



7.0 Capital Improvements

7.1 First Steps

7.2 Continuing Efforts

Capital improvements along Whittier Boulevard are predominantly focused on street improvements that will complement development envisioned on private properties along the corridor with supportive streetscape environments that the private developments affront. Public investment in such streetscape improvements over time and as resources allow, will promote the type of change envisioned by the community by providing attractive and compatible environments for the desired types of new development.

In any given corridor segment (i.e. Plan Area), these envisioned streetscape improvements may ultimately be installed in their entirety by the City in partnership with the California Department of Transportation (Caltrans), or they may be partially installed by the private sector as new development occurs – the land use and development policies in this Specific Plan require property owners to provide public improvements that extend to the curb-face along their respective property frontages (these required improvements are identical to the design concepts described in this Chapter). If the City, in partnership with Caltrans, chooses to improve segments directly, subsequent development would find their frontage requirements already in place. The intent of this chapter is to provide detailed descriptions and illustrations of the intended conceptual designs for all segments, both to illustrate future configurations to property developers or for City/Caltrans installation.

In addition to accomplishing corridor revitalization objectives, the community intends to see to it that Whittier Boulevard – the City’s primary thoroughfare - provides adequate access and mobility for motorists and transit riders traveling within and through the city limits. To accommodate increasing intensification in the City and region over time, improvements to Whittier Boulevard (along with corresponding development standards in Chapter 4) have been developed to plan for not only aesthetic improvement, but for substantial vehicular capacity enhancement. Since Whittier Boulevard is a state highway, specific improvements have been designed with Caltrans policies in mind. More specifically, design concepts for streetscape improvements contained in this Specific Plan have been prepared in response to Caltrans’ Context Sensitive Solutions policy (see Appendix D). The City intends to partner with Caltrans in the development and review of schematic design and construction documents when it moves toward implementation of such improvements.

Capital improvement projects also include public space provisions at Five Points, within the Workplace District and Shopping Cluster, the Center District,

and the Whittier Greenway Trail. City-supported projects and individual housing demonstration projects are recommended. Finally, gateway treatments and signage suggestions have been defined, to improve way-finding to the City's major destination points.

7.1 *First Steps*

The capital improvement projects defined in this chapter are designed to stimulate substantial new investment along Whittier Boulevard, the City's most visible thoroughfare. These "catalyst projects" will act as vehicles for achieving the corridor revitalization objectives described in Chapter 3, strategically focusing public funds where they are most needed to stimulating future private investment. At the City's discretion, initial streetscape improvements may be in the Workplace District, the Neighborhood Spine or Shopping Cluster segments along Whittier Boulevard.



Begin improvements in the Workplace and/or Neighborhood Spine District

Streetscape improvements are designed to match the land use and development patterns planned for each corridor segment (i.e. Plan Area). Illustration 34: Capital Improvement Concept illustrates this fundamental Specific Plan principle at the most "broad-brush" level – so, for example, "Grand Boulevard" capital improvements shown on the Capital Improvement Concept diagram precisely correspond to the Neighborhood Spine Plan Area, ensuring that street type ultimately provides a supportive match for intended development type. These street designs are "concept level" designs that are intended as first stage design that will need to be followed by schematic design in collaboration with Caltrans, and finally by the preparation of construction documents subject to City and Caltrans review. It is expected that the process of merging City needs with Caltrans will require substantial coordination at various stages of the design process with Caltrans officials.

To implement the City's intent to increase vehicular capacity to accommodate local and regional intensification of development All street improvement concepts include the widening of most existing four lane segments to six through-lanes. Given the constrained width of the right-of-way and the need to provide dedicated left turn lanes at various intersections, curbside parking lanes will typically not be provided within the right-of-way subsequent to widening.

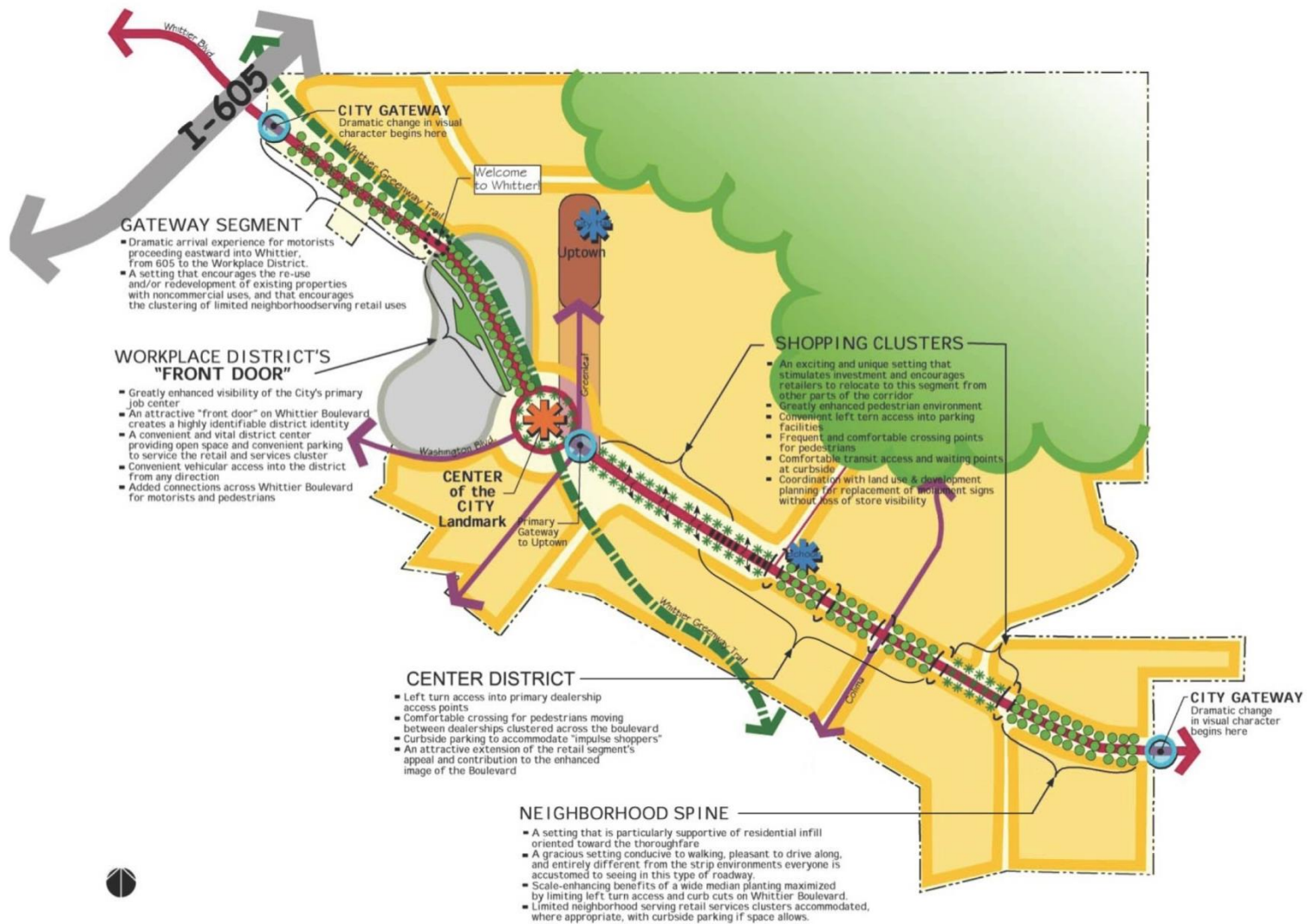


Illustration 34: Capital Improvement Concept

a. Shopping Zone Improvements

Specific Plan revitalization objectives place high priority on achieving significant transformation along the portions of the corridor intended as “shopping zones.” To set the stage for new investment in the Shopping Clusters, the City intends to invest in the redesign of the streetscape from Five Points to the Quad (Shopping Cluster I), as well as along the frontage of the Whittwood Mall (Shopping Cluster II). Improvements are focused on substantially upgrading the walking environment by buffering sidewalks from moving traffic lanes with planting strips featuring lights and trees placed in between sidewalk and curb (see Illustration 35: Streetscape Section and Illustration 36: Streetscape Plan the Shopping Clusters). This treatment is meant to provide the appropriate match with the requirement that a portion of each new development in the Shopping Clusters is built up to or very close to the back of sidewalk. Replacement of utilitarian furniture with decorative furniture assist with the community’s objective of upgrading the image of the city as perceived by motorists, while adding to the appeal of the pedestrian realm. The use of palm trees in this segment is important to both retaining visibility of shopping frontages while also distinguishing the shopping segments from other segments. The planted median provides both a pedestrian rest for crossing the wide thoroughfare as well as some green, and some shade and shadow to soften the overall image of this highly visible part of the community.



Redesign the high-profile intersection at Five Points

As a further upgrade of the public realm along the corridor, and to ensure the delivery of a truly desirable place for community gathering and social interaction, bus stops will be provided along the street edge, with shade and shelter, seating, and litter disposal. The City intends that ultimately public art elements be introduced into the public realm. One special possibility to enhance the public realm would be the introduction of a public plaza or park space near the intersection of Painter and Whittier Boulevard, to be developed in concert with community facilities and a bus transit center. The incorporation of a passenger waiting/boarding area, including amenities such as restrooms and a kiosk for customer information, would expand the public realm of the district, making it more habitable as well as more accessible.

Related considerations: Once the improvements to the streetscape of the Shopping Clusters are completed, the perceived value of properties in the District will increase dramatically, and new investment will continue the transition



Provide a high quality "face" to the Workplace District

of the area. The City can aid this transition by recruiting uses that are highly desired and valued by the community, such as a large-scale bookstore/café, upscale shops and possibly a national-level department store. The City intends to explore the potential value of a Business Recruitment Program to target and recruit these types of businesses, by alerting them to the benefits of locating in the City, by providing assistance in finding and securing a business site within the Shopping Clusters, and by streamlining City processes, such as licensing and permitting.

b. *The Workplace District's "Front Door"*

Specific Plan revitalization objectives place high priority on promoting and accelerating continued reinvestment in the Workplace District. To set the stage for new investment in the Workplace District, the City intends to invest in streetscape improvements along the Whittier Boulevard frontage that greatly enhance the visibility and identity of this job center. Streetscape improvements are designed to create a memorable "front door" to the Workplace District.

A key recommendation is the consolidation of the land along the south side of Whittier Boulevard and within its medians to create a 60-foot wide linear "town green" all along front of the District (see Illustration 37: Streetscape Section and Illustration 38: Streetscape Plan for the Workplace District). This green will set the Workplace District corridor segment apart from other segments, and provide it with a gracious civic character, with plenty of activity (particularly daytime activity) on display. Between the linear town green and the primary through-traffic thoroughfare, a one-way road will provide access to businesses and services, with a row of angled parking providing parking to provide convenient access for short visits to Boulevard-fronting businesses. In front of the proposed district center the intent is to ultimately call special attention to this gathering place by including features such as a special paving pattern, street furniture architectural kiosks, and plantings of palm trees. Along the north side of Whittier Boulevard, an eight-foot sidewalk will be buffered from the moving traffic lanes by an eight-foot landscaped strip. Both sides of the roadway will be planted with street trees and utilitarian street furniture will be ultimately replaced with more decorative furniture that flatters the image of the district.

c. A "Grand Boulevard" for the Neighborhood Spine

Specific Plan revitalization objectives also place high priority on achieving the most dramatic transformation along the portions of the corridor intended as Neighborhood Spine segment. Since residential development along (and particularly facing toward) a wide thoroughfare is fairly uncommon in post-war suburban development (there are many pre-war examples throughout the country that have retained significant value), transformation of the public frontage of the Neighborhood Spine segment from commercial strip to "Grand Boulevard" imagery is particularly important to enhance these segments' chances of attracting the forms of development most sought after by the community. Such transformations are at the very heart of the community's commitment to put the high quality of Whittier much more on display along the City's most visibly thoroughfare.

To set the stage for new investment in housing along the Boulevard in the Neighborhood Spine plan area, streetscape improvements feature large round-headed leafy shade trees lining the side of the road and the center median (see Illustration 39: Streetscape Sections and Illustration 40: Streetscape Plan for the Neighborhood Spine). Wide planting strips between sidewalk and curb will separate pedestrians moving throughout the neighborhood from the traffic of the street, and the close placement of trees and streetlights along this planted edge will serve to enclose the pedestrian realm, making it feel more intimately scaled. Ideally, both sides of the street on any given block would be installed at the same time.



Expanding housing on the Boulevard



Housing should be designed appropriately for a wide road

d. Establish the Whittier Greenway Trail along the old Union Pacific Railway

Once the property-acquisition process is completed (underway at the time this document was prepared), the City intends to move quickly to obtain community input to develop a design that best serves Whittier's residents. The Whittier Greenway will be developed as a safe and comfortable recreational amenity for the city, linking several of its neighborhoods to the "Heart of the City", running through Shopping Cluster I and the Workplace District. Designs are intended to focus on the accommodation of both pedestrian users (such as walkers and joggers) and wheeled users (such as bikers and rollerbladers). Access points and connections will be carefully considered, so that the greenway can serve as a regional bike route connecting the City to other trails throughout the County. Special crossing

devices will be considered where the trail comes in contact with pulse points throughout the Heart of the City, for example at the trail's intersection with the Workplace District at Five Points.

e. A more Compact Mix of Uses within the Center District that complements and links the Shopping Clusters

In order to utilize vacant and underutilized properties in the Center District, revitalization objectives focus on the development of a compact mix of uses. These uses include retail, entertainment and service uses, along with new residential development that will serve as a link between the Boulevard's Shopping Clusters.

7.2 Continuing Efforts

Once the first stages of Whittier Boulevard's revitalization are underway, there are other steps that will add to the role it plays for the City at large. These improvements can be implemented as new development occurs and as resources allow.

a. City Gateways

A visible feature such as a landmark sign or architectural element offers a major opportunity to express the community of Whittier's pride and character, and can go a long way toward defining the identity of the City. To accompany the dramatic change in visual character that occurs at the City's entrances, City gateways will ultimately be considered for both ends of Whittier Boulevard. At Whittier's western entryway, the gateway will likely be located at the point where the City truly encompasses both sides of the Boulevard, at its intersection with Hadley Street. A "Welcome to Whittier" sign will be located at the true threshold of the City, where the City boundaries encompass both sides of Boulevard.

The landmark feature is intended to be of a scale and size appropriate to the community and to the Boulevard - large enough to fit within the context of the busy Boulevard and to be seen from a significant distance away, but restrained enough to respect the residential neighborhoods that lie adjacent or nearby. The gateway feature would capture the historic heritage of the City, and refer to the qualities of the City that make it unique: its strong community, residential character, and plentiful open space.

b. *Linkages to Uptown*

As community resources allow, special signage will be considered for installation at the intersection of Painter and Whittier Boulevard, with a gateway-type treatment that is coordinated with the design used for the City's gateways. Landscaping and lighting along Painter should lead towards Uptown, providing an attractive and comfortable linkage between the Heart of the City and its Civic Center and Uptown neighborhood.

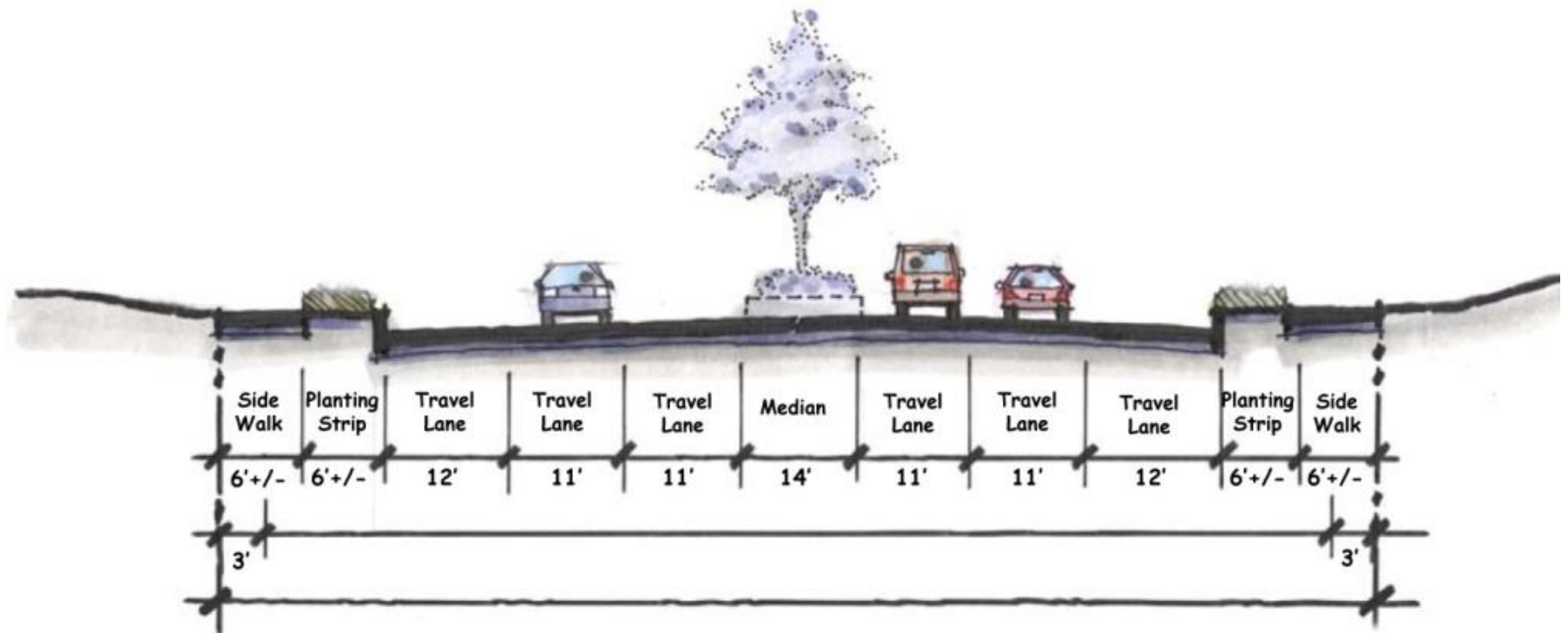
c. *Streetscape Improvements to the Gateway Segment*

The introductory segment of Whittier Boulevard from I-605 should reflect the quality of the City of Whittier. When resources allow, the streetscape should be redesigned to give a grand impression of entry to the City. Recommendations include the creation of a median down the center of the roadway, planted with palm trees staggered not more than 22.5 feet on-center. Along the sides of the roadway, round-headed shade trees should be planted at varying increments depending on roadway width and fronting uses, as shown on Illustration 41 and Illustration 42. In all locations, sidewalk width will be a minimum of six feet, with quarter width if shown in Specific Plan diagrams.

d. *Open Space along the Boulevard*

Opportunities for additional open space should be explored, in order to expand the public realm along the Boulevard as a whole. Sites for pocket and neighborhood parks are particularly recommended along the Neighborhood Spine, to provide open space for the enjoyment of the residential neighborhoods that will expand towards the corridor. Two specific spaces that are recommended in addition to the spaces proposed at the Five Points intersection and Workplace District include:

- Central Plaza- A courtyard, plaza or urban park space shall be sited along Whittier Boulevard at some point between Painter Avenue and Washington Avenue. The open space shall be a minimum of TBD square feet in size.
- The Quad – The pedestrian realm of the Quad shall be improved to include a terraced plaza extending from street level at Whittier Boulevard down to the ground level of the shops at the Quad. This plaza shall be a minimum of TBD in size, and shall include landscaping and amenities that will serve as a passageway for pedestrians and provide a link between street activity along Whittier Boulevard and retail in the Quad.



3-foot R/W dedication on both sides expands total right-of-way to 106 feet

Illustration 35: Streetscape Section- Shopping Clusters

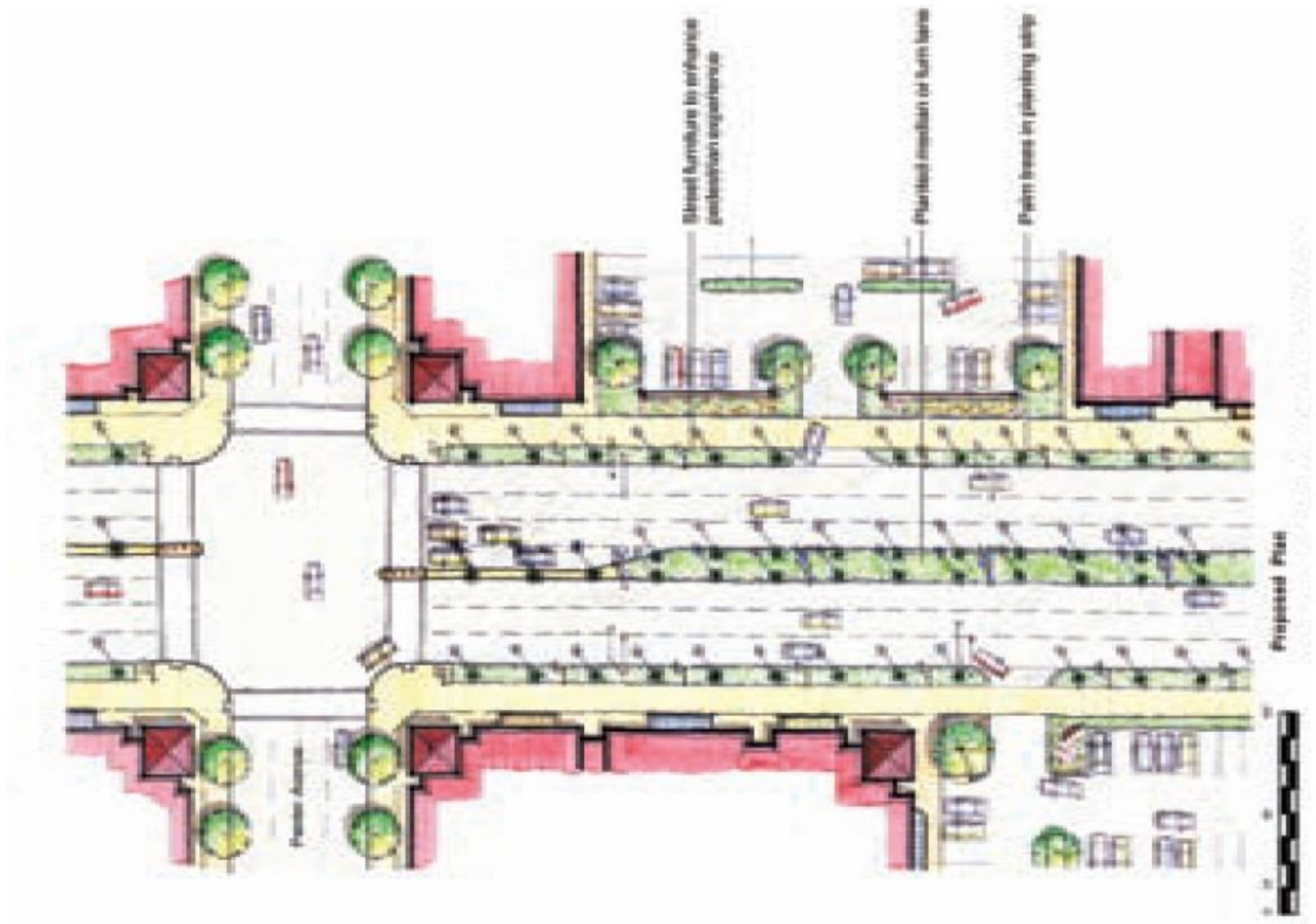
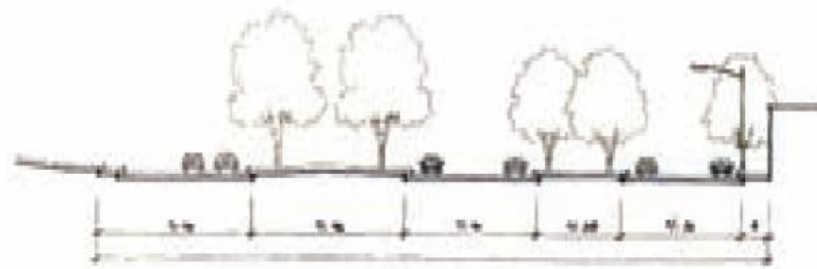
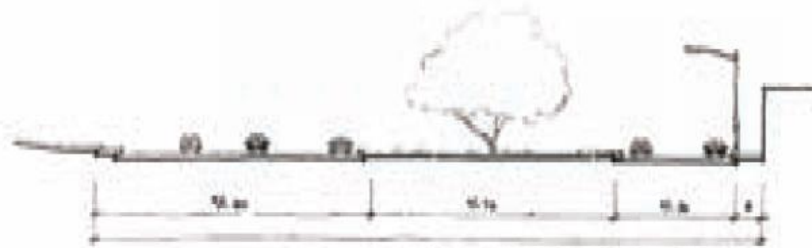


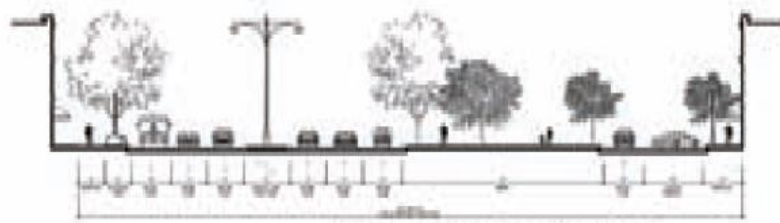
Illustration 36: Streetscape Plan- Shopping Clusters



Existing Section at South End of Segment



Existing Section at North End of Segment



Proposed Section throughout Segment



Illustration 37: Streetscape Section- Workplace District

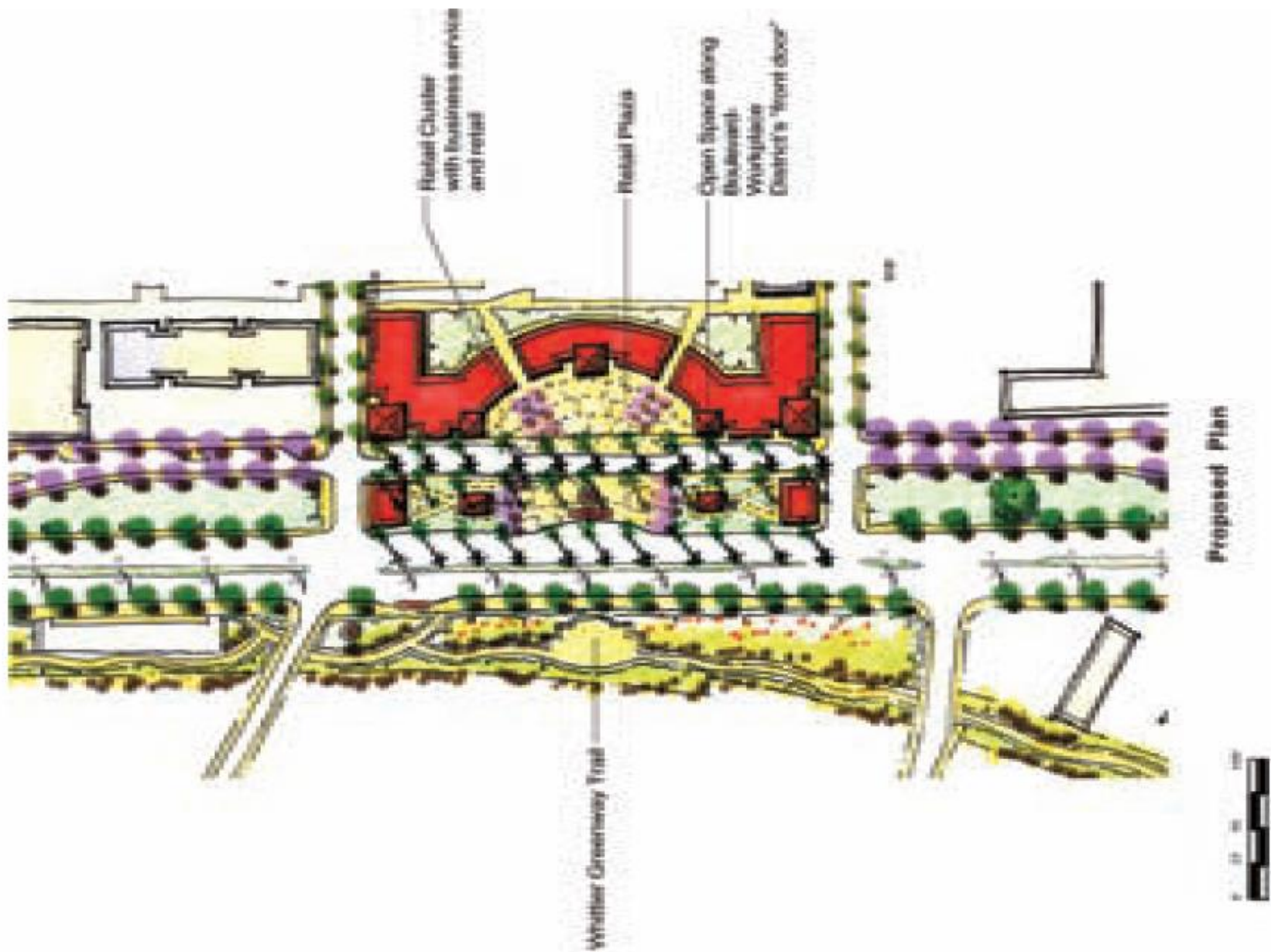
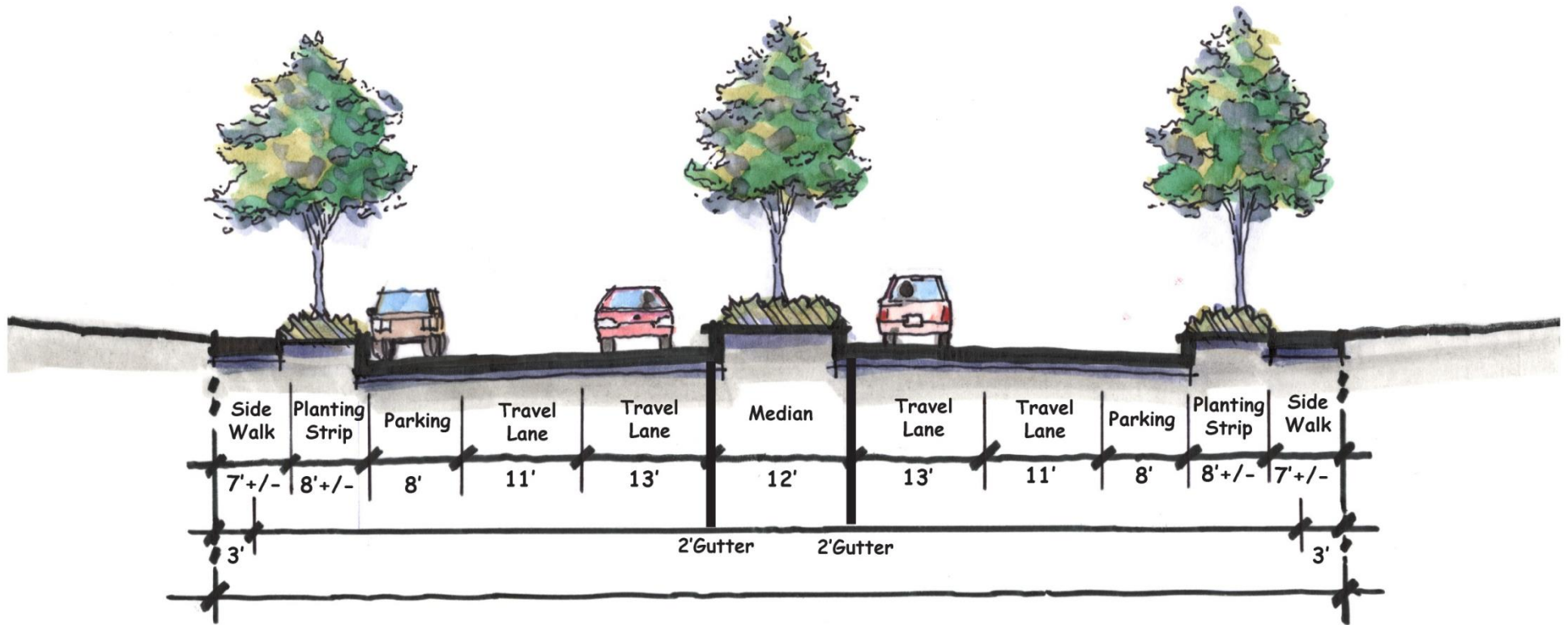


Illustration 38: Streetscape Plan- Workplace District

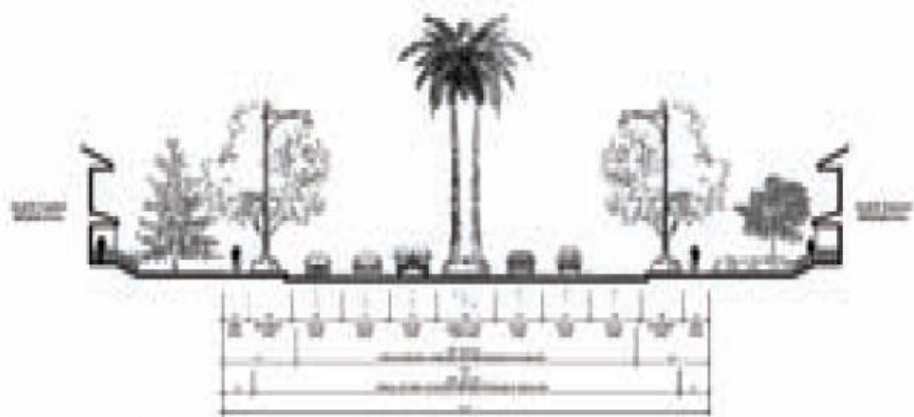


3-foot R/W dedication on both sides expands total right-of-way to 106 feet

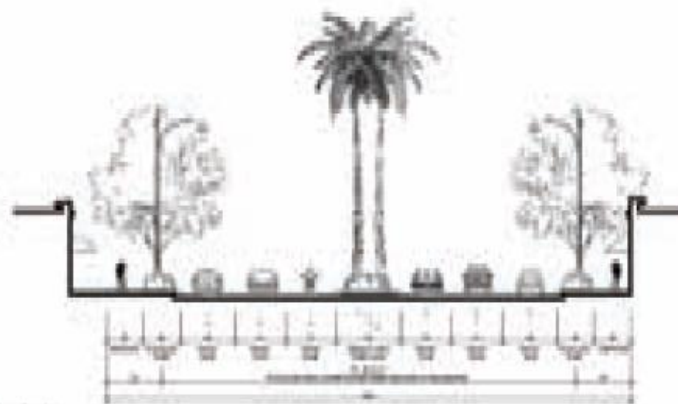
Illustration 39: Streetscape Sections- Neighborhood Spine



Illustration 40: Streetscape Plan- Neighborhood Spine



**Proposed Section -
Between Radman & Norwalk (60' Right of Way)
Between Norwalk & Glengarry (100' Right of Way)**

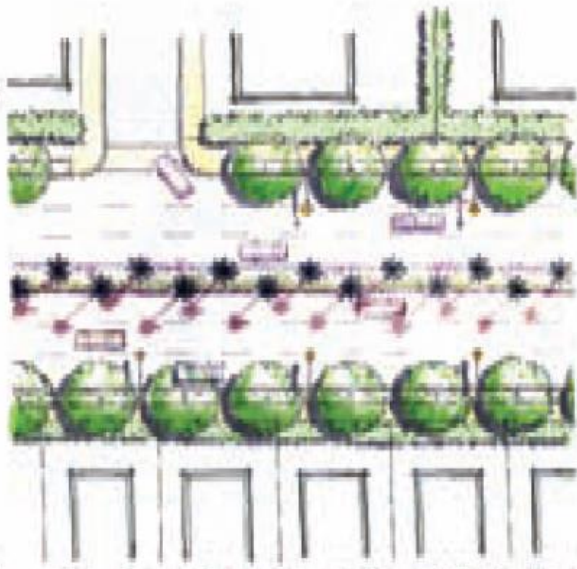


**Proposed Section -
99' Right of Way**



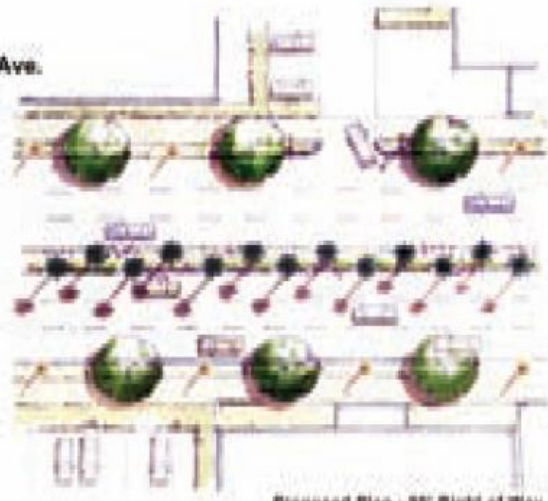
Illustration 41: Streetscape Sections- Gateway Segment

**Whittier Boulevard
from Redman to Glengarry St**
Residential frontage treatment, with
round-headed shade trees and planting
strip to buffer residential uses



Proposed Plan - Between Redman & Norwalk (Current 88' Right of Way)
Between Norwalk & Glengarry (Current 100' Right of Way)

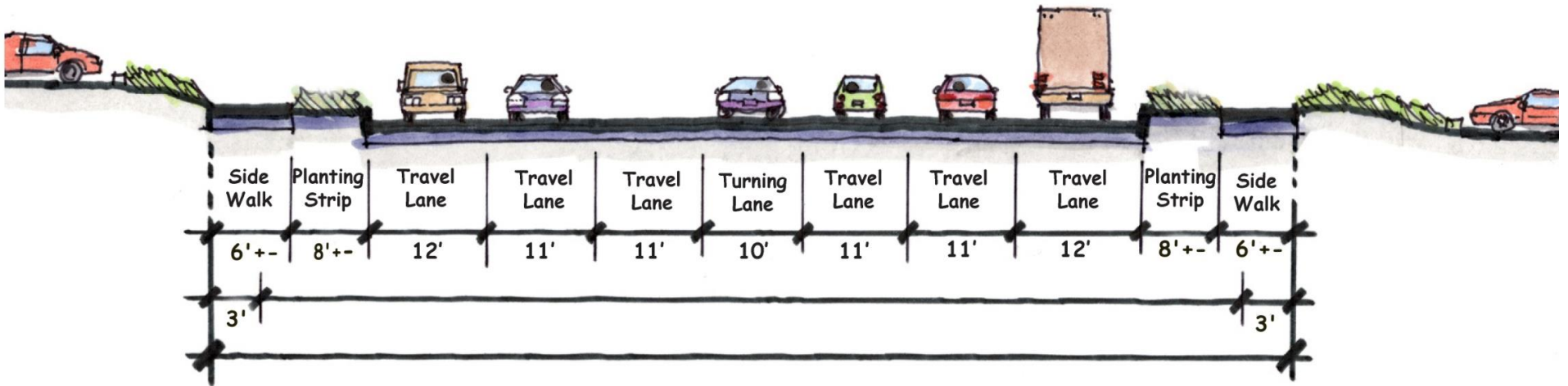
**Whittier Boulevard
from Glengarry St to Philadelphia Ave.**
At office and retail areas, street trees
are spaced further apart to permit visibility
to commercial uses.



Proposed Plan - 88' Right of Way



Illustration 42: Streetscape Plan- Gateway Segment

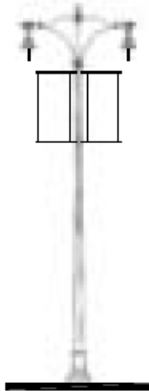


3-foot R/W dedication on both sides expands total right-of-way to 106 feet

Illustration 43: Streetscape Section- Center District

Shopping Cluster/
Commercial Expansion Zone
Center District

DOUBLE-HEAD PEND/
ORNAMENTAL LIGHTI
WITH BANNER ELEMENTS
AT CENTER MEDIAN



LUMEC
Pole: R92D-30
Arm: M20C
Luminaire: RN20-GRD
Banner Arms: BAD3

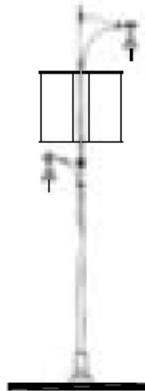
PEDESTRIAN
DOUBLE-HEAD POST-TOP
ORNAMENTAL LIGHTING
WITH BANNER ELEMENTS
AT SIDE OF BOULEVARD



LUMEC
Pole: RS53D-15
Arm: CRC
Luminaire: L80-PCCS-SE-SF80
Banner Arms: BAD2

Auto Sales

BOULEVARD AND
PEDESTRIAN PENDANT
ORNAMENTAL LIGHTING
WITH BANNER ELEMENTS
AT SIDE OF BOULEVARD



LUMEC
Pole: R92D-30
Long Arm: M20C
Short Arm: M20H
Luminaire: RN20-GRD
Banner Arms: BAD3



Victor Stanley Classic Series
CR-96
Color: Black

Workplace District

DOUBLE-HEAD PENDANT
ORNAMENTAL LIGHTING
AT CENTER MEDIAN



LUMEC
Pole: R92D-30
Arm: M20C
Luminaire: RN20-GRD

PEDESTRIAN
DOUBLE-HEAD POST-TOP
ORNAMENTAL LIGHTING
AT SIDE OF PARALLEL
ACCESS ROAD



LUMEC
Pole: RS53D-15
Arm: CRC
Luminaire: L80-PCCS-SE-SF80

PEDESTRIAN POST-TOP
ORNAMENTAL LIGHTING
AT SIDE OF BOULEVARD



LUMEC
Pole: RS53D-15
Luminaire: L80-PCCS-SE-SF80



Landscapeforms
Presidio Litter
30-gallon
Color: Black

Illustration 44: Lighting and Furnishings- Commercial Areas

Gateway Segment

BOULEVARD AND
PEDESTRIAN PENDANT
ORNAMENTAL LIGHTING
AT SIDE OF BOULEVARD



KING LUMINAIRE
Pole: KBH-30
Long Arm: KA30-T-1-30
Short Arm: KA40-S
Luminaire: K206 Marina



VICTOR STANLEY
Goblet Series
Model FR-7

Neighborhood Spine

DOUBLE-HEAD
BOULEVARD PENDANT
ORNAMENTAL LIGHTING
AT CENTER MEDIAN



KING LUMINAIRE
Pole: KBH-30
Arm: KA30-T-1-30
Luminaire: K206 Marina

PEDESTRIAN PENDANT
ORNAMENTAL LIGHTING
AT SIDE OF BOULEVARD



KING LUMINAIRE
Pole: KBH-17
Arm: KA40-S
Luminaire: K206 Marina



VICTOR STANLEY
Goblet Series
Model GSF-32

Illustration 45: Lighting and Furnishings- Residential Areas