



land use and community character

The background of the page is a photograph of a multi-story residential building with a light-colored facade and dark window frames. A semi-transparent green overlay covers the left and center portions of the image. The text is positioned on the left side of the green overlay.

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introduction

The land use types and distribution in Whittier affect the quality of life, health, and local experiences of residents, people who work here, and visitors to our city. By carefully shaping the interrelationship of uses and urban form—and the networks that connect the two—we can create distinct places, great streets, and complete neighborhoods. Together, these building blocks of a well-defined city can promote community pride, connect neighborhoods and districts, and support successful enterprises critical to a strong local economy.

This Land Use and Community Character Element directs Whittier’s long-term growth and physical development through the year 2040 by designating the future use of land within the corporate City limits and Whittier’s designated Sphere of Influence. The element identifies the planned locations, types, and intensity of housing, businesses, industries, open spaces, public buildings, and institutions. Policies intertwine land use and urban form by establishing building heights and orientation, design of the public realm (the space between buildings, including streets), and the public realm relationship to adjacent buildings.

This element frames all other General Plan elements since the use of land affects:

Complete Neighborhoods

In Whittier, complete neighborhoods offer diverse housing options, intentional urban design, historic character, street trees, parks and open spaces, walkable streets, and convenient access to services.

Great Streets

At their most basic function, streets provide the connections between neighborhoods and destinations. However, streets are more than simply places to drive cars and place public utilities. The physical design of a street impacts how and how often people use it based on comfort, access and mobility, and activity. Streets can promote business activity, provide a front yard for residents, be a distinct place and attraction independent of the nodes it connects, and provide a comfortable route for people using all travel modes—on foot, by bicycle, in a car, or using transit. The vitality of urban life is tied to design approaches that celebrate the multifaceted roles that streets play.

Complete Networks

Building out complete networks for all modes—pedestrians, bicycles, transit, autos, and goods movement—is essential to moving and connecting people throughout Whittier and activating urban streets. See the Mobility and Infrastructure Element.

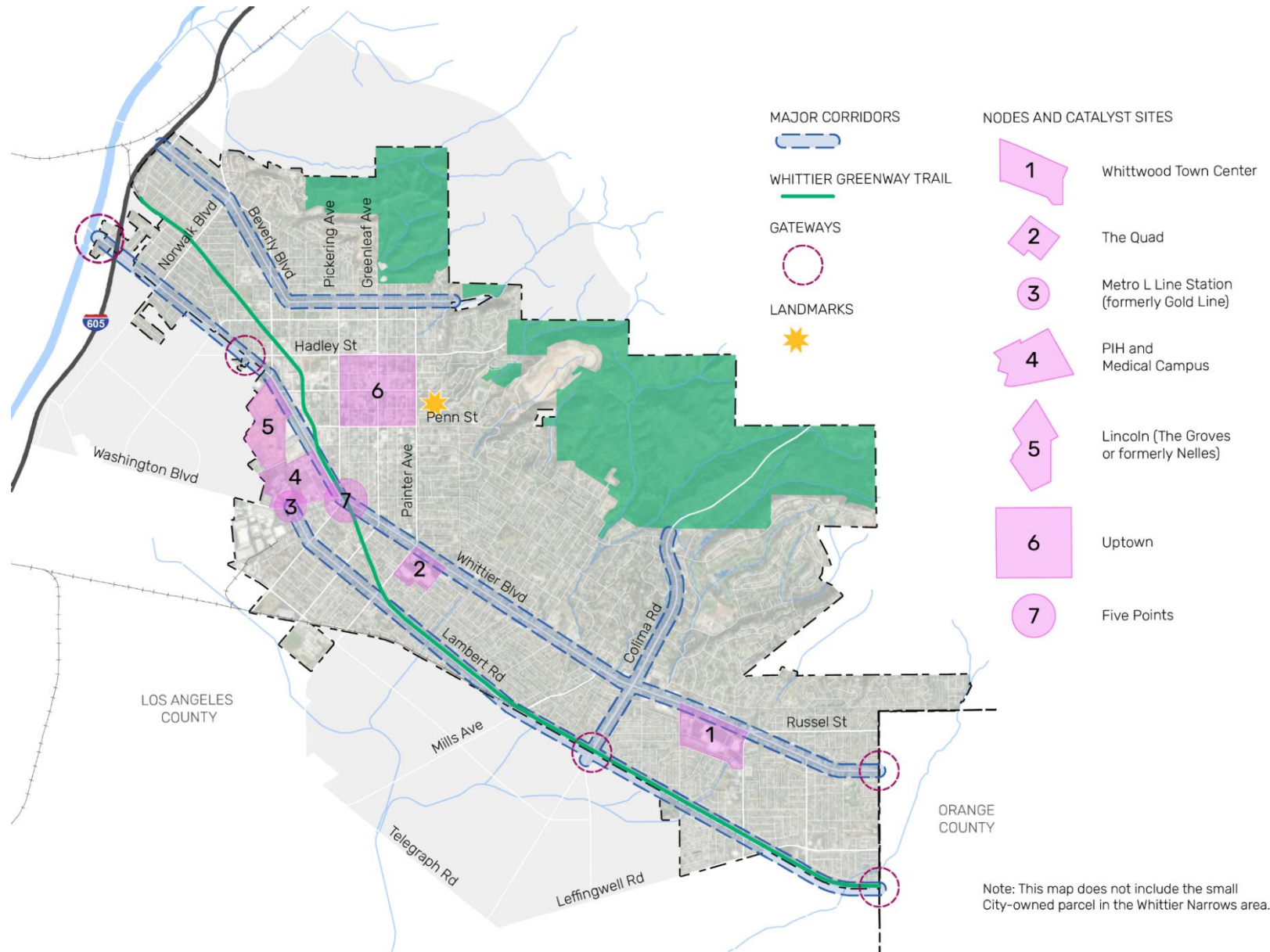
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- The design, location, and extent of the circulation system (Mobility and Infrastructure Element)
- Where new housing development occurs (Housing Element)
- The conservation and use of natural resources, including the allocation of parks and open space resources (Resource Management Element)
- Whittier’s identity of distinctive architecture and commitment to the preservation and restoration of landmarks, historic homes, and structures (Historic Resources Element)
- Quality of life indicators such as rates of chronic disease, local air quality, natural hazards, and exposure to contaminants (Public Safety, Noise, and Health Element)
- Extent of urban services and utilities (Mobility and Infrastructure Element)

In this element, the definition of each land use category includes not just the land use intent but also the three-dimensional aspects of development required to implement the vision for a district or neighborhood. For example, much of Whittier Boulevard is planned to accommodate mixed-use development at varying densities, dependent upon location along the boulevard. To implement the vision for an integrated, visually and physically connected mix of uses and attractive streetscape, the land use designations indicate the required urban design approaches. More specific implementing strategies—including the details for the community benefits incentives—are to be set forth in the zoning code and applicable specific plans.

Figure LUCC-1 illustrates the urban design framework for Whittier—the major corridors that support new mixed-use developments, focal activity areas and catalyst sites, City landmarks, greenways and parks that tie neighborhoods and districts together, and gateways.

Figure LUCC-1: Corridors, Gateways, and Landmarks



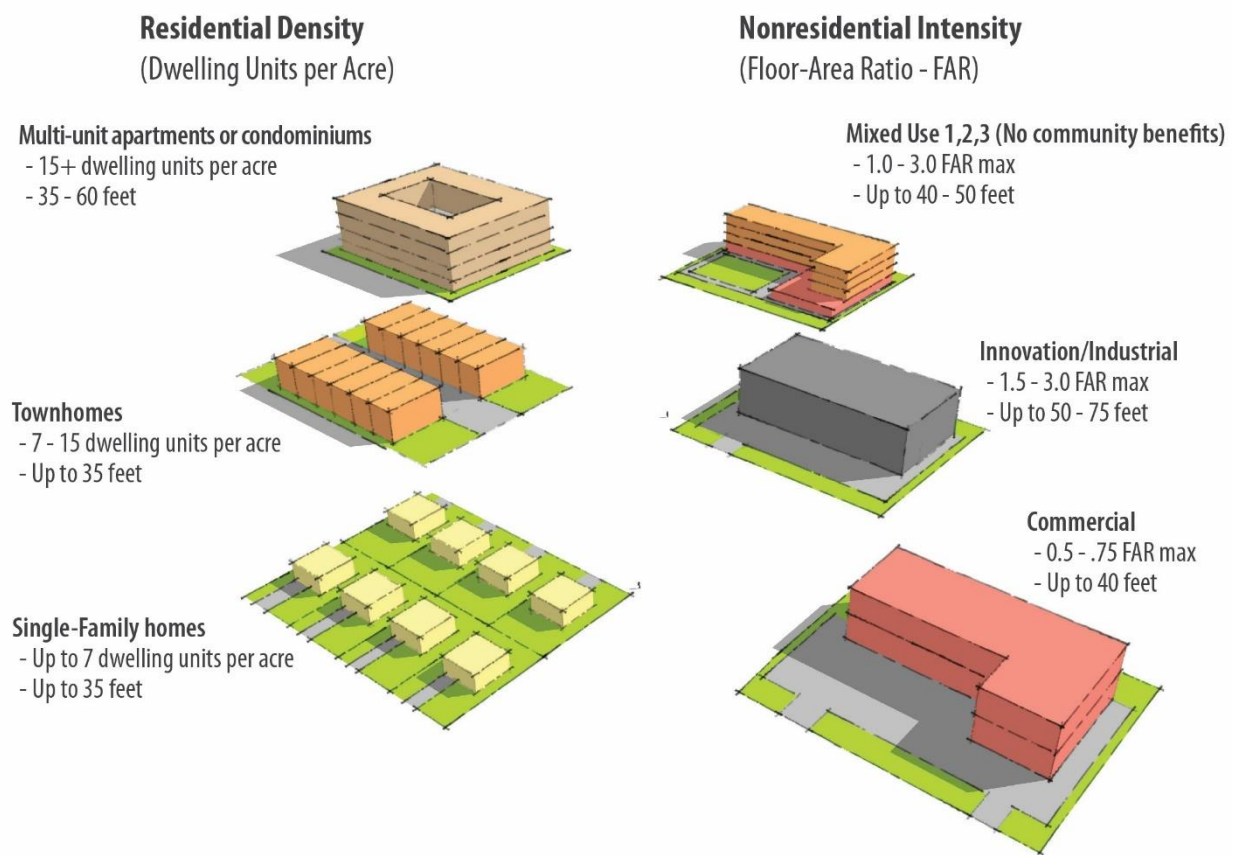
key terms

Building Façade refers to the side of a building that faces the public realm.

Community Benefits refers to an incentive zoning program that allows a developer to achieve higher development densities/intensities in exchange for providing defined community amenities (for example additional open space, affordable housing, publicly oriented plazas, etc.) beyond those otherwise required.

Density and Intensity are quantitative measures used to describe the degree to which land can be used and developed.

Figure LUCC-2: Density and Intensity



Dwelling Units per Acre (du/ac) refers to the maximum number of residences, or dwelling units, allowed per acre of developable land. Density is measured in du/ac and only applies to residential uses. In Whittier, densities are stated in terms of gross acres measured to the centerline of adjacent streets and alleys.

Floor Area Ratio (FAR) is a ratio of the gross floor area permitted on a site divided by the total net area of the site (exclusive of streets, alleys, and easements). Intensity is measured in FAR and typically describes nonresidential uses. In Whittier, FAR calculations for residential uses are defined in the zoning regulations.

A **Goal** expresses general direction or vision. It is an ideal future end related to the public health, safety, and general welfare of people living in, working in, and visiting Whittier. A goal is a general expression of community values and may, therefore, be abstract in nature. Thus, a goal is generally not quantifiable or time dependent.

Green Infrastructure means a network of parks, street trees, landscaped areas, open spaces, drainageways, floodplains, and human-made facilities that help manage stormwater and provide vital environmental, economic, and social benefits, such as improved air and water quality, reduced flooding risk, urban heat mitigation, and climate resiliency.

Landmark means a physical element that provides a point of reference or serves as a community identity marker. A landmark can be a structure, space, or natural feature. This differs from a historical landmark, which refers to an officially designated historic structure, landscape, or element.

Land Use Designation describes the type of activity allowed to occur on a parcel of land, which in turn dictates how a parcel and/or building will be occupied.

Natural Features include trees, landscaping, plants, water bodies, topography, and other non-human-made elements.

Planning Area refers to all properties within the City of Whittier corporate limits and within the City's designated Sphere of Influence.

A **Policy** is a specific statement that guides decision-making and is carried out by implementation measures. A policy indicates the City's commitment to a course of action. A policy is based on and helps implement the goals and the larger vision.

A **Program** is the actionable item intended to achieve stated policies and goals.

Social Spaces are places where people gather to interact and engage with each other in either an urban setting or the natural environment. These places can vary in size from a small plaza downtown to a neighborhood park in a more residential setting.

Travel Lanes move people in cars and buses, or people biking.

Urban Design focuses on spatial relationships within the public realm and how the built environment affects social interaction and human behavior.

Defining Physical Space

Built Environment (synonymous with Urban Form or Built Form) refers to the configuration of a place's physical components.

The **Public Realm** consists of all things within the public right-of-way between private buildings. This includes travel lanes, sidewalks, squares, paseos, plazas, parks, recreational corridors, and other outdoor places available, without charge, for everyone to use.

An enjoyable pedestrian experience is different for each user and based on many factors. Encouraging Whittier residents to walk as part of their everyday routine can be achieved by providing the physical framework and making that space inviting. Sidewalks must be recognized not only as a pedestrian amenity, but as the foundation of Whittier's transportation network. To encourage people to linger, sidewalks need to be safe, comfortable, and attractive, with facilities that accommodate people of all ages and abilities, as well as wide enough to allow for a variety of activities to occur simultaneously. Transforming sidewalks into public spaces requires intentional design of the following basic components, illustrated to the right:

- **Building Frontage** (or Street Frontage) is the primary defining feature of a street. Vibrant urban thoroughfares are largely defined by the design and architectural details of buildings that make up the street edge and activate the street with windows, entries, and engaging ground floor uses. It is critical that the design of both the streetscape and adjacent buildings mutually reinforce one other.
- **Walkways** enable everyone, including those who use mobility-assist devices, to access destinations. They include sidewalks and street crossings. As all persons will be a

Figure LUCC-3: Components of the Public Realm



PUBLIC REALM
right-of-way



pedestrian amenity zone designated pedestrian walkway building frontage



STREETSCAPE

pedestrian at some point, walkways are a fundamental element of the transportation system. They are also critical to creating active, vibrant street level spaces.

- **Pedestrian Amenities** contribute to a high-quality transportation system, including street trees and landscaping, bike racks, furniture (such as benches), fountains, paving material, wayfinding signs, and street lighting.

The **Streetscape** includes every individual component that makes up a street, both public and private. How those components work together define its character.

baseline issues

- **Cost and Shortage of Housing Options.** The high cost of housing—and lack of readily available (easy to develop) land to build new, more affordable housing—concerns many residents. All communities across California, including Whittier, face significant housing challenges: lack of supply, affordability, and a steady decrease in homeownership rates. Housing costs and supply issues particularly affect vulnerable populations that tend to have the lowest incomes and experience additional barriers to housing access.

Whittier is largely built out, with little land to accommodate new housing development. Most housing units in Whittier are single-family residences (65 percent as of 2020) in neighborhoods averaging 4.8 units per acre. Historically, the highest housing densities occurred in Uptown, at approximately 10 units per acre. Although this level of density might be relatively standard for suburban cities, it is low compared to Los Angeles County urban areas.

During the early 2010s, developer interest in properties along Whittier Boulevard, driven largely by demand for any type of new housing, resulted in construction of several projects at densities up to 30 units per acre. While marginal growth in the local housing stock between 2010 and 2020 relieved some pressures, demand remains. Lack of housing supply compounds affordability and homelessness issues. Looking forward, the City recognizes that diverse housing types and higher density residential development will be necessary to meet pent-up demand and ensure affordable housing options for people of all ages, family sizes, and incomes. Diverse housing types encourage diverse populations—a condition that enriches the community. Also, higher-density residential development typically is more affordable than lower-density development and the only path toward significantly contributing to housing affordability.

- **Aging Building Stock and Infrastructure.** Housing age often has a direct correlation to the quality and condition of housing units. Approximately 60 percent of housing units in Whittier were built during or before the 1950s. Housing units 50 years old or older typically require rehabilitation to maintain compliance with building and safety codes. Most of the

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housing stock in Whittier is over 70 years old and may likely require significant repairs and/or modernization. The intense interest in preserving the historic architectural gems in many Whittier neighborhoods has resulted in significant investments in older homes that have sustained neighborhood quality. However, other concerns include the age and capacity of existing infrastructure (water lines, sewer lines, storm drainage, etc.) to handle additions and new development.

Older non-residential buildings with outdated systems (plumbing, ventilation, etc.) and requiring significant repair are common along commercial corridors. Some buildings have not been improved for quite some time and, therefore, do not encourage the tenants to make improvements. As these buildings age, the properties continue to degrade, thus demanding less rent and attracting marginal commercial uses, which results in reduced sales tax revenue. As with houses, this is not necessarily the case for historic buildings, which property owners have taken great care to improve and maintain. Both above paragraphs may sound harsh, but older buildings are likely to require significant repair to ensure their longevity and to incorporate green building standards that could reduce operational costs.

- **Marginal Growth and Shifts in Composition.** Whittier experienced only moderate population growth between 2010 and 2020, when the City last comprehensively updated its Housing Element, with only 1.7 percent increase in population (or 1,470 people) and 0.4 percent increase in housing units during that decade (or 130 units)¹. Although the population is generally young (45 years old or younger), the population is aging and becoming more diverse. As a result, service demands (recreational, medical, etc.) and housing preferences will evolve and become more important to maintain a high quality of life.
- **Disparities in Disadvantaged Communities.** Several neighborhoods in the City and Sphere of Influence are considered Disadvantaged Communities per the definition established by the State. As discussed in detail in the Public Safety, Noise, and Environmental Health Element, residents living in neighborhoods with elevated exposure to environmental hazards suffer most from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes, and high incidence of asthma and heart disease. Land use policies can address some of these conditions.

¹ California Department of Finance, 2010 – 2020.

- **Poor “Walkability”.** Whittier lies nestled against the Puente Hills Preserve to the north and the San Gabriel River to the west. Shaped by these natural features and post-World War II priorities and values linked to the housing boom of the 1950s, development patterns in portions of Whittier lend themselves largely to car travel. Development patterns—the separation of uses, expansive single-family neighborhoods, wide thoroughfares with no sense of enclosure, and lack of street grid in some areas—discourage walking. When people cannot walk easily in their communities, they miss out on making connections with neighbors and opportunities to improve their health.

Of exception is Uptown, the pattern of which was established in the late 1890s/early 1900s, before most people owned automobiles. This neighborhood is extremely walkable. Also, the neighborhoods surrounding the Whittwood Town Center on Whittier Boulevard has a diversity of housing types within easy walking distance to shops and services.

- **Underutilized Public Realm.** Cities are often defined and remembered through the quality of their streets because we structure our experiences and memories of a community by moving along its pathways. Tenets of good street design beyond engineering tell us that:

 - Streets are public spaces and should be designed as such.
 - Streets are channels for movement and should be designed to ensure that a wide variety of users—people walking, parking, shopping, bicycling, driving, resting, eating, etc.—have their own designated space and can cross paths safely and comfortably regardless of age, ability, or mode.
 - Streets are an economic asset as much as a functional element. Well-designed streets generate higher revenues for businesses and higher value for surrounding homeowners.
 - Streets should be designed as ecosystems where human-made systems interface with natural systems. From pervious pavements and bioswales that manage stormwater run-off, to street trees that provide shade and are critical to the health of cities, ecology has the potential to act as a driver for long-term, sustainable design.
- **Auto-Oriented Commercial Corridors.** Since the 1940s, Whittier Boulevard (SR-72) and Lambert Road have developed much like a suburban commercial strip, resulting in scattered and unfocused auto-oriented retail and services, convenience and big-box uses, drive-through restaurants, and sporadic office and industrial uses. As the City’s main commercial thoroughfare and primary distributor within the City’s transportation network, Whittier Boulevard presents an opportunity to evolve from a commercial strip to a series of walkable mixed-use and employment districts.

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While a mix of land uses is encouraged along most of Whittier Boulevard, concentrated activity hubs provide opportunities for clustering similar and compatible uses, supporting economic development and creating brand identity. Designated nodes and catalyst sites include (see Figure LUCC-1):

- (1) Whittwood Town Center
- (2) The Quad
- (3) Metro L Line (formerly Gold Line) station site
- (4) PIH and Medical Campus
- (5) Lincoln (The Groves or formerly Nelles)
- (6) Uptown
- (7) Five Points

As one of the only parallel streets to Whittier Boulevard, and adjacent to the Greenway Trail, Lambert Road has the potential to evolve into a vibrant neighborhood-serving commercial corridor.

Colima Road (County Route – N8) connects Whittier to neighboring communities in both Los Angeles and Orange Counties, with motorists using the road as a by-pass route when freeways are clogged. A unifying streetscape theme would distinguish the route as it traverses Whittier and could encourage increased investment in the commercial nodes.

- **Distribution of Parks and Recreation.** While Whittier has well-used parks, establishing new green space will be difficult given the community's built-out character. Additionally, over 70 percent of Whittier's total park acreage consist of natural parks in the Puente Hills Preserve. A limited number of residents have direct access to trails and open space within the Puente Hills Preserve, and those who do are largely higher-income households. In addition, access is limited by the lack of trailhead parking and designated connections. The Greenway Trail, however, connects many neighborhoods to destinations across the city, and its extension will improve connections and access to green space.
- **Evolving Economy.** Whittier long relied on the economic success of the Whittier Boulevard corridor and to a lesser extent, Uptown, to provide jobs and generate tax revenues. As businesses moved toward increased automation, the nature of retail shifted to on-line sales and the COVID-19 pandemic of 2020-21 demonstrated the ease with which many knowledge workers (versus skilled workers) can work from home. Whittier has found the need to increase capacity for businesses that sustain through economic transformations: healthcare, experiential retail, technology, and creative and maker industries at all scales.

land use plan

This Land Use Plan guides the development, maintenance, and improvement of land and properties in Whittier. The Land Use Plan comprises the following components:

- **Land Use Categories** (Table LUCC-2): Establishes the general intent, character, built form, and development regulations for each land use category
- **Land Use Policy Map** (Figures LUCC-4 and LUCC-5): Illustrates the planned distribution of land uses throughout the Planning Area
- **Implications and Buildout** (Table LUCC-3): Summarizes projected population growth and the capacity created for residential and non-residential development through 2040, assuming development at the permitted densities and intensities

Together, these components define how Whittier will achieve its vision.

The land use categories are implemented via the zones in zoning and specific plan regulations. More than one zone may implement a single General Plan land use designation. Zones and specific plan regulations are more detailed than the General Plan land use designations but, in all circumstances, development must be consistent with General Plan policies.

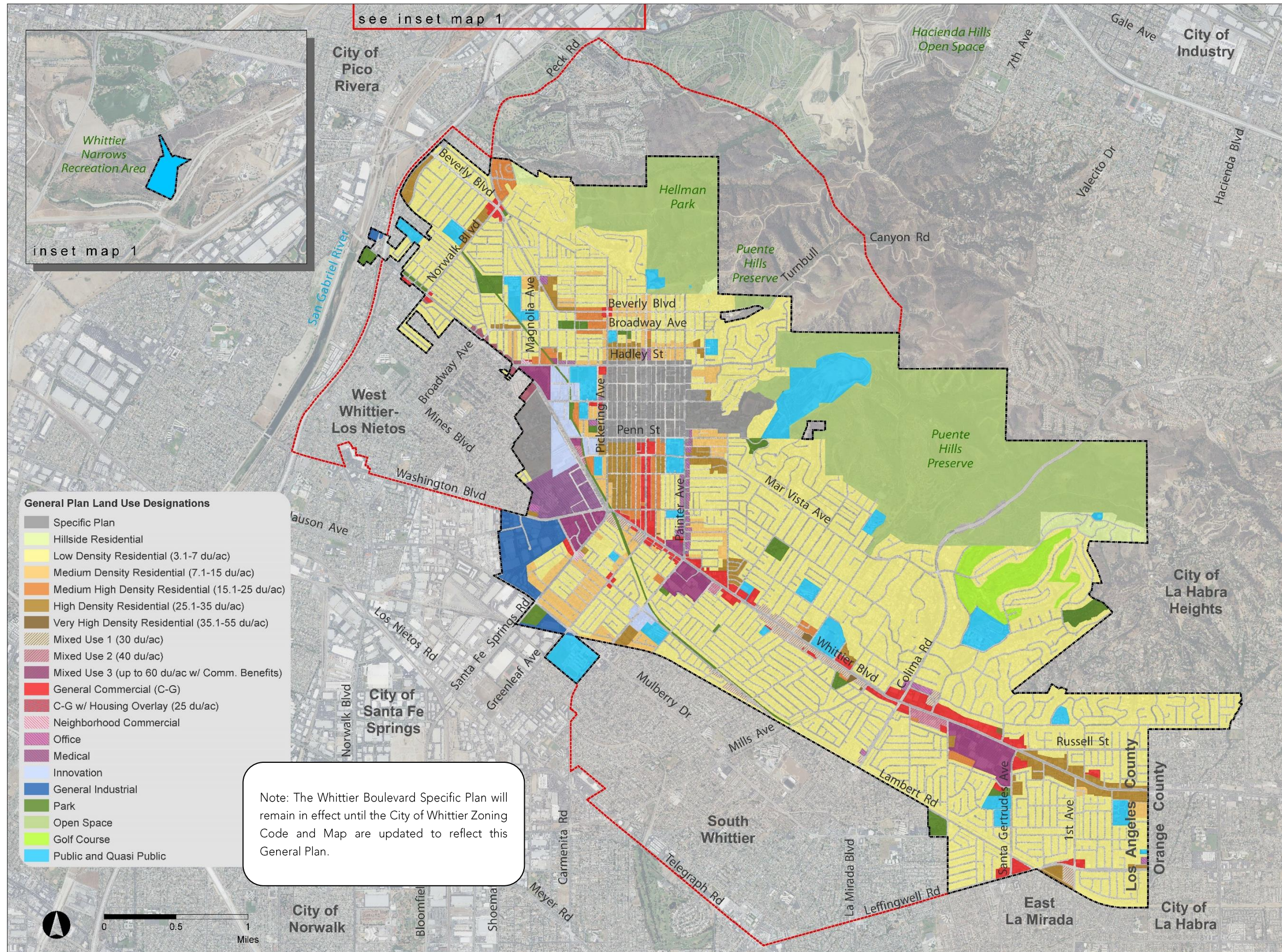
The Land Use Policy Map consists of two maps. Figure LUCC-4 identifies land use policy for properties within the Whittier corporate limits (as they existed in 2020). Figure LUCC-5 indicates policy for properties within the City's Sphere of Influence. The land use designations on Figure LUCC-5 reflect designations from the Los Angeles County General Plan. If at any time a property is proposed for annexation to Whittier, the land use equivalencies shown in Table LUCC-1 will be used to apply City land use designations to the property(ies) being annexed.

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Table LUCC-1: County/City Land Use Category Equivalencies

LOS ANGELES COUNTY GENERAL PLAN LAND USE CATEGORY	CORRESPONDING CITY OF WHITTIER GENERAL PLAN LAND USE CATEGORY
Residential 5	Low Density Residential
Residential 9	Medium Density Residential
Residential 18	Medium High Density Residential
Residential 50	Very High Density Residential
General Commercial	General Commercial
Light Industrial	Innovation
Conservation	Open Space
Parks and Recreation	Park
Public and Semi-Public	Public and Quasi-Public
Water	Public and Quasi-Public

Figure LUCC-4: Land Use Policy Map



land use categories

These land use categories identify the general purpose of each district, maximum densities and intensities, and guidance for structure height, which is addressed in detail in the Zoning Code. The descriptions also define intended character and built form in text and illustrations.

The descriptions apply to all new development proposals and substantial rehabilitation and alterations of existing land uses and structures, whether these actions are permitted as a matter of right or require discretionary approval by the City.

By defining intent, character, and the expected built form, the City establishes its desired urban design framework and expected design quality. The design quality of new development significantly impacts the overall character of Whittier’s neighborhoods and business districts. Well-designed places function well and invite people to interact with the spaces and others using the space. Well-designed buildings are more cost-effective to maintain, provide flexible spaces that can be easily adapted to meet the community’s changing needs, and incorporate sustainable materials and practices.

Table LUCC-2: At a Glance: Land Use Categories

LAND USE CATEGORY	DENSITY/ INTENSITY	HEIGHT (MAXIMUM)
Hillside Residential	0 - 3 du/ac	30 feet
Low Density Residential	3.1 - 7 du/ac	35 feet
Medium Density Residential	7.1 - 15 du/ac	35 feet
Medium High Density Residential	15.1 - 25 du/ac	35 feet
High Density Residential	25.1 - 35 du/ac	50 feet
Very High Density Residential	35.1 - 55 du/ac	60 feet
Mixed Use 1	20 - 30 du/ac 1.00 FAR	40 feet
Mixed Use 2	25 - 40 du/ac 1.00 FAR	50 feet
Mixed Use 3	25 - 40 du/ac 1.00 FAR	50 feet
Mixed Use 3 - Tier 1	50 du/ac 2.00 FAR	60 feet
Mixed Use 3 - Tier 2	60 du/ac 3.00 FAR	75 feet
Neighborhood Commercial	0.50 FAR	40 feet
General Commercial	0.75 FAR	40 feet
General Commercial with Housing Overlay	25 du/ac 0.75 FAR	40 feet
Office	1.50 FAR	40 feet
Medical	3.00 FAR	125 feet
Innovation	3.00 FAR	75 feet
General Industrial	1.50 FAR	50 feet
Parks and Urban Trails	N/A	N/A
Open Space	N/A	N/A
Golf Course	N/A	35 feet
Public and Quasi Public	0.35 FAR	75 feet
Specific Plan	Per Specific Plan	

Note: Maximum heights may change when granted a Conditional Use Permit, adjacent use is single family residential, or received a density bonus/land use concession for affordable housing units (as permitted by State law).

residential categories

Each residential neighborhood in Whittier is recognizable by its character and personality, unique architecture, varying densities, and street treatments. During the public engagement process for this General Plan, residents expressed the importance of preserving the distinct character of neighborhoods. Residents appreciate Whittier's small-town feel and strong community ties. They embrace the opportunities to connect residential neighborhoods to local hiking trails, the Greenway Trail, shops and restaurants, and local businesses.

Six residential categories accommodate a range of housing types and densities to reflect long-established development patterns and to allow new higher-density housing near commercial activity and transit corridors/hubs.

- Hillside
- Low Density
- Medium Density
- Medium High Density
- High Density
- Very High Density

Within all residential neighborhoods, additionally allowed uses (subject to Zoning Code regulations) include public and private schools, religious institutions, and public facilities/infrastructure.

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HILLSIDE RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
0 - 3 du/ac	up to 9 pp/ac	N/A	30 feet

Intent and Character

- Support established development patterns, densities, and scale
- Maintain design character of established neighborhoods: single-unit detached residences on large lots, low-scale buildings, and generous setbacks
- Fire-safe development approaches in wildland/urban interface areas



Whittier residences

LAND USE AND COMMUNITY CHARACTER ELEMENT

LOW DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
3.1 - 7 du/ac	up to 21 pp/ac	N/A	35 feet

Intent and Character

- Support established development patterns, densities, and scale
- Maintain design character of established neighborhoods
- Preserve the integrity of historic districts
- Maintain the predominance of single-unit detached residences



Low density residences in Whittier

MEDIUM DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
7.1 - 15 du/ac	up to 45 pp/ac	N/A	35 feet

Intent and Character

- Support established development patterns, densities, and scale
- Maintain character of established neighborhoods: single-unit detached and lower-scale multi-unit residential buildings, such as duplexes, triplexes, quadplexes, townhomes, and small-lot subdivisions
- Includes a combination of on-site private and common open spaces
- Parking that is well-integrated into building design rather than provided as shared parking facilities



Single-family residences



Medium density multi-family residences illustrative

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MEDIUM HIGH DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
15.1 - 25 du/ac	up to 75/pp/ac	N/A	35 feet

Intent and Character

- Variety of building forms, including units with direct access to a public street and units with common interior access
- Characterized by two- to three-story multi-unit residential buildings, including townhomes, small lot subdivisions, quadplexes, garden apartments, and stacked flats
- Includes a combination on-site private and common open spaces
- Parking that is well-integrated into building design



Medium high density multi-family residences illustrative

LAND USE AND COMMUNITY CHARACTER ELEMENT

HIGH DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
25.1 - 35 du/ac	up to 105 pp/ac	N/A	50 feet

Intent and Character

- Variety of building forms, including units with direct access to a public street and units with common interior access
- Characterized by two- to three-story multi-unit residential buildings, with four stories acceptable where context appropriate, such as garden apartments and stacked flats
- Includes on-site private and common open spaces
- Parking facilities provided as shared or private facilities, all well integrated into building design



High-density multi-family residences along Greenway Trail in Whittier



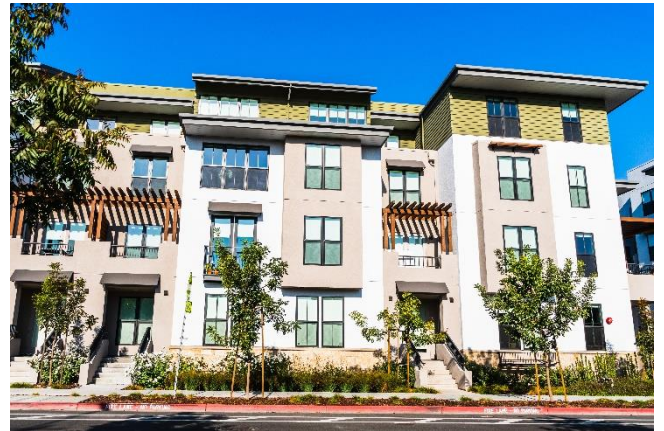
High-density multi-family residences illustrative

LAND USE AND COMMUNITY CHARACTER ELEMENT

VERY HIGH DENSITY RESIDENTIAL			
Density	Population Density	Intensity	Height (Maximum)
35.1 - 55 du/ac	up to 165 pp/ac	N/A	60 feet

Intent and Character

- Variety of building forms, largely with common interior access but with a clear interaction with the street
- Characterized by multi-unit residential buildings up to five stories based on context and direct access with the street, where possible
- Building heights transition to adjacent lower-density development using such approaches increased setbacks and tiered buildings
- Includes on-site private and common open spaces
- Parking facilities largely provided as shared facilities in structures rather than surface lots, either underground or as a wrapped podium and well-integrated into building design



High density and very high-density multi-family residences illustrative

mixed use categories

Mixed-use development is characterized by pedestrian-oriented environments that integrate residential, commercial, cultural, and institutional uses. Mixed-use development creates vibrant, compact, and walkable environments, with comfortable pedestrian connections between neighborhoods and destinations and interesting, engaging, and place-distinctive urban design features, including public art. Uptown Whittier exemplifies a mixed-use district that has a diversity of housing types and commercial businesses that both cater to everyday needs and attract visitors to Whittier. The availability of large lots along Whittier Boulevard with aging shopping centers lends opportunities to create new smaller-scale mixed-use developments that can complement surrounding residential neighborhoods.

Three mixed-use designations allow for compatible retail, entertainment, office, residential, hotel, civic, cultural, and recreation uses at varying context-sensitive development densities/intensities, ranging from 20 to 60 dwelling units per acre and FARs of 1.00 to 3.00. Regarding use, the intent for each area is similar: provide places to integrate housing with concentrated activity and business hubs in a walkable/bikeable environment.

To promote added amenities within mixed-use districts and developments, a tiered development system—a Community Benefits program—applies to the Mixed Use 3 designation. The Community Benefits program, to be defined in the Zoning Code, provides the City with the capacity and tools to shape how private development contributes to the urban fabric, ensuring that new development creates special places that enhance Whittier. A two-tier system of benefits allows developers to achieve higher densities and intensities when defined public realm and community-serving amenities are provided.

Allowed uses within the Mixed-Use categories include:

- Residential, commercial goods and services, and entertainment/recreation businesses that are compatible with residential use
- Public and private schools
- Religious institutions
- Public facilities/infrastructure

Specifically prohibited are industrial uses, freight and trucking operations, and warehousing/storage.

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MIXED USE 1			
Density	Population Density	Intensity	Height (Maximum)
20 - 30 du/ac	up to 90 pp/ac	1.00 FAR	40 feet

Intent and Character

- Variety of building forms, with reduced scale adjacent to lower-density neighborhoods
- Stand-alone residential and commercial development types are allowed
- Accommodates small-scale, neighborhood-serving commercial storefronts
- Residential units with direct street access

Built Form

Building Orientation

- Orient buildings toward the primary street corridor to define the public realm and concentrate pedestrian and retail activity by:
 - Creating a clear building frontage and designated pedestrian walkway
 - Framing the primary street corridor
 - Framing and enclosing gathering spaces, plazas, parks, etc. located along the primary street corridor

Building Massing and Treatments

- Create articulation with intentional use of different materials and building form with such treatments as:
 - Variation in colors, materials, and textures
 - Vertical and horizontal projections (for example, columns or banding that help create a rhythm on the façade)
 - Base element/treatment
 - Four-sided architecture, with additional treatments on all street- and alley-facing elevations
 - Private open space (balconies, terraces, etc.)
 - Variation in roof forms and/or window composition
- Prohibit blank facades along major corridors
- Require upper-level stepbacks to transition scale and intensity between land uses

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- Pedestrian Circulation and Amenities
 - Create a clear and distinct pedestrian corridor by defining minimum pedestrian walkway and amenity zone widths
 - Help distinguish zones with different use of pavement materials
- Consider traffic-calming measures and roadway design element approaches, such as:
 - Minimize curb cuts
 - Slow traffic at intersections with tight curb radii, curb extensions, raised intersections/crosswalks, and signage
- Maximize sightlines, activity, and access points along major corridors by creating pedestrian pass-throughs between properties and mid-block crossings, and reduced crossing distances at intersections
- Provide landscaped buffers to separate pedestrians from the flow of traffic, pollution, and noise
- Encourage consistent pedestrian amenities along Whittier Boulevard and Lambert Avenue (size, shape, colors, materials, etc.) to establish a streetscape continuity and identity
- Provide coordinated pedestrian amenities pursuant to master design plans: lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Connections to the Greenway Trail for properties abutting the Trail

Parking and Buffers

- Use of alleyways for access to parking areas wherever possible
- Public parking structures and facilities, where provided, that are easily accessible and attractively designed
- Surface parking located along the side or at the rear of buildings to minimize visibility from public roadways
- Use of buffers (walls, fences, and landscaping) to separate pedestrians from any surface parking lot(s) along the streetscape
- Buffers designed to maintain building and site visibility
- Fences and walls consistent with style, materials, and design of buildings on the site

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MIXED USE 2			
Density	Population Density	Intensity	Height (Maximum)
25 - 40 du/ac	up to 120 pp/ac	1.00 FAR	50 feet

Intent and Character

- Variety of building forms, with reduced scale adjacent to lower-density neighborhoods
- Stand-alone residential and commercial development types are allowed
- Accommodates small-scale, neighborhood-serving commercial storefronts and regional-serving centers
- Accommodates diverse housing types that provide opportunities for home ownership and that appeal to a spectrum of household sizes and incomes
- Encourages new retail activity, complementing well-established commercial districts and surrounding residential neighborhoods

Built Form

Building Orientation

- Orient buildings toward the primary street corridor to define the public realm and concentrate pedestrian and retail activity by:
 - Creating obvious building frontages and designated pedestrian walkways
 - Framing the primary street corridor
 - Framing public spaces, plazas, parks, etc. along the primary street corridor
- Align, arrange, and group buildings along major corridors toward the street so that their primary orientation creates a well-defined building frontage



Building orientation to define pedestrian walkways illustrative

Building Massing

- Create articulation with intentional use of different materials and building form with such treatments as:
 - Variation in colors, materials, and textures
 - Vertical and horizontal projections (for example, columns or banding that create textures and variation on the façade)
 - Private open space (balconies, terraces, etc.)
 - Variation in roof forms and/or window composition
- Prohibit blank facades on all elevations

Require upper level stepbacks or increased setbacks to transition scale and intensity between land uses

LAND USE AND COMMUNITY CHARACTER ELEMENT

Pedestrian Circulation and Amenities

- Wide sidewalks along Whittier Boulevard with pedestrian amenities and protection zones (from traffic flow)
- Well-defined on-site pedestrian corridors distinguished by use of different pavement materials
- Consider traffic calming measures and roadway design element approaches, such as:
 - Minimize curb cuts
 - Slow traffic at intersections with tight curb radii, curb extensions, raised intersections/crosswalks, and signage
- Maximize sightlines, activity, and access points along major corridors by creating pedestrian pass-throughs between properties, mid-block crossings, and reduced crossing distances at intersections
- Consider landscaped buffers to separate pedestrians from the flow of traffic, pollution, and noise
- Provide coordinated pedestrian amenities pursuant to master design plans: lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Pedestrian amenities to consider include lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Connections to the Greenway Trail for properties abutting the Trail



Concept for buildings with roof variations and balconies illustrative

Parking and Buffers

- Use of alleyways for access to parking areas wherever possible
- Parking structures and facilities that are easily accessible and attractively designed
- Surface parking located along the side or at the rear of buildings to minimize visibility from public roadways
- Use of buffers (walls, fences, and landscaping) to separate pedestrians from any surface parking lot(s) along the streetscape
- Buffers designed to maintain building and site visibility
- Fences and walls consistent with style, materials, and design of buildings on the site

LAND USE AND COMMUNITY CHARACTER ELEMENT

MIXED USE 3			
Density	Population Density	Intensity	Height (Maximum)
25 - 40 du/ac	up to 120 pp/ac	1.00 FAR	50 feet
TIER 1 - DENSITY BONUS WITH COMMUNITY BENEFITS			
50 du/ac	up to 150 pp/ac	2.00 FAR	60 feet
TIER 2 - DENSITY BONUS WITH COMMUNITY BENEFITS			
60 du/ac	up to 180 pp/ac	3.00 FAR	75 feet

Proposed Community Benefits Program Framework

The Mixed Use 3 category allows for increased densities through a community benefits incentive system. Tier 1 and 2 densities may only be achieved with provision of community benefits in accordance with the program outlined in the Zoning Code. Any density and intensity bonuses associated with the provision of community benefits are supplementary to density bonus provisions established by State law.

Development must provide a measurable and/or clearly identifiable community benefit in the form of affordable housing, jobs generation, parkland or open space, and/or other criteria established in the Zoning Code. Community benefits are not tied to income restrictions or senior housing. Examples include:

- Publicly accessible plazas, paseos, seating areas, playgrounds, parks, etc. along Whittier Boulevard, Lambert Road, Washington Boulevard, and Greenleaf Avenue, particularly near larger residential and mixed-use developments and in underutilized parking areas within commercial centers
- New connections to the Greenway Trail
- Inclusion of arts and local culture, such as sculpture gardens, local art installations, and outdoor amphitheaters
- Lot consolidation
- Innovative use of shared parking, including parking structures
- Sustainable, energy-efficient buildings beyond standard CALGreen requirements
- Shuttle/transit hub, including shuttle stops and designated areas for people to gather (bike parking, seating options, trash receptacles, shade, etc.). Potential stops for the shuttle, once established, are the Metro Line L station, PIH, Whittwood Town Center, The Quad, Lincoln (Nelles), and trailheads

Intent and Character

- Variety of building forms, with context-sensitive heights and site planning adjacent to lower-scale residential uses
- Stand-alone residential and commercial development approaches allowed on smaller-acreage development sites, with integrated uses required on larger sites, as defined in the Zoning Code
- Regional high-activity nodes with an expansive draw, attracting Whittier residents and people all over the region
- Employment hubs
- Major transit stops within a larger connected multimodal network
- Opportunity for highest density and intensity of mixed uses citywide, in support of and adjacent to the Metro Line L station and PIH Health Campus
- Redevelopment and reorientation of aging shopping centers (Whittwood Town Center and The Quad) toward Whittier Boulevard



Concept for ground-level façade treatments and landscaping illustrative

- Small civic and urban recreation spaces within walking distance from residential uses and employment centers

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Clear and distinct street edge with active ground floor uses, limited setbacks, and engaging facades (windows, entries, consistent signage and building materials that create visual continuity, etc.). See Built Form for additional design considerations.
- Defined transition areas between established lower-density residential neighborhoods adjacent to Mixed Use 3, with design approaches that soften the change in scale and intensity, such as ground-level façade treatments, upper-level setbacks, and landscaped buffers to address privacy, noise, and other concerns.

Built Form

Building Orientation

- Orient building frontages toward Whittier Boulevard, Washington Boulevard, Painter Avenue, and Lambert Road (other than adjacent to the Greenway Trail) to define the public realm and concentrate pedestrian and retail activity by:
 - Creating well-defined building frontages and designated pedestrian walkways
 - Framing the building's relationship to Whittier Boulevard and other major frontage streets
- Framing and where appropriate, enclosing public spaces, plazas, parks, etc. oriented toward Whittier Boulevard and other major frontage streets

Building Massing

- Create articulation with intentional use of different materials and building form, such as:
 - Variation in colors, materials, and textures
 - Vertical and horizontal projections (e.g., columns or banding that help create a rhythm on the façade)
 - Private open space (balconies, terraces, etc.)
 - Variation in roof forms and/or window composition
- Four-sided architectural treatments

Pedestrian Circulation and Amenities

- Wide sidewalks with pedestrian amenities and protection zones (from traffic flow on major corridors)
- Well-defined on-site pedestrian corridors distinguished by use of different pavement materials
- Consider traffic calming measures and roadway design elements, such as:

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Minimize curb cuts
- Slow traffic at intersections with tight curb radii, curb extensions, raised intersections/crosswalks, and signage
- Maximize sightlines, activity, and access points along Whittier Boulevard by creating pedestrian pass-throughs between properties, mid-block crossings, and reducing crossing distances at intersections
- Use landscaped buffers to separate pedestrians from the flow of traffic, pollution, and noise
- Provide coordinated pedestrian amenities pursuant to master design plans: lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Pedestrian amenities to consider include lighting, seating options, trash and recycling receptacles, information kiosks, planters, bike racks, etc.
- Connections to the Greenway Trail for properties abutting the Trail

Parking and Buffers

- Use of alleyways for access to parking areas wherever possible
- Parking structures and facilities that are easily accessible and attractively designed
- Locate surface parking along the side or at the rear of buildings
- Buffers (walls, fences, and landscaping) should be used to separate pedestrians from surface parking lot(s) that line the streetscape
- Buffers should be designed to maintain building and site visibility. Fences, walls, etc. should be consistent with style, materials, and design of buildings

commercial and industrial categories

Whittier’s commercial and industrial districts provide places for businesses of all varieties to thrive and opportunities for people to work in diverse professions. The City looks to attract and retain businesses that contribute substantially to the local tax base, offer jobs for people of all skills and education levels, and provide complementary goods and services. The City recognizes that industries constantly change, particularly due to advances in automation, changing shopping habits, and work-at-home options. Thus, flexible land use regulations are critical to allow commercial and industrial spaces to be adapted over time. While economic development and diversity are key City goals, the City will also focus on ensuring compatibility of commercial/industrial uses and districts with adjacent residential neighborhoods.

The commercial and industrial land use categories may be implemented by a series of zones, allowing for lower-intensity and lower-scale commercial uses to be integrated within neighborhoods and more intense uses to be focused along Whittier Boulevard and the southern portions of Colima Road.

In all categories, government facilities, utility operations, schools, and similar complementary uses are permitted where considered appropriate per zoning regulations.

NEIGHBORHOOD COMMERCIAL			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	0.50 FAR	40 feet

Note: Maximum height exceptions can occur with a Conditional Use Permit or located near single family residential.

Intent, Character, and Built Form

- Allowed uses focused on low-impact businesses with operating characteristics compatible with adjacent residential uses, with an emphasis on local-serving uses.
- Prohibited vehicle repair and servicing, public storage facilities, and any business with late-night hours of operation.
- Lower-scale commercial buildings on small lots.

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Site and building design that emphasize quality and timelessness
- Access and circulation that prioritize the needs of pedestrians and cyclists over cars
- Landscaping used to soften buildings and pavement treatments
- Surface parking located along the side or at the rear of buildings



Softening landscape and building designs in Whittier



Pedestrian-oriented building designs in Whittier

LAND USE AND COMMUNITY CHARACTER ELEMENT

GENERAL COMMERCIAL			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	0.75 FAR	40 feet

Note: Maximum height exceptions may occur with a Conditional Use Permit or located near single family residential.

Intent, Character, and Built Form

- Allowed commercial uses include a full range of retail, service, office, entertainment, and automotive-related uses, but specifically exclude heavy-duty vehicle repair and warehousing/storage uses (inclusive of personal storage businesses)
- Commercial development scaled to reflect surrounding sites and buildings
- Businesses with operating characteristics compatible with adjacent residential uses
- Site and building design that emphasize quality and timelessness
- For sites on major travel corridors, access and circulation that accommodate cars while safely integrating the needs of pedestrians and cyclists
- Use of landscaping to soften buildings and pavement treatments
- Cohesively designed shopping centers, with buildings that relate well to each other and to on-site signage and landscaping
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design



Classic design components for commercial areas



Adaptive reuse

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Minimized presence and public view of parking lots and structures, with surface parking located along the side or at the rear of buildings
- Use of alleyways for access to parking areas wherever possible

LAND USE AND COMMUNITY CHARACTER ELEMENT

GENERAL COMMERCIAL WITH HOUSING OVERLAY			
Density	Population Density	Intensity	Height (Maximum)
25 du/ac	up to 75 pp/ac	0.75 FAR	40 feet

Note: Maximum height exceptions may occur with a Conditional Use Permit or located near single family residential.

Intent, Character, and Built Form

- Allowed commercial uses include a full range of retail, service, office, entertainment, and automotive-related uses with operating characteristics compatible with residential uses, but specifically exclude heavy-duty vehicle repair and warehousing/storage uses (inclusive of personal storage businesses)
- Residential uses that accommodate diverse housing types sufficiently buffered from intense commercial businesses
- Commercial and residential development scaled to reflect surrounding sites and buildings
- Site and building design that emphasize quality and timelessness
- For sites on major travel corridors, access and circulation that accommodate cars while safely integrating the needs of pedestrians and cyclists
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design



Building design with soft landscaping in Whittier



Building design methods to define walkways illustrative

- Use of landscaping to soften buildings and pavement treatments
- Cohesively designed shopping centers, with buildings that relate well to each other and to onsite signage and landscaping

LAND USE AND COMMUNITY CHARACTER ELEMENT

- Well-marked and safe pedestrian travel paths from parking lots to the main building entrance(s)
- Use of alleyways for access to parking areas wherever possible
- Surface parking located along the side or at the rear of buildings



Landscape designs to emphasize building and pedestrian corridors illustrative

LAND USE AND COMMUNITY CHARACTER ELEMENT

OFFICE			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	1.50 FAR	40 feet

Intent, Character, and Built Form

- Allowed uses are primarily offices for all types of businesses—professional, medical/dental, service—characterized generally by low-intensity use throughout the day
- Mid-rise structures, with new construction to include architectural detailing to distinguish the base floor from upper stories
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Building entrances generally limited to main entrance(s) from a street or parking lot, with doors to individual businesses on the interior
- Landscaping and signage coordinated with building architecture
- Use of landscaping to soften buildings and pavement treatments
- Use of alleyways for access to parking areas wherever possible
- Well-marked and safe pedestrian travel paths from parking lots to the main building entrance(s)
- Minimized presence and public view of parking lots and structures, with landscaping and architectural treatments used to help disguise parking structures and surface parking located along the side or at the rear of buildings



Commercial building spaces with entrances from street and parking lots

MEDICAL			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	3.00 FAR	125 feet

Intent and Character

- Intended to accommodate master-planned medical facility complexes such as hospitals and nearby complementary medical office and medical research uses
- Developments within a district of a similar use/nature allow for easy pedestrian access from one site to another
- Use of distinctive landscaping to highlight buildings
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Minimized presence and public view of parking lots and structures, with landscaping and architectural treatments used to help disguise parking structures and surface parking located along the side or at the rear of buildings



Design concept for medical facilities with a defined pedestrian corridor and landscaping

LAND USE AND COMMUNITY CHARACTER ELEMENT

INNOVATION			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	3.00 FAR	75 feet

Intent, Character, and Built Form

- Intended to accommodate creative design and manufacturing businesses focused on new technologies, maker industries, research and development, and craft businesses such as breweries/wineries/distilleries, and specifically excluding heavy-duty vehicle repair and warehousing/storage uses (inclusive of personal storage businesses)
- Adaptive reuse of historic and industrial buildings, with new construction echoing the scale and design aesthetic of long-established character buildings
- Reduced parking requirements when within a 15-minute walk of a light rail station
- Use of alleyways for access to parking areas wherever possible
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Use of landscaping to accent buildings



Building with intricate use of materials to create an interesting design aesthetic illustrative

GENERAL INDUSTRIAL			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	1.50 FAR	50 feet

Intent and Character

- Allowed industrial uses are best characterized as light manufacturing and assembly businesses, and vehicle servicing and repair, as well as supportive commercial service uses and indoor recreation facilities. Trucking, freight uses, and warehousing/storage uses (inclusive of personal storage businesses) allowed on a very limited basis.
- May be developed as stand-alone buildings or master-planned business parks
- Buildings display design character through at least two complementary exterior finishing treatments
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Use of landscaping to accent buildings



Industrial building space

LAND USE AND COMMUNITY CHARACTER ELEMENT

open space and public facilities designations

Whittier's open spaces include parks, recreation facilities, urban trails, golf courses, and natural habitats. Public facilities comprise government, civic, cultural, public school, and infrastructure uses that support community needs.

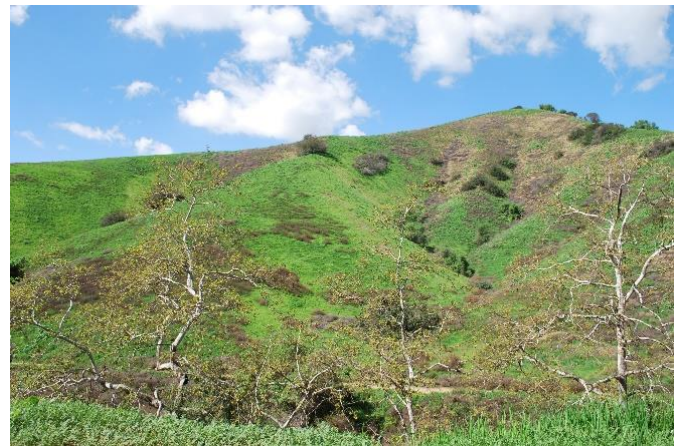
PARKS AND URBAN TRAILS			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	N/A	N/A

Intent and Character

- Designates areas for active recreation use by all members of the public
- Improved open space with or without recreation fields and courts, play spaces, community buildings, public swimming pools, and trail amenities



Michigan Park



Wildlife habitats and green spaces at Turnbull Canyon



Open spaces to promote recreational activities

LAND USE AND COMMUNITY CHARACTER ELEMENT

OPEN SPACE			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	N/A	N/A

Intent and Character

- Generally, unimproved open space areas are established for purposes of preservation of natural resources, managed production of resources, outdoor recreation, health and safety, and scenic landscape protection
- Development limited generally to trails, trailheads, and related support buildings, as well as utilities and telecommunications infrastructure



Golf course illustrative

GOLF COURSE			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	N/A	35 feet

Intent and Character

- Golf courses and associated buildings and other improvements such as clubhouses, sports courts, and swimming pools
- Low-scale buildings that are compatible with surrounding residential neighborhoods

LAND USE AND COMMUNITY CHARACTER ELEMENT

PUBLIC AND QUASI PUBLIC			
Density	Population Density	Intensity	Height (Maximum)
N/A	N/A	0.35 FAR	75 feet

Intent and Character

- Applies to land uses operated and maintained for public administration and welfare
- Accommodates government, trails, civic, cultural, schools, public library, post offices, public utility, public parking, religious institution, and infrastructure uses that support community needs
- Development scale that is compatible with surrounding neighborhood and districts



Whittier City Hall



A public water utility company in Whittier

land use policy implications

Over time, as properties recycle to new development and uses, the distribution of uses within the community will change. Application of the Land Use Plan will facilitate the evolution toward the mix of uses Whittier envisions. Table LUCC-3 summarizes the capacity created for development through 2040. If Whittier is developed in accordance with this Land Use and Community Character Element at the densities and intensities permitted, the Planning Area is anticipated to have approximately 53,649 dwelling units, 161,291 residents, approximately 13.1 million square feet of nonresidential use, and 35,160 jobs.

Table LUCC-3: Land Use Plan Buildout, 2040 Projections

	Residential		Non-Residential	
	Units	Population	Square Feet	Jobs
City of Whittier	36,487	106,014	9,509,576	26,525
Sphere of Influence	17,162	55,278	3,584,793	8,635
Planning Area (Whittier + SOI)	53,649	161,291	13,094,369	35,160

Source: City of Whittier Land Use and Community Character Element GIS data; California Department of Finance, 2020; Southern California Association of Governments, 2018 and 2019.

Note: 1) Nonresidential buildings include commercial, office, industrial, hotels/motels, and public facility buildings.

goals and policies

Goal 1: A city of complete neighborhoods

- LUCC-1.1: Retain the unique characters of long-established residential neighborhoods.
- LUCC-1.2: Maintain the quality and character of established housing stock and historic residential neighborhoods.
- LUCC-1.3: Accommodate population growth and projected demographic shifts with a range of housing options.
- LUCC-1.4: Require new and infill development be sensitive to neighborhood context, building form, and scale.
- LUCC-1.5: Ensure all residential streets provide a safe, comfortable, and enjoyable pedestrian experience, with design elements to include street trees and sidewalks.
- LUCC-1.6: Identify transition areas between lower-density land uses adjacent to higher-intensity development to ensure new and infill development transitions well to established uses.
- LUCC-1.7: Provide City programs that encourage neighborhood beautification and residents' efforts to participate and take pride in their neighborhoods.




Goal 2: A network of great streets and public spaces that encourage social and economic activity

- LUCC-2.1: Activate and improve the pedestrian experience along Whittier Boulevard and Lambert Road (see Figure LUCC-1) by applying the following:
 - Separate potentially conflicting uses (vehicular, pedestrian, bicycle, etc.).
 - Prioritize pedestrian facilities and amenities.
 - Implement designated land uses (scale, density/intensity, intent, character, and built form).
- LUCC-2.2: Establish a continuity of streetscapes along Whittier Boulevard and Lambert Road that define the public realm, are scaled to the pedestrian experience, and reflect the City's cultural identity through public art, street furniture, landscaping, architectural character, materials, etc.
- LUCC-2.3: Concentrate mixed-use development at designated nodes and catalyst sites (see Figure LUCC-1) along Whittier Boulevard and Lambert Road to provide opportunities for clustering similar and compatible uses, support economic

development, and create and maintain vibrant pedestrian-oriented spaces and experiences.

- LUCC-2.4: Develop objective design standards and guidelines for each land use designation within the Whittier Municipal Code, ensuring the integration of the intent, character, and built form considerations outlined in this General Plan.

Goal 3: Distinctive and successful mixed-use and transit-oriented districts

- LUCC-3.1: Continue to encourage private and public investment in Uptown, with public improvements that support pedestrian activity, park-once strategies, and the enjoyment of being outdoors. Ensure land use policies for Uptown allow for a diversity of businesses and residential densities that meet housing needs for people in all life stages.
- LUCC-3.2: Support the reinvention of aging commercial properties as mixed-use developments and districts that integrate housing, retail, dining, entertainment, and office in both vertical and horizontal configurations, and that provide connections among all uses within the developments/districts.
- 
 ▪ LUCC-3.3: Promote development surrounding the Metro L Line station that provides transit-supportive housing types/densities and businesses that contribute to a lively living environment.
- LUCC-3.4: Encourage the growth of medical-related and health care businesses surrounding the PIH Health Hospital – Whittier to create a regional center for medical care, research, and technology businesses.
- LUCC-3.5: Prepare a Whittier College Master Plan to provide for the college to integrate well into the surrounding neighborhood and serve as a continuing asset to the greater Uptown area and Whittier as a whole.

Goal 4: A dynamic mix of businesses, uses, and employment that sustains a strong local economy, with design qualities that contribute to their success



- LUCC-4.1: Advocate for and support local and small businesses and business owners.
- LUCC-4.2: Provide a balance of business opportunities and housing choices that make it easy for persons of all income ranges to live and work in Whittier.
- LUCC -4.3: Facilitate the growth of a diverse business sector resilient to change over time and compatible with a broad range of skills and workers.
- LUCC-4.4: Create concentrated employment centers along major corridors to provide opportunities for innovation, investment, and growth.

LAND USE AND COMMUNITY CHARACTER ELEMENT

- LUCC-4.5: Require new and renovated employment center developments along Whittier Boulevard, Colima Road, and Lambert Road to:
 - Incorporate accessory uses such as public open space and/or trails, transit amenities, childcare facilities, and supportive retail uses based on the size and location of development.
 - Include design features to accommodate safe and convenient walking, biking, and transit use, including:
 - interconnected system of streets and walkable blocks with ample space for walking, a landscaped buffer protecting pedestrians from street activity, and street furniture and amenities
 - innovative parking solutions that reduce surface parking lots, relocate parking away from the street edge, and encourage parking structures and shared parking programs
 - buildings with primary entrances facing public streets and/or sited around public plazas, courtyards, walkways, the Greenway Trail, parks, open spaces, etc.
 - extensive on-site landscaping
 - coordinated and well-designed wayfinding signage
 - pedestrian-scaled lighting to promote activity
- LUCC-4.6: Sustain Whittier as a center for goods and people movement by protecting land designated as Industrial and concentrate all scales of industrial activity within these areas.
- LUCC-4.7: Improve and maintain the visual and aesthetic qualities of commercial and industrial districts through the control of design, signs, parking, landscaping, architecture, and property maintenance.
- LUCC-4.8: Require high-quality design in commercial and industrial development.

Goal 5: Urban recreation and open spaces and experiences that contribute to complete neighborhoods for all residents



- LUCC-5.1: Encourage active living, physical activity, health, and wellness by creating and maintaining a green network that provides equitable access to recreational facilities, parks, trails, greenways, open spaces, gardens, etc.



- LUCC-5.2: Encourage new uses along Lambert Road to orient or otherwise provide direct public access to the Greenway Trail to activate the corridor, provide a link

between Lambert Road and Whittier Boulevard, and promote walking, biking, and alternative modes of travel citywide.

Goal 6: An inclusive and equitable community



- LUCC-6.1: Develop a variety of housing types for low-income groups, seniors, and other special needs populations.

- LUCC-6.2: Facilitate safe, convenient, and affordable access to basic services and community-based amenities.



- LUCC-6.3: Engage residents, property owners, business owners, and organizations in planning processes.

- LUCC-6.4: Ensure residents are engaged in languages that allow for their full participation in community events and engagement activities.



- LUCC-6.5: Ensure safe and sanitary housing conditions, redevelopment of vacant and underutilized infill areas, and land use decisions that prioritize health equity, well-being, and economic vitality.



- LUCC-6.6: Consider proximity to environmental health risks when planning for residential uses and address potential health risks at sites previously occupied by nonresidential land uses.

- LUCC-6.7: In areas identified as Disadvantaged Communities (see Figure LUCC-6), emphasize walkable and compact development patterns to reduce total vehicle miles traveled, improve air quality, and encourage physical activity.

LAND USE AND COMMUNITY CHARACTER ELEMENT

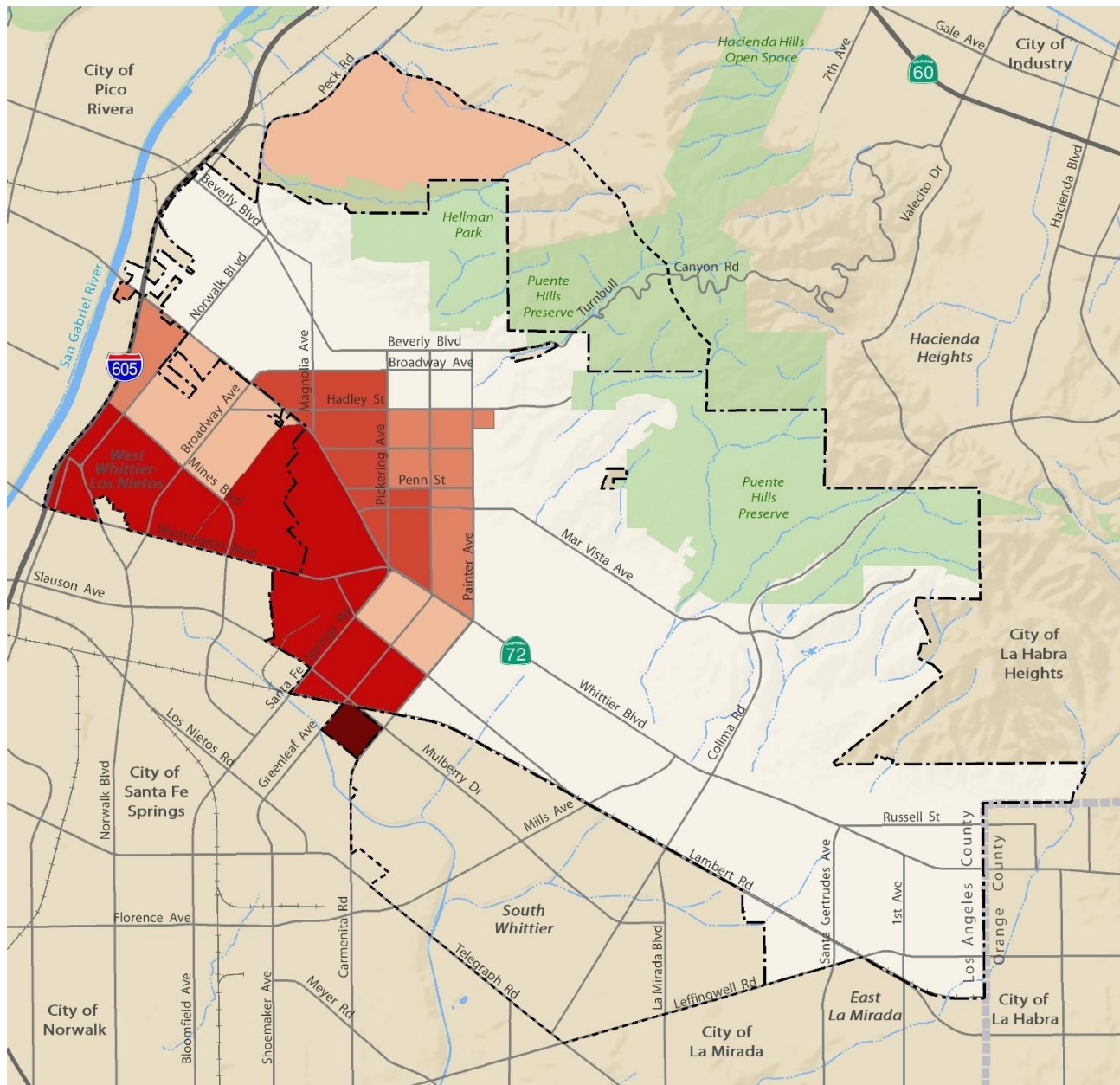


Figure LUCC-6:
Disadvantaged Communities

Disadvantaged Communities

CalEnviroScreen 3.0 Results

- 76-80%
- 81-85%
- 86-90%
- 91-95%
- 96-100% (highest scores)

CalEnviroScreen 3.0 uses statewide indicators to characterize both pollution burden and population characteristics. A formula is used to produce a CalEnviroScreen scoring system in which percentiles are averaged for a set of indicators under four components: exposures, environmental effects, sensitive populations, and socioeconomic factors. This map identifies the CalEnviroScreen scoring results.

Base Map Features

- Whittier City Boundary
- Whittier Sphere of Influence
- County Boundary
- Major Streets
- Freeways
- Railroads
- River and Creeks
- Waterbodies
- Open Space/Natural Areas

Source: City of Whittier, CalEPA, and Office of Environmental Health Hazard Assessment, 2017.

Prepared by MIG, July 2017.



Note: Due to exhibit scale, the Whittier Narrows parcel is not shown on this exhibit.