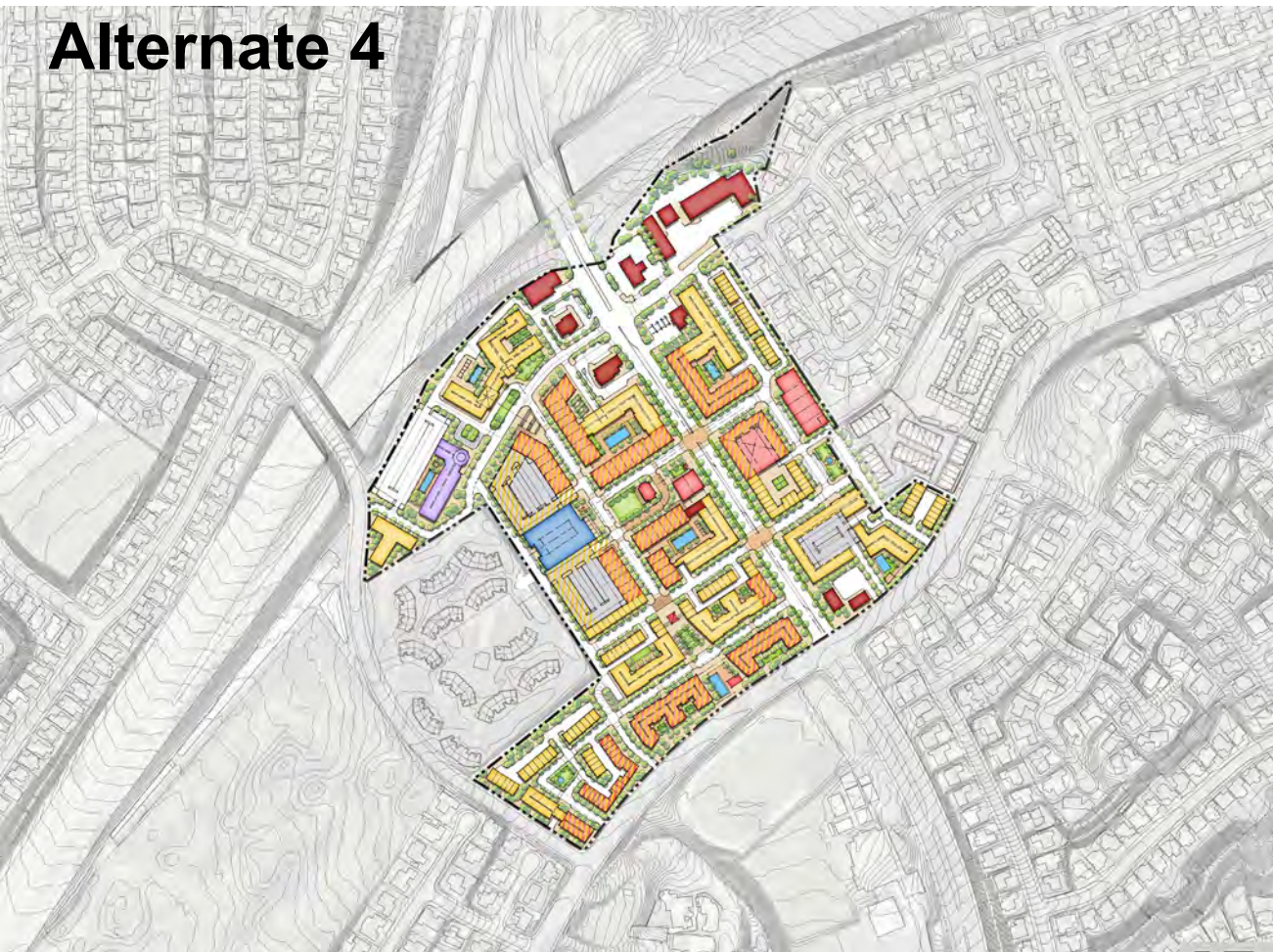
A Main Street



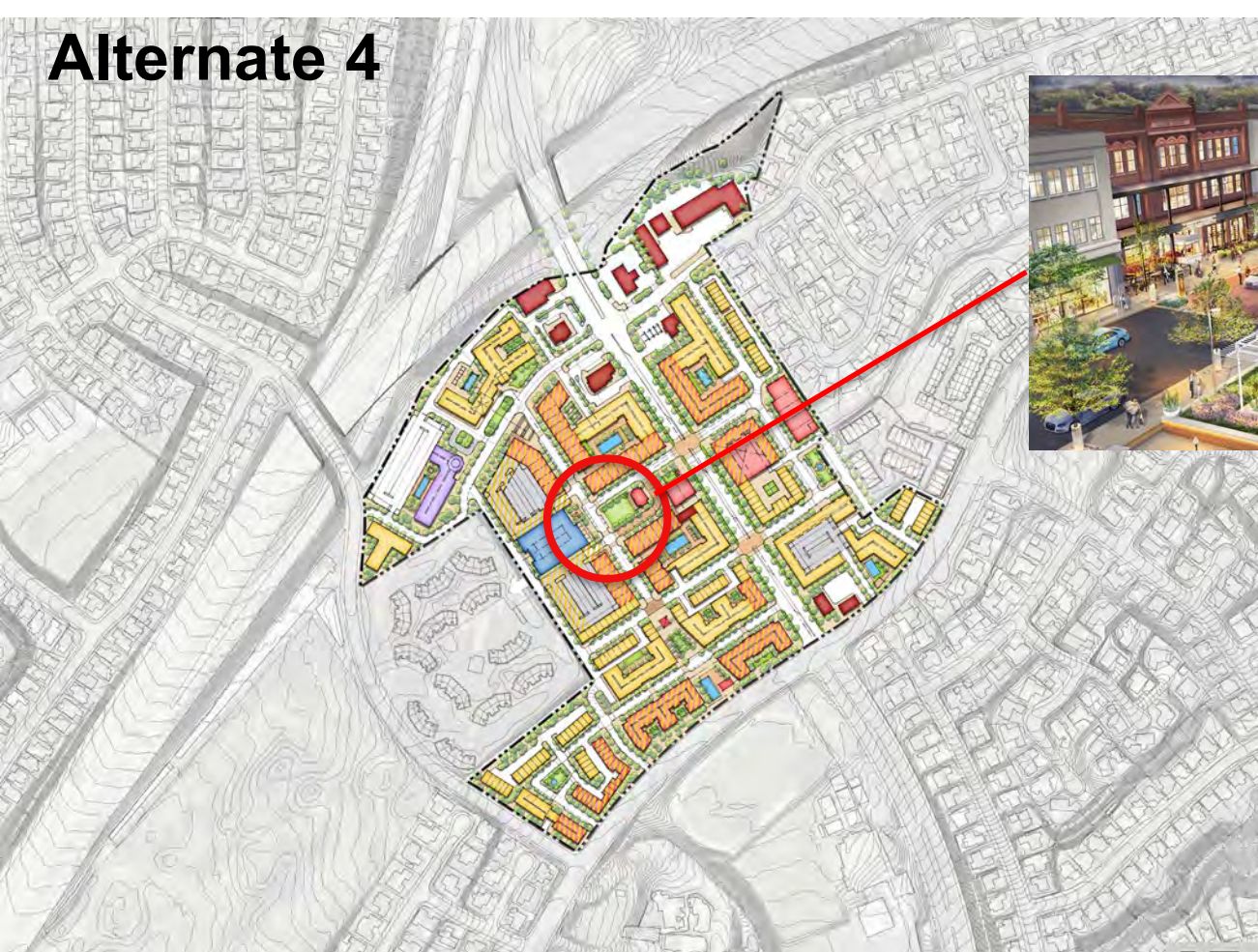
A Residential Street



Alternate 4



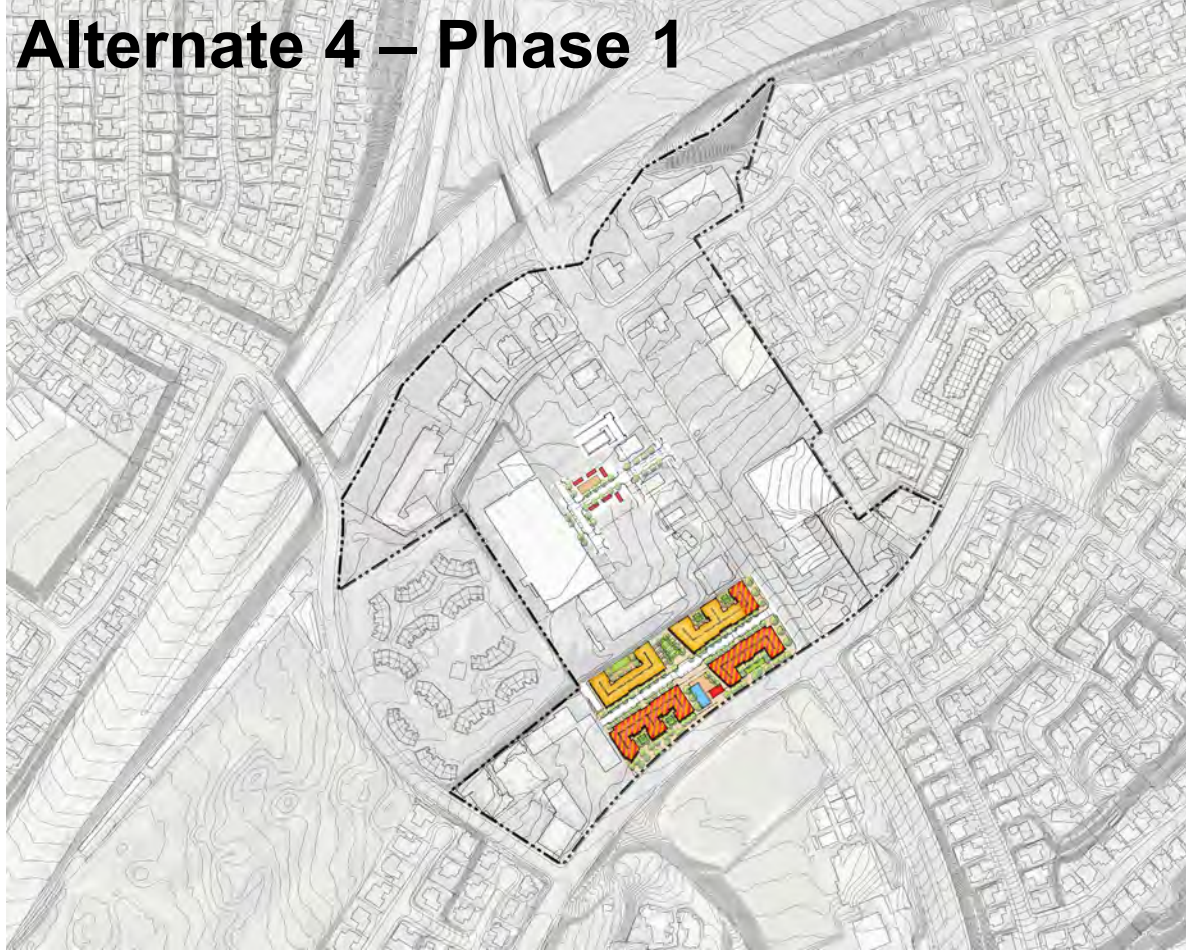
Alternate 4



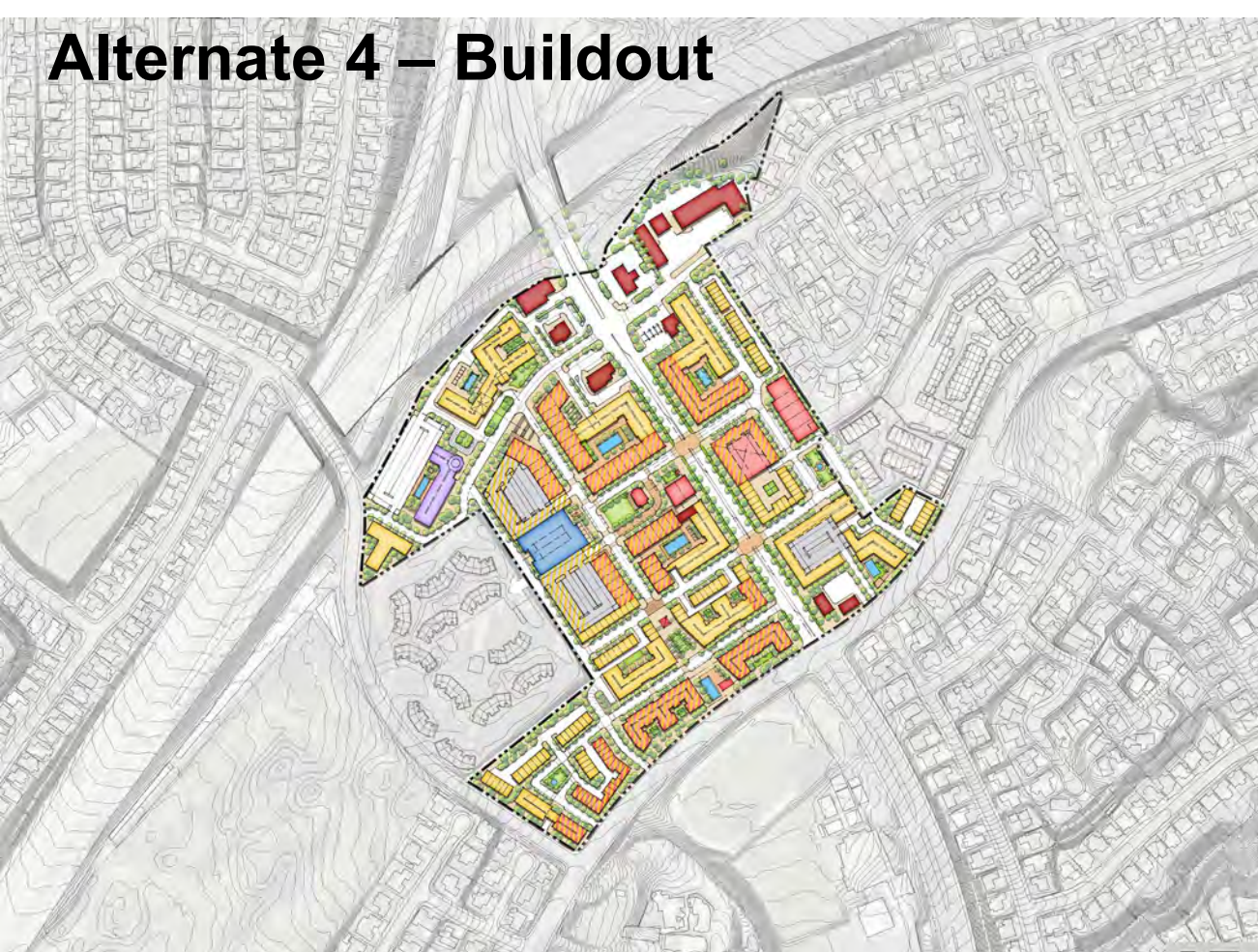
Alternate 4



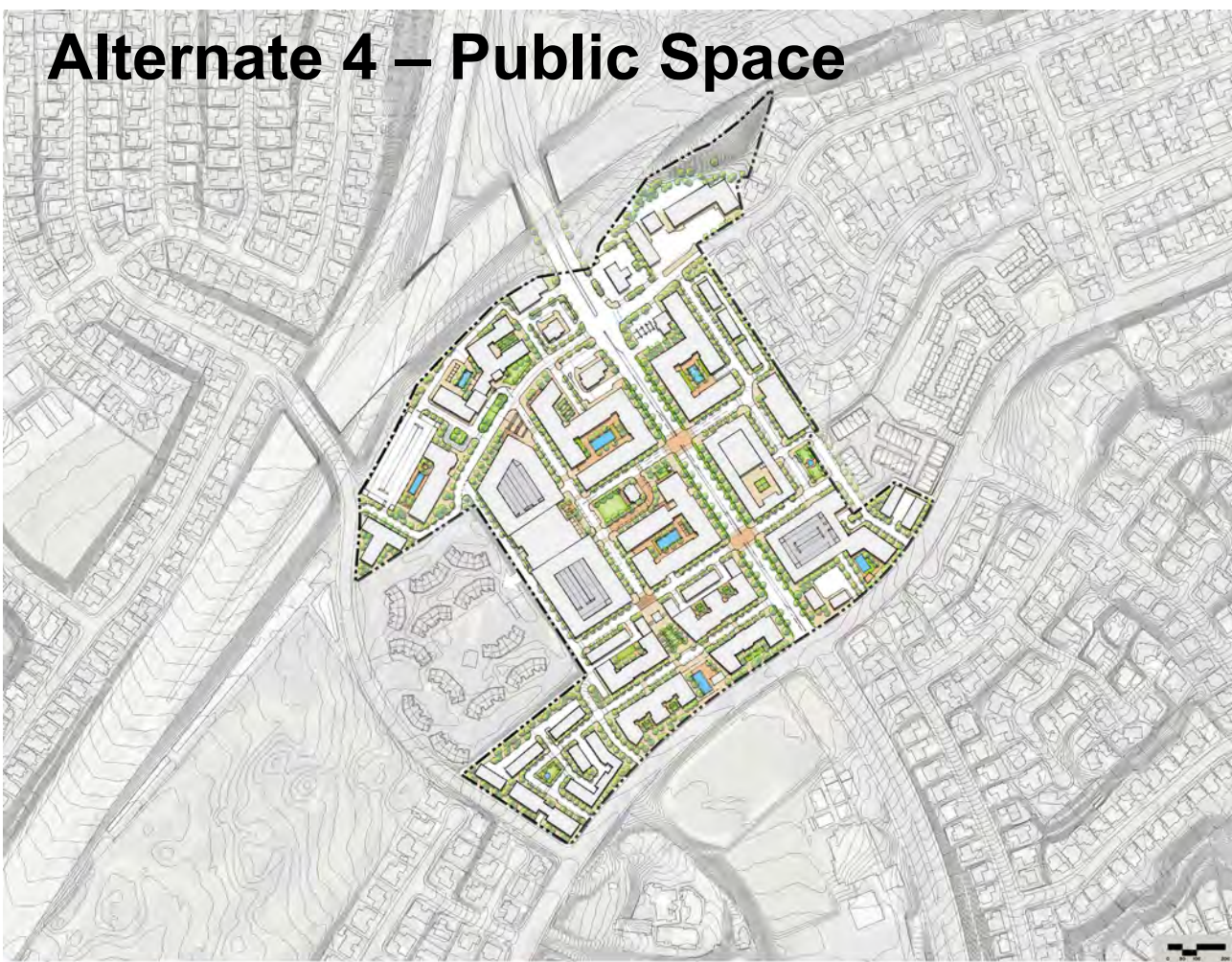
Alternate 4 – Phase 1



Alternate 4 – Buildout



Alternate 4 – Public Space



0023 1/23/2027 Street Grids - 4 Pages 19110 Main St Phase Submittal - Los Angeles, California (07/17/13) 12/14/17 (07/13)



Landscape Strategy











Diamond Bar Boulevard - Proposed

