



# Whittier Boulevard Specific Plan

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## TABLE OF CONTENTS

### 1.0 Orientation

1.1	Community Intent .....	1-1
1.2	The Specific Plan Area .....	1-5
1.3	The Planning Process .....	1-6
1.4	Document Organization .....	1-9
1.5	Administration of the Specific Plan .....	1-11

### 2.0 Existing Conditions

2.1	History .....	2-1
2.2	Community .....	2-2
2.3	Whittier Boulevard .....	2-2
2.4	Summary of Existing Conditions .....	2-24

### 3.0 Revitalization Strategy

3.1	Revitalization Objectives .....	3-1
3.2	The Strategy for the Corridor .....	3-2

#### 3.1 Revitalization Strategy by District

3.1.1	Gateway Segment .....	3-10
3.1.2	Workplace District .....	3-14
3.1.3	Shopping Clusters .....	3-25
3.1.4	Center District .....	3-35
3.1.5	Neighborhood Spine .....	3-40

### 4.0 Planning Area Land Use and Development Regulations

4.0.1	Applicability .....	4-1
4.0.2	How to Use the Land Use and Development Policies .....	4-5
4.0.3	Allowable Land Uses and Permit Requirements .....	4-7
4.0.4	Development Regulations and Requirements .....	4-7
4.0.5	Standards for Specific Land Uses .....	4-15

#### 4.1 Gateway Segment

4.1.1	Additional Development Standards .....	4-35
4.1.2	Improvements to Whittier Boulevard .....	4-38
4.1.3	Street Design Standards (Not Applicable to Whittier Blvd) .....	4-40

<b>4.2</b>	<b>Workplace District</b>	
4.2.1	Additional Development Standards .....	4-41
4.2.2	Improvements to Whittier Boulevard .....	4-44
4.2.3	Street Design Standards (Not Applicable to Whittier Blvd) .....	4-45
<b>4.3</b>	<b>Shopping Clusters</b>	
4.3.1	Additional Development Standards .....	4-49
4.3.2	Improvements to Whittier Boulevard .....	4-52
4.3.3	Street Design Standards (Not Applicable to Whittier Blvd) .....	4-53
<b>4.4</b>	<b>Center District</b>	
4.4.1	Additional Development Standards .....	4-55
4.4.2	Improvements to Whittier Boulevard .....	4-67
4.4.3	Street Design Standards (Not Applicable to Whittier Blvd) .....	4-68
<b>4.5</b>	<b>Neighborhood Spine</b>	
4.5.1	Additional Development Standards .....	4-70
4.5.2	Improvements to Whittier Boulevard .....	4-73
4.5.3	Other Street Design Standards .....	4-75
<b>4.6</b>	<b>Nonconformities</b>	
4.6.1	Conforming Buildings and Uses .....	4-77
4.6.2	Nonconforming Buildings and Uses .....	4-77
4.6.3	Findings for Conditional Use Permit.....	4-78
4.6.4	Loss of Nonconforming Status.....	4-79
<b>4.7</b>	<b>Development Hardships</b>	
4.7.1	Site Development .....	4-80
4.7.2	Findings for Conditional Use Permit.....	4-80
<b>5.0</b>	<b>Design Guidelines</b>	
<b>5.1</b>	<b>Gateway Segment and Neighborhood Spine</b>	
5.1.1	Building Mass and Increment .....	5-4
5.1.2	Architectural Style .....	5-12
5.1.3	Façade Composition .....	5-13
5.1.4	Roofs .....	5-20
5.1.5	Building Accessories .....	5-23
5.1.6	Color .....	5-23

<b>5.2</b>	<b>Shopping Clusters I and II, Gateway Segment (Retail Cluster), and Neighborhood Spine (Retail Cluster)</b>	
5.2.1	Building Mass and Increment .....	5-29
5.2.2	Architectural Style.....	5-35
5.2.3	Façade Composition .....	5-37
5.2.4	Roofs .....	5-44
5.2.5	Building Accessories.....	5-48
5.2.6	Color .....	5-49
<b>5.3</b>	<b>Workplace District</b>	
5.3.1	Building Mass and Increment .....	5-53
5.3.2	Architectural Style.....	5-57
5.3.3	Façade Composition .....	5-59
5.3.4	Roofs .....	5-65
5.3.5	Color .....	5-68
<b>5.4</b>	<b>Center District</b>	
5.4.1	General Area-Wide.....	5-70
5.4.2	General Commercial.....	5-74
5.4.3	Special Use Commercial .....	5-78
5.4.4	Residential .....	5-81
5.4.5	Public Space and Amenities .....	5-87
<b>5.5</b>	<b>Corridor-Wide Design Guidelines</b>	
5.5.1	Site Improvements.....	5-90
5.5.2	Site Furnishings.....	5-93
5.5.3	Open Space, Landscape, and Plant Materials .....	5-97
5.5.4	Lighting .....	5-100
5.5.5	Cellular Antennae and Equipment.....	5-102
5.5.6	Projecting Signs .....	5-102
5.5.7	Drive-Through and Drive-In Facilities .....	5-102
<b>6.0</b>	<b>Utility Element</b>	
6.1	Storm Drainage.....	6-1
6.2	Water Service .....	6-2
6.3	Sanitary Sewers .....	6-3
6.4	Conclusion .....	6-4

## 7.0 Capital Improvements

7.1	First Steps.....	7-2
7.2	Continuing Efforts .....	7-7

## 8.0 Financial Plan

8.1	Cost Estimates and Funding Summary .....	8-2
8.2	Summary of Funding Sources .....	8-3

## Appendix A: Definitions

## Appendix B: Community Workshop Agendas and Community Input

## Appendix C: Economic Market Analysis

## Appendix D: Caltrans Director's Policy- Context Sensitive Solutions

### TABLES

Table 4-1:	Allowable Uses and Permit Requirements.....	4-8
Table 4-2:	Intensity and Dimensional Standards.....	4-13

### ILLUSTRATIONS

Illustration 1:	Plan Area Boundaries.....	1-8
Illustration 2:	Existing Conditions- Regional Context .....	2-6
Illustration 3:	Existing Conditions-Ownership Pattern .....	2-7
Illustration 4:	Existing Conditions-Land Use and Development.....	2-10
Illustration 5:	Existing Conditions-Vacant and Vulnerable Sites .....	2-11
Illustration 6:	Existing Conditions-Circulation .....	2-16
Illustration 7:	Existing Conditions-Public Realm.....	2-17
Illustration 8:	Existing Conditions-Auto-Serving Surfaces.....	2-18
Illustration 9a:	Retail Building Types Diagram 1.....	2-22
Illustration 9b:	Retail Building Types Diagram 2.....	2-23
Illustration 10:	Patterns of Development and Change.....	2-25
Illustration 11:	Revitalization Strategy.....	3-4
Illustration 12:	Corridor Plan Areas-Gateway Segment.....	3-12
Illustration 13:	Corridor Plan Areas-Workplace District.....	3-16
Illustration 13a:	Workplace District Residential Overlay Subarea .....	3-17
Illustration 14:	Workplace District-Infill Development Phase 1.....	3-21
Illustration 15:	Workplace District-Infill Development Phase 2 .....	3-22

Illustration 16:	Corridor Plan Areas- Shopping Cluster 1 .....	3-27
Illustration 17:	Corridor Plan Areas- Shopping Cluster 2 .....	3-28
Illustration 18:	Shopping Clusters- Site Planning Principles.....	3-31
Illustration 19:	Shopping Cluster 1- Concept Development .....	3-32
Illustration 20:	Shopping Clusters Perspective .....	3-33
Illustration 21:	Corridor Plan Areas-Center District .....	3-36
Illustration 22:	Center District .....	3-39
Illustration 23:	Corridor Plan Areas- Neighborhood Spine .....	3-41
Illustration 24:	Neighborhood Spine- Boulevard Housing Concept Illustration.....	3-44
Illustration 25:	Corridor Plan Areas.....	4-2
Illustration 25A:	Neighborhood Spine Retail Cluster Locations.....	4-22
Illustration 25B:	Gateway Segment Retail Cluster Locations .....	4-23
Illustration 26:	Orchard Parking .....	4-32
Illustration 27:	Design Guidelines for Neighborhood Spine- Townhouse 1 .....	5-25
Illustration 28:	Design Guidelines for Neighborhood Spine- Townhouse 2 .....	5-26
Illustration 29:	Design Guidelines for Neighborhood Spine-Townhouse Front Condition.....	5-27
Illustration 30:	Design Guidelines for Neighborhood Spine-Townhouse Rear Condition .....	5-28
Illustration 31:	Design Guidelines for Shopping Clusters-Shopping Center Development on Whittier Boulevard.....	5-50
Illustration 32:	Design Guidelines for Shopping Clusters-Individual Retail Stores on Whittier Boulevard .....	5-51
Illustration 33:	Design Guidelines for Shopping Clusters-Store Fronts .....	5-52
Illustration 34:	Capital Improvement Concept.....	7-3
Illustration 35:	Streetscape Section- Shopping Clusters .....	7-9
Illustration 36:	Streetscape Plan- Shopping Clusters.....	7-10
Illustration 37:	Streetscape Section- Workplace District .....	7-11
Illustration 38:	Streetscape Plan- Workplace District .....	7-12
Illustration 39:	Streetscape Sections- Neighborhood Spine .....	7-13
Illustration 40:	Streetscape Plan- Neighborhood Spine.....	7-14
Illustration 41:	Streetscape Sections- Gateway Segment.....	7-15
Illustration 42:	Streetscape Plan- Gateway Segment .....	7-16
Illustration 43:	Streetscape Section- Center District.....	7-17
Illustration 44:	Lighting and Furnishings- Commercial Areas .....	7-18
Illustration 45:	Lighting and Furnishings- Residential Areas.....	7-19

**LIST OF ORDINANCES AMENDING THE WHITTIER BOULEVARD SPECIFIC PLAN**

<b>Ordinance Number</b>	<b>Date of Adoption</b>	<b>Effective Date</b>
2858	07-12-2005	07-11-2005
2891	06-12-2007	07-12-2007
2974	08-09-2011	09-08-2011
3039	07-28-2015	07-28-2015
3040	07-28-2015	08-27-2015



## ORDINANCE DISPOSITION TABLE

Ordinance	Disposition
2858	Entire Whittier Boulevard Specific Plan
2891	Parking and Landscaping Requirements
2974	Entire Whittier Boulevard Specific Plan
3039	(Urgency Ordinance) Providing a new residential subarea overlay and limiting the maximum number of units within the Workplace District
3040	Providing a new residential subarea overlay and limiting the maximum number of units within the Workplace District

## LIST OF EFFECTIVE PAGES

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6-1-6-4	09-08-2011
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4-1-4-80	09-08-2011
5-1-5-103	09-08-2011
6-1-6-4	09-08-2011
7-1-7-19	09-08-2011
8-1-8-10	09-08-2011
A-1-A-20	09-08-2011



## 1.0 Orientation

- 1.1 Community Intent
- 1.2 The Specific Plan Area
- 1.3 The Planning Process
- 1.4 Document Organization
- 1.5 Administration of the Specific Plan

This Chapter summarizes the community intent implemented by the Whittier Boulevard Specific Plan. It describes the geographic location of the plan area, the process used to develop the plan, and the primary components of the Plan.

### 1.1 *Community Intent*

Whittier Boulevard is the most visible piece of the City of Whittier. It serves as the main commercial thoroughfare for the City, and functions as the primary distributor within the City's transportation network. It provides the major entrances to Whittier, and is the City's major access route to the I-605 Freeway. It houses a collection of unfocused, disparate uses, lined with auto-oriented retail, convenience and big-box uses, and containing some sporadic office and industrial uses. For the most part, it features the City's most undesirable or unattractive uses, whereas the best parts of Whittier – its tightly woven neighborhoods, beautiful homes, lush vegetation and natural landscape – lie hidden behind it. While it is the "front door" to the City and its neighborhoods, the Boulevard does not present a strong impression of the community that Whittier's residents know and love.

The Specific Plan was created with the stated intent to put the best of Whittier on display on Whittier Boulevard. This Specific Plan is intended as both a strategy for change along the Boulevard, and as a regulatory policy to guide and govern future development along Whittier Boulevard. It serves to publicly state the City's goals, objectives and expectations for the future of the Corridor, and to instigate the transformation of the character of the various parts of the Corridor along its length through the City. This Plan details the proposed land uses and their distribution, proposed infrastructure improvements, development standards, and implementation measures required to achieve its goals.

a. *The Decline of the Commercial Strip*

Beginning in the postwar 1940's, new businesses began to sprout up along Whittier Boulevard rather than locating in the City's commercial core downtown. Since that time, the Boulevard has developed like most suburban strips throughout the country, and the result is a single seven-mile stretch of scattered retail and services. Whittier Boulevard is characterized by "strip development", a structure which has dominated commercial development for the last 40 years in small- and medium-sized American cities. These strips began to capitalize on the power of the automobile, and thrived under the car culture of the second half of the century. The stores along them were built to provide for the needs and desires of people driving by private automobile, and announced themselves through loud signage, easy access and plentiful surface parking. They were structured to benefit from the economies of scale, and a society embracing mass production. Most were built in a one-size-fits-all fashion, irrespective of the communities they lie within. Today, most commercial strips are indistinguishable from one city to the next: exclusively commercial development for miles, goods and services in mass-produced buildings, all organized similarly along an arterial roadway designed in accordance with the same traffic engineering manuals.

Now, however, the same factors that brought about the development of the commercial strip are bringing about its demise. The quest for increasing economies of scale has combined with the construction of grade-separated freeways has instigated the concentration of retail power at freeway interchanges and major intersections, leaving the older linear forms of strip development behind. And in addition to facing economic difficulties, strip development has lost the support of consumers as well. Community members are frequently disenchanted with the older strips, preferring other retail types. The convenience they offer is offset by the fact that they are not physically integrated with the communities they serve. The visibility they present to potential customers is overridden by monotonous repetition. The selection and prices that drew customers now competes with anchor stores at more powerful locations. New forms of retailing, such as the Internet, can offer more convenience, greater efficiency and a larger selection.

As retailers continue to find new ways to draw customers - with power anchors on a grand scale, with pedestrian amenities and architectural charm - commercial activity along the commercial



*Whittier Boulevard, the main commercial thoroughfare*



*Commercial development on Whittier Boulevard*

strip is stagnating. In today's overbuilt retail market, these convenience centers on suburban strips are performing poorly. The decline of the commercial strip has been recognized as a major phenomenon facing American cities today, by urban research groups such as the Urban Land Institute and the Congress for the New Urbanism. But communities across the country have yet to respond to this change. While cities are expanding their retail zoning around freeway intersections, they often also leave the existing commercial zoning along the strips in place, greatly exacerbating the oversupply of commercially zoned property.

The decline of the commercial strip as a viable way to organize commercial development in a small city, presents an opportunity to rethink the roles of these corridors. The failings of their current retail-only structures can provide cities with an opening to serve the needs of communities for better public spaces, more housing, and more open areas. They can be reworked to contain development that is more reflective, in both type and character, of the communities they serve. The uses along strips can be shifted over time to meet a broader range of the City's needs, including spaces where people can not only shop, but also live and work. They can be transformed from monotonous, single-use strips to diverse corridors serving multiple uses, as wide-ranging as the cities they fall within.

As a prototypical commercial strip failing under all kinds of pressures - too much retail, obsolete store types, lack of character - Whittier Boulevard presents the City with an opportunity to establish its central spine as a proper "front door" to the community. The primary intent of the Whittier Boulevard Specific Plan is to break the monotonous length of the Corridor into a varied journey through distinct segments, by limiting the Boulevard's retail to two well-defined shopping clusters, locating the Boulevard's jobs and workplaces in a single district, and directing infill of other Corridor segments towards uses such as housing. This strategy is supported by outside research on the phenomenon, such as ULI's "Ten Principles for Reinventing America's Suburban Strips" which advocates that cities focus various uses into clustered points along the roadways. Overall, the Whittier Boulevard Specific Plan is directed toward the rebirth of the Whittier Boulevard as a series of focused segments, each designed to be a valuable "piece of the City", that work together to create a Corridor that is reflective and respectful of the community it serves.



*Strip commercial buildings on Whittier Boulevard*



*Research on Commercial Strips*

**b. *A New Vision for the Corridor***

As one exits off the I-605 Freeway to Whittier, entering the westernmost point of the Whittier Boulevard study area, a grand gateway treatment announces one's entrance to the City. Low and medium-rise offices and services line the street's edge, interspersed with community and civic uses. Together with the existing residential neighborhoods, the overall impression is of a compatible neighborhood fabric where people move easily among the different activities. A continuous streetscape of trees along a green median carries the traveler down the Boulevard towards the "Heart of the City".

Approaching the area east of and including the City's Five Points intersection, one enters an impressive job center. This job center begins the most public part of the Boulevard- the "Heart of the City", where travelers from all parts of the City and the region come together. A broad green space along the Boulevard acts as an inviting "front door" for the District, announcing the quality of the job center that lies within. Three- and four-story buildings designed in the City's Mediterranean and Art Deco traditions house new jobs for the City's residents, providing headquarter office space, medical support services, educational anchors and other opportunities. Employees arrive at the District by car or transit, and carry out all of their activities within the District throughout the day. They walk to get supplies or copies at the nearby district center, stroll to pick up lunch at a local deli, and eat in the plaza that the shops and services enclose.

Continuing along the Boulevard through the "Heart of the City", one encounters the Corridor's retail core, where new stores and activity add life to the shopping areas east of Five Points. This revitalized "Shopping Cluster" is pleasant and convenient- frequent bus service allows residents to get there without hassles, and plentiful parking areas are centrally located so that shoppers can park their car once and walk from store to store to accomplish all of their errands. Wide sidewalks make strolling along the street pleasant, and pocket spaces throughout the segment offer places for them to rest, gather, or take a break from their activities. People live and work in the upper stories above the stores, so there is always activity along the sidewalk. A series of signature buildings, housing some of the most visited establishments in the segment, front onto a major public space. This green plaza, visible from the Boulevard but protected from traffic, offers a central gathering space for people living, working, and visiting the segment, a place where



*Park at Whittier's western entrance*



*Open space to enliven new districts*

they can rest on a bench and chat with friends, enjoy a break in the shade, or wait comfortably for a bus.

Further down the Corridor, one comes face-to-face with the community character of the City of Whittier, driving alongside grand residential buildings that bring Whittier's lovely neighborhoods right up to the Boulevard's edge. Beautiful native landscaping buffers the residents' front yards from the traffic of the Boulevard. Neighbors stroll down tree-lined streets, walking to visit friends, to get something to eat at a local restaurant, or to pick up some necessities at the neighborhood stores. Overall, one's trip down the boulevard is not a drive through a typical strip corridor anywhere in California, but a journey through the City itself- through its destinations and community places, through its character and beauty, and through the best part of Whittier, its neighborhoods. Whittier Boulevard now represents the best of Whittier - the Boulevard and its uses are integrated with the City and with its community, truly a part of the City of Whittier.

## 1.2 *The Specific Plan Area*



*Residential development along a "grand boulevard"*

The contents of the Whittier Boulevard Specific Plan apply to all of the properties fronting Whittier Boulevard from Broadway Avenue to Valley Home Road; see Illustration 1: Plan Area Boundaries. In the interest of creating a cohesive development pattern for each segment of the Corridor, some properties adjacent to Whittier Boulevard have been brought into the study area as well (see Illustration 25: Corridor Plan Areas map in Chapter 4) for more precise boundaries of each plan area.

This Specific Plan was developed to expand upon the recommendations contained within the City's General Plan, and is consistent with the policies and goals set forth in that document. This Specific Plan is intended as both a policy and an implementation document, in that it will govern and determine the character and orientation of future development on Whittier Boulevard. It will serve to clarify the City's goals, objectives and expectations for the future of the study area, and as such, it will be used to direct zoning, subdivision, and public works decisions. This Plan details the proposed land uses and their distribution, development standards and design guidelines for new development, proposed infrastructure improvements, and implementation measures required to achieve its goals.



### 1.3 The Planning Process

The planning process was organized around a series of community workshops, within which the plan objectives and concepts were developed. All community workshops were publicly noticed and open to anyone interested in participating. At the first community workshop, held in September 2000, the community of Whittier began the process of developing a vision for Whittier Boulevard, re-examining the role it plays in the City. An introductory seminar began the discussion of what the Corridor could become, what types of development should occur, and how the City could improve its major arterial street.



*The Shopping Cluster*

A second workshop was held in June of 2001, where introductory ideas for the Boulevard's transformation began to be explored. The workshop focused on identifying the opportunities and constraints contained within the Boulevard, and on redefining the community's intent for its central spine.

The third workshop was held during October 2001. It was at this workshop that the strategy for the Boulevard's revitalization was solidified. In addition, capital improvement concepts targeted at attracting the types of investment implied in the preferred Revitalization Strategy were discussed for each of the segments along Whittier Boulevard.



The fourth public workshop took place in December 2001. This workshop focused on the design of buildings throughout the Corridor's various segments. Building categories, architectural prototypes, and design guidelines were presented, and questions such as what new retail should look like, how older retail can be improved, how housing can replace retail along the Boulevard, and what types of housing are appropriate, were discussed with workshop participants.



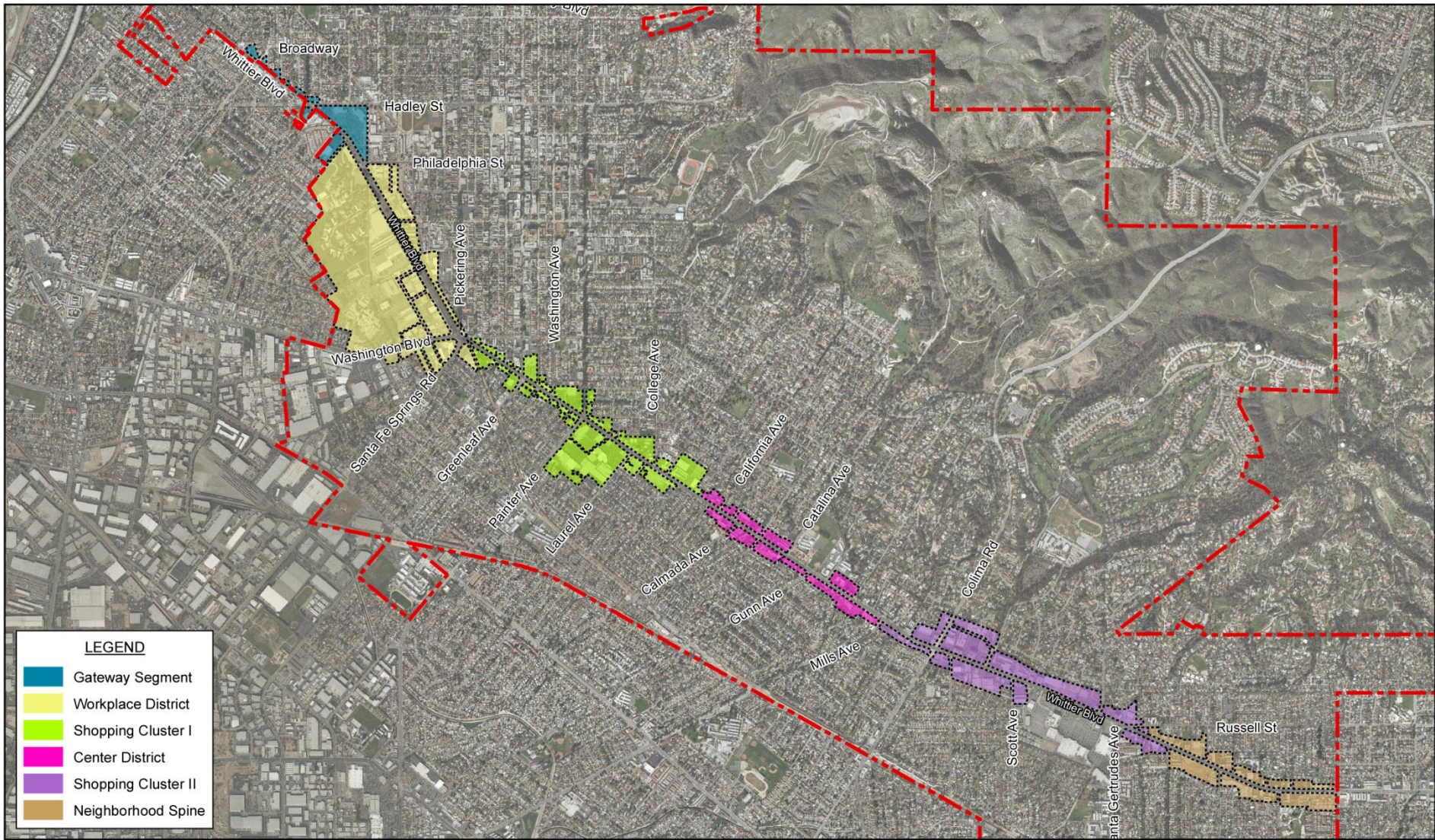
At all of the public workshops, community opinion was solicited through question-and-answer sessions, comment periods, and through workshop activities. At one workshop, participants gathered at roundtable sessions on topics such as the retail cluster or segment containing the City's auto dealerships; and at another, the community was given a set of green and red stickers, and asked to post green stickers on aspects of the plan or graphics that they liked, and red ones on those that they did not. The community continued to give input over the course of the project in the form of phone calls, letters and emails. Information gathered from the community was complemented by conversations with City staff and by stakeholder group discussions with the automobile dealership owners located in the City. The detailed recommendations developed in response to the community workshops and focus group discussion were brought forward for the review of the

*Comments from the community workshops*

City Council and the Planning Commission, at a joint study meeting in January 2002, and again at a second study session in December 2002.

The workshops served as the basic generators of the primary plan objectives, and provided a forum for review of alternate means to achieve these objectives. It was the energy and input of community members - from business owners to individual homeowners to special interest groups and service clubs - that identified the problems that the plan had to address, and helped to determine the solutions. The culmination of community efforts was the development of a strategy to transform the aggregate appearance, identity, and economic performance of the Corridor.

The specifics of this strategy, and the policies that will guide its realization, are detailed in this document. Land Use Policies were prepared by “working backwards” from workshop principles and concept plans to provide implementation tools. Development Standards were prepared to give cohesion to pieces of the Corridor, creating distinct segments along its length. Design Guidelines were prepared to guide the development of building, street and landscape types within these segments. Several streetscape concepts, including public infrastructure and landscape improvements, were designed for each segment of the Boulevard. Two master plan concepts, for a “Job Center” at the Five Points Intersection, and a “Shopping Cluster” between Greenleaf and Painter Avenues, were developed to illustrate how development might best unfold in these areas. All of the Plan elements- the Revitalization Strategy, the Land Use and Development Policies, the Design Guidelines and the Capital Improvements- are targeted to implement the community’s intention as voiced in the community workshops and stakeholder meetings, and re-clarified in the Council Study Sessions



*Illustration 1: Plan Area Boundaries*

## 1.4 Document Organization



A “snapshot” of current conditions on the Boulevard



An example of Whittier's strong building traditions

The organization of the Specific Plan reflects the general organization of the planning process, which began with a broad vision for the corridor and a “laundry list” of problems requiring attention, and evolved toward a focused Revitalization Strategy, and a detailed set of policies, plans, and designs for the separate segments. The urban design concept for each segment is a direct result of the vision developed by the community for the overall planning area. This concept results in the formation of Land Use Policy, Development Guidelines, and Design Guidelines that direct the development that will occur within each plan area. The functional requirements of the proposed vision are addressed through Capital Improvement Recommendations. The recommendations culminate in the formulation of an Implementation Plan for the City, which details a step-by-step list of actions necessary to implement the vision for Whittier Boulevard. The Revitalization Plan contains the following elements:

### a. Existing Conditions

This Chapter provides a “snapshot” of the condition of the corridor at the time of plan formation, reviewing the past and present conditions of the City and the Boulevard, in order to analyze the forces currently shaping the Corridor and the land around it. Elements that have contributed to the City’s current pattern of development and change include land use, zoning policies, circulation patterns, economic conditions and architectural character.

### b. Revitalization Strategy

The Revitalization Strategy establishes a coordinated direction for all Plan elements, guiding all policies, principles, plans, and designs so that they serve to achieve specific community objectives for the Corridor.

### c. Land Use and Development Policies

This Chapter contains the regulatory portion of the Specific Plan, providing a framework to guide public and private actions in the study area. These policies direct new investment at any scale, to insure that Specific Plan goals are implemented. They govern both site development and building architecture, covering all of the permitted development types in the Plan Areas. Proposals for new construction and use changes will be required to adhere to the Development Standards contained within.

**d. *Design Guidelines***

This Chapter provides guidance on a wide variety of design and aesthetic components that contribute to achieving the overall vision of the Specific Plan. These guidelines provide direction for new development as well as redevelopment, remodeling and rehabilitation of existing buildings. The Design Guidelines encourage creativity and innovative design while working to ensure development with consistent and cohesive imagery that contributes to a corridor with a strong sense of place.

**e. *Utility Element***

This element describes the storm drainage, water and sanitary sewer systems needed to support the implementation of the Whittier Boulevard Specific Plan. It also includes policies and standards for improvements and mitigating impacts to these systems.

**f. *Capital Improvement Recommendations***

The Capital Improvements concepts detailed in this Chapter are designed to stimulate development along Whittier Boulevard. Key Projects, Streetscape Improvements and Utility Requirements all become contributing factors to the Implementation Plan.



*Capital Improvement recommendations*

**g. *Financing Plan***

The Financing Plan in Chapter VII generally identifies methods of financing available to the City of Whittier and the Whittier Redevelopment Agency for funding improvements to both public and private land detailed in the Whittier Boulevard Specific Plan. Particular emphasis is placed on the public infrastructure improvements.

**h. *Appendices***

Included as appendices to this plan are: Appendix A: Glossary Appendix B: Community Workshop Agendas and Community Input Appendix C: Economic Market Analysis (that supplied the market basis for the Specific Plan, prepared by Keyser Marston Associates) and Appendix D: Caltrans Director's Policy for Context Sensitive Solutions

## 1.5 Administration of the Specific Plan

The Whittier Boulevard Specific Plan is established to coordinate public and private investment along the city's primary corridor to fulfill the community's intention for the corridor as espoused in the City's General Plan.

Under the legal authorization set by Article 8 of the State of California Government Code (Section 65450-65457), this Downtown Specific Plan establishes the primary means of regulating and directing land use and development within the Specific Plan Study Area. At the time of plan adoption, properties included in the Specific Plan area are contiguous with the Whittier Boulevard thoroughfare which is owned and under the regulatory control of the State of California. In the instance of any conflict between the policies in this Plan and those of the State of California, the regulations of the State of California shall take precedence.

**Specific Plan Amendments:** A Text and/or Specific Plan map amendment shall require Planning Commission review and City Council approval and shall be initiated in one of the following manners:

- a) A resolution of intention by the Planning Commission.
- b) A resolution of intention of the City Council directing the Planning Commission to initiate an amendment.
- c) An application from a property owner. Any amendment shall be accompanied by a Specific Plan Amendment fee.

Before recommending the Specific Plan or amendment to the City Council, the Planning Commission shall hold at least one public hearing, with appropriate notice of the time and place. Prior to adoption of any such plan or amendment thereto, the City Council shall hold at least one public hearing, with appropriate notice of time and place.

**Zone Boundaries:** Where uncertainties exist, the Director of Community Development shall, by written decision, determine the location of the zone boundary.

**City of Whittier Municipal Code:** Should any development issue or topic not specifically addressed within this Specific Plan be identified, the City of Whittier Municipal Code shall apply.

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## 2.0 Existing Conditions

- 2.1 History
- 2.2 Community
- 2.3 Whittier Boulevard
- 2.4 Summary of Existing Conditions

This Chapter provides an overview of the conditions that exist in the Specific Plan Area at the time of the Plan's drafting. It documents and describes the physical and structural conditions of the Boulevard, particularly as they relate to the City as a whole. It concludes with a summary of how the Boulevard has transformed over time to reach its current role under the conditions that exist today.

### 2.1 History

The City of Whittier lies within the East Los Angeles basin, at the base of the Puente Hills. Whittier is located 12 miles southeast of Los Angeles, at the border of Orange County, and its close proximity to several highways, with Interstate 605 and Interstate 5 at its western boundary and Interstate 60 to the north, make it easily accessible for the Orange County and Los Angeles County communities, as shown in Illustration 2: Existing Conditions-Regional Context.

Founded in 1887 as a Quaker settlement by the Puente Hills, Whittier was named after a Quaker poet, John Greenleaf Whittier, who then dedicated a poem to the town. Whittier's early economy was dependent on agriculture, and the construction of a spur connecting Whittier to the Southern Pacific Railroad facilitated the transport of local products. Whittier's growth continued with the expansion of railroad service to the town, and by the 1920's, Whittier was a major contributor to the citrus and agricultural belt of California, shipping large quantities of fruits and nuts annually. The development of the Santa Ana oil fields further expanded the town's economy.

Whittier's downtown development began at the crossroads of Greenleaf and Hadley Streets, and the Uptown Whittier Village of today is the result of preservation and rejuvenation of that original commercial district. The Quakers founded Whittier College, now a private liberal arts college and the town's first school of higher learning. The town's growth, particularly as a residential community, continued with the annexation of part of East Whittier in 1960. In 1987, Whittier was struck by an earthquake that damaged the Uptown District in particular and caused over \$10 million dollars worth of damage throughout the City.



## 2.2 Community

The City's estimated population is 85,000, spread across a land area of 14.8 square miles. The demographics of this population are changing: while families have always made up a large proportion of the City's population, these families are becoming younger, and there are more children in the community than ever before. And while the elderly population is growing nationally and statewide, the number of people age 65 and up in Whittier has dropped over the last ten years. Reasonably priced housing for the elderly is difficult to find, and many seniors are leaving town, pushed out by higher housing costs. The continuing influx of people from East Los Angeles, especially younger families, adds to the City's need for more affordable housing. Most importantly, Whittier has seen dramatic growth in its Hispanic population, which now comprises about 56 percent of the total population of the City.

These demographic changes have an effect on the services provided by the City. Consideration of the City's elderly population should be taken into account. Future developments must be planned to absorb the young and growing population, in terms of both employment and housing, and residential types should reflect the preferences of the population. Schools must provide more teachers and administrators who are bilingual. These factors also have a strong implication on retail in the City, if it is to capitalize on local opportunities and reflect the preferences of the local Latino and youth market segments.



*The home of Whittier's first settlers, Jonathan and Rebecca Bailey (1914)*



*The Oil Building and Mission Court is one of the oldest remaining commercial buildings in Whittier (1914)*

## 2.3 Whittier Boulevard

### a. *The Boulevard's Past*

The Boulevard has been in existence in some form for the length of the City's existence. It began as a link in "the King's Highway", the trail that connected the Spanish Missions of the West, today called El Camino Real. Some of the City's more majestic homes were located on Whittier Boulevard, although none exist today. The roadway slowly grew to support some of the region's commercial and recreation destinations, and residents of nearby towns remember Whittier Boulevard as the "way to go for a day or night on the town" during the late 1920's and '30's. Restaurants, movie theaters, and other attractions drew residents from adjacent neighborhoods to the Boulevard.



*R.W. George residence built in 1905*

Whittier Boulevard saw an explosion of growth in the late 1940's, when the end of the war brought the return of veterans and an influx of growing families to the City of Whittier. Post-war prosperity expanded Whittier's desirability as a place to live, and homes were in demand- many of the area's citrus groves were sold during this time as land for subdivisions. Jobs were plentiful and salaries began to increase in the region, and new businesses began to dot along Whittier Boulevard. Very few new stores opened up in the City's commercial core at this time, and existing businesses began to desert their Uptown locations. The proliferation of malls in the area changed the way people shopped, and the Boulevard thrived with the opening of two shopping centers, the original Whittier Quad in 1953, and the Whittwood Mall two years later.



*Whittier Boulevard in 1905*

In 1955 the City made plans to turn Whittier Boulevard into a divided highway, widening it from Philadelphia Street to Washington Boulevard and in the process planned to cut down a historic walnut tree (dating from 1907) at the Five Points Intersection. The plan proceeded, but community efforts to save the tree were successful, and a roadside park was built around the tree, now listed on the California Register of Historic Landmarks.

***b. The Boulevard Today***

Today Whittier Boulevard continues to be a location for commercial and industrial development throughout Los Angeles County, continuing west through the cities of Pico Rivera and Montebello and eventually transforming into the Wilshire Boulevard Corridor through downtown Los Angeles and Beverly Hills. For the City of Whittier, it plays a role as the major access route to the 605 Freeway and as the primary distributor to the other segments of the circulation system. For most of its length, the roadway itself has two lanes in each direction with pockets of on- street parking.



*Historic walnut tree*

Around intersections or busy crossings, an additional turn lane is added to the Corridor. The typical roadway right-of-way width ranges from 100 to 150 feet with a curb-to-curb width of around 84 feet.

Whittier Boulevard (also a state highway- Route 72) is the only major east-west arterial in the City stretching seven miles from I-605 to the Whittier/La Habra city limit. As a regional roadway traversed by County residents, traffic is constant along its lanes throughout the day, and retail establishments have capitalized

on this through-traffic. However, the convenience form of auto oriented retail has produced a linear Corridor without much of a street edge, where cheaply built, unattractive buildings are set back from the road by overwhelming amount of parking fields, and where more attention is paid to signage than to architecture. The actual fabric of the City, which consists primarily of well-loved neighborhoods and community-focused gathering places, remains unknown and unseen. A wall of commercial land uses separate the City from the Boulevard and any connection to Whittier's neighborhoods is obscured by indistinct design.

The character of the roadway shifts as one moves down its length, and this character is for the most part defined by groupings of similar uses. The character of each segment is also evidenced by the parcel sites and shapes that support these uses, as shown on Illustration 3: Existing Conditions- Ownership Pattern. The first portion of the Boulevard is dominated by a tight fabric of local-serving retail, such as liquor stores, convenience marts and video rental establishments. The structures are small in scale, older, and often in poor condition, and the buildings are set close to the roadway, with only a single bay of parking in front, and larger parking lots set behind the buildings. Because the lots along this portion of the Corridor reflect older development patterns, the parcelization of the land is shallow, which limits the amount of parking that can be provided on-site. The most recent development along this portion of the Corridor, a shopping mall at Hadley Street called The Marketplace, included streetscape improvements along Whittier Boulevard, such as a winding pedestrian sidewalk buffered from the roadway, roadside flower plantings and a landscaped median.

The uses lining the next segment of Whittier Boulevard are larger in scale and characterized by workplace-type development, ranging from offices to industrial and manufacturing. Beginning at Sorenson Avenue, the roadside development pattern changes to show larger building footprints set back from the roadway. The uses range from low-rise office buildings and storage uses to a juvenile detention center and warehouses. The agglomeration of employers near the intersection, including major ones such as Kaiser Permanente, Leggett and Platt Manufacturing and the Presbyterian Hospital, create a center of workplace activity. This segment terminates at the City's major crossroads, the Five-Points Intersection of East and West Whittier Boulevard, Washington Boulevard, Santa Fe Springs and Pickering Avenue



*Larger workplace-type development setback from roadway*



*Railroad iron trestle bridge creates an important focal point for the corridor*



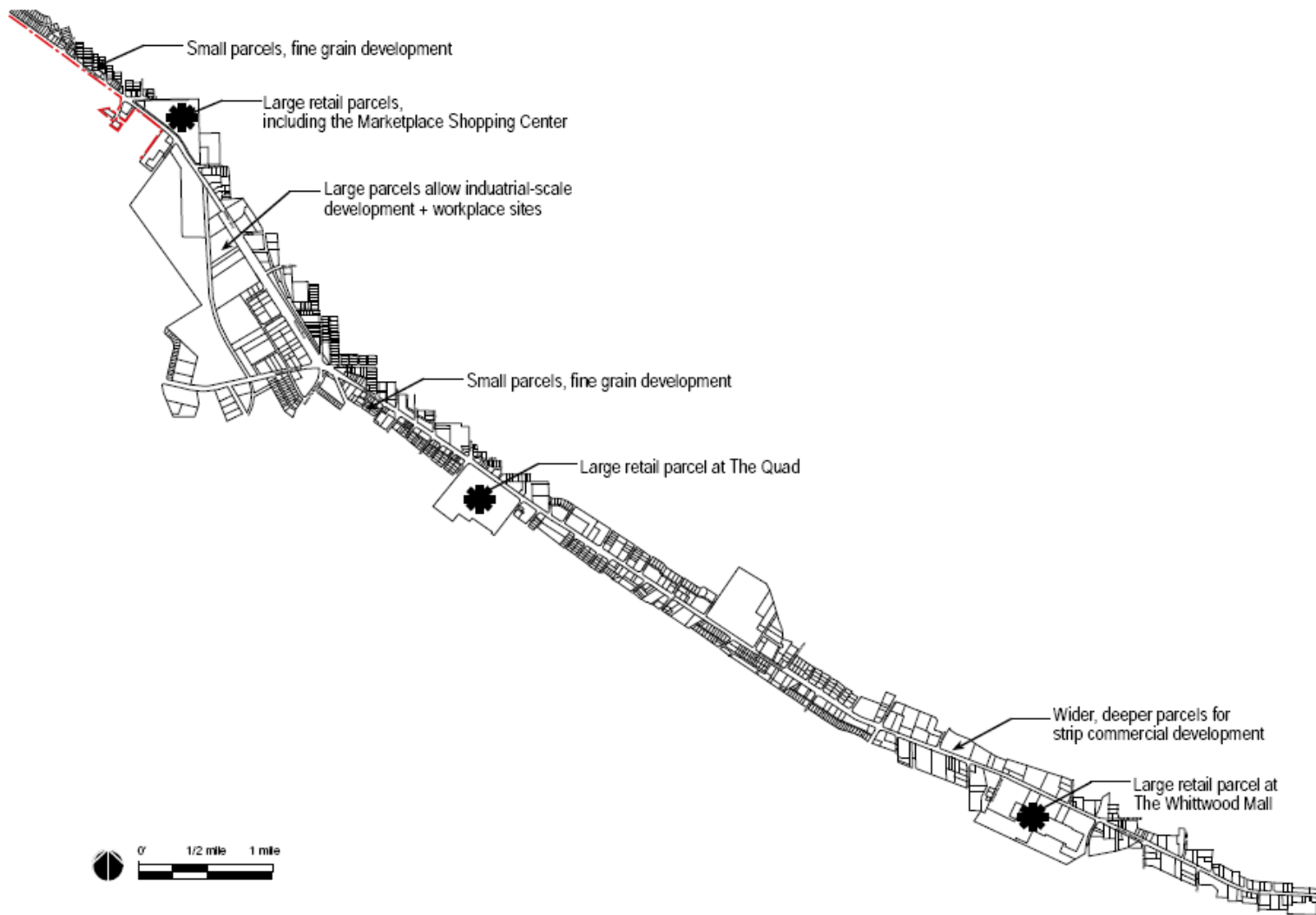
*Residential fabric fronts the corridor*

(located about two miles south of I-605). Because of its central location and high visibility as an arrival point from surrounding cities, the 5-Points Intersection creates an important focal point for the Corridor. The Union Pacific railway line, soon to become a recreational greenway through the city, passes over Whittier Boulevard at the 5-Points Intersection via an iron trestle bridge. The City has recognized the importance of the intersection with street and landscape improvements, including a wide tree-lined median that dramatizes the entrance from the west, and a grove of palm trees at the crossroads center.

Following the Corridor eastward, the railroad bridge acts as a threshold to the next part of the Corridor, a discontinuous stretch of commercial, service, and office development. Immediately east of the bridge, the uses along the Corridor range from general retail to automobile support to lodging. Again, due to the age of the development, the parcels are shallow, and visible roadside parking is limited. At the southwest corner of Whittier and Painter Boulevard, redevelopment after the 1987 earthquake has resulted in the creation of The Quad, a shopping center that draws its patrons from throughout the region. The success of The Quad has spurred further commercial development on adjacent and nearby parcels, and the area has a strong concentration of newer retail. In the past, automobile dealerships maintained a strong presence along this portion of the corridor, but many have scaled back operation or have discontinued business due to emerging economic conditions.

Further down the Corridor, residential pockets begin to appear along the Corridor. Between Jacklyn and Boyer Streets, neighborhoods abut the south side of the roadway so that some units side Whittier Boulevard. Further east, on the north side of the Boulevard between La Entrada and La Puebla, houses are set back from the Corridor by a separate road providing on-street parking and access to the residences. The East Whittier Middle School, at Catalina Avenue, is in some sense an anchor for the nearby residential neighborhoods. Retail uses exist along this part of the roadway as well, but the impact of their presence is reduced by the visibility of residential landscaping and minimal signage.





*Illustration 3: Existing Conditions-Ownership Pattern*

At the Whittwood Mall just east of Scott Street, Whittier Boulevard becomes typical of the commercial boulevards found all throughout southern California. The uses along the Corridor are mixed, with offices and service developments next to retail strip centers. The largest single development along this length is the Whittwood Mall itself, an older, enclosed retail center that is beginning to show signs of disinvestment. The Whittwood is sited on a deep parcel and is separated from the road by an overabundance of parking, with several complementary uses such as a 24-Hour Fitness and a movie theater to its rear. The number of vacancies in the mall, combined with the poor conditions of nearby buildings and a lack of new investment anywhere in the immediate area, all point to the need for revitalization or redevelopment. The least successful length of commercial roadway occurs as one moves toward the City limits, at the eastern tip of the Corridor, evidenced by the lack of activity along the street and by vacancies in its numerous strip centers.



*Whittwood Mall, an older retail center*



*A number of vacant and operating auto dealerships exist along the corridor*

**c. Land Use and Development**

There is a strict distinction between the land use occurring throughout the city and that along Whittier Boulevard. The City of Whittier is predominantly a residential community, with strong neighborhoods ranging from modest to high-end. The majority of the City's commercial land uses sprawl along Whittier Boulevard; the only other retail concentration in the City exist in its old city center, at Uptown. The types of commercial establishments found along Whittier Boulevard range from locally-oriented shops and services to "big-box" type retail and regional malls. Businesses and industries along the Corridor include professional services, retail stores, hotels and motels, and automobile sales and services. Major retail centers along Whittier Boulevard include the enclosed regional Whittwood Mall; The Quad, an outdoor discount hub; and The Marketplace, a neighborhood center. Segments of the Corridor tend to display a similarity of uses and scales- as described above, the Corridor shifts from locally-focused retail, to larger workplace, industrial and manufacturing uses, to regionally-focused commercial sites, to residential neighborhoods, to generic strip development. Along certain portions of the Corridor, concentrations of auto-oriented uses are evident, ranging from body shops and repair sited near Whittier Boulevard's intersection with Greenleaf Road, to operating and vacant auto dealerships located at numerous points further east. The uses on Whittier Boulevard are shown on Illustration 4: Existing Conditions-Land Use and Development.



*Vacant building on the corridor*

Because of the overabundance of commercial uses along the Corridor, and the similarity of what they provide, the supply of retail establishments along Whittier Boulevard may be greater than the population of Whittier can support. Many retail and service uses are struggling, and several “for lease” signs were noted. There are vacant lots and buildings scattered along the Corridor, particularly towards its eastern end, and other sites are clearly not being used to their market potential. These vacant lots and buildings are documented on Illustration 5: Existing Conditions-Vacant and Vulnerable Sites.



*East Whittier Middle School acts as an anchor for nearby residential neighborhoods*

Whittier is a mature community, with development dating back to the late 1800’s. Growth throughout the southern California region, particularly in the last several decades, has resulted in a mostly built-out fabric covering the City’s lands, with only a small portion of undeveloped land lying in the Puente Hills. There is almost no open space along the Corridor, with the exception of an unused green wedge at the Boulevard’s intersection with Hadley Street. Notable civic uses are confined to the East Whittier Middle School, between Catalina and Highland Avenues and the Whittier Hospital, at Colima Road. As noted, residential uses can be seen along Whittier Boulevard, but for the most part the city’s residential neighborhoods are hidden behind the Corridor’s wall of retail.

**d. Existing Land Use Policy**

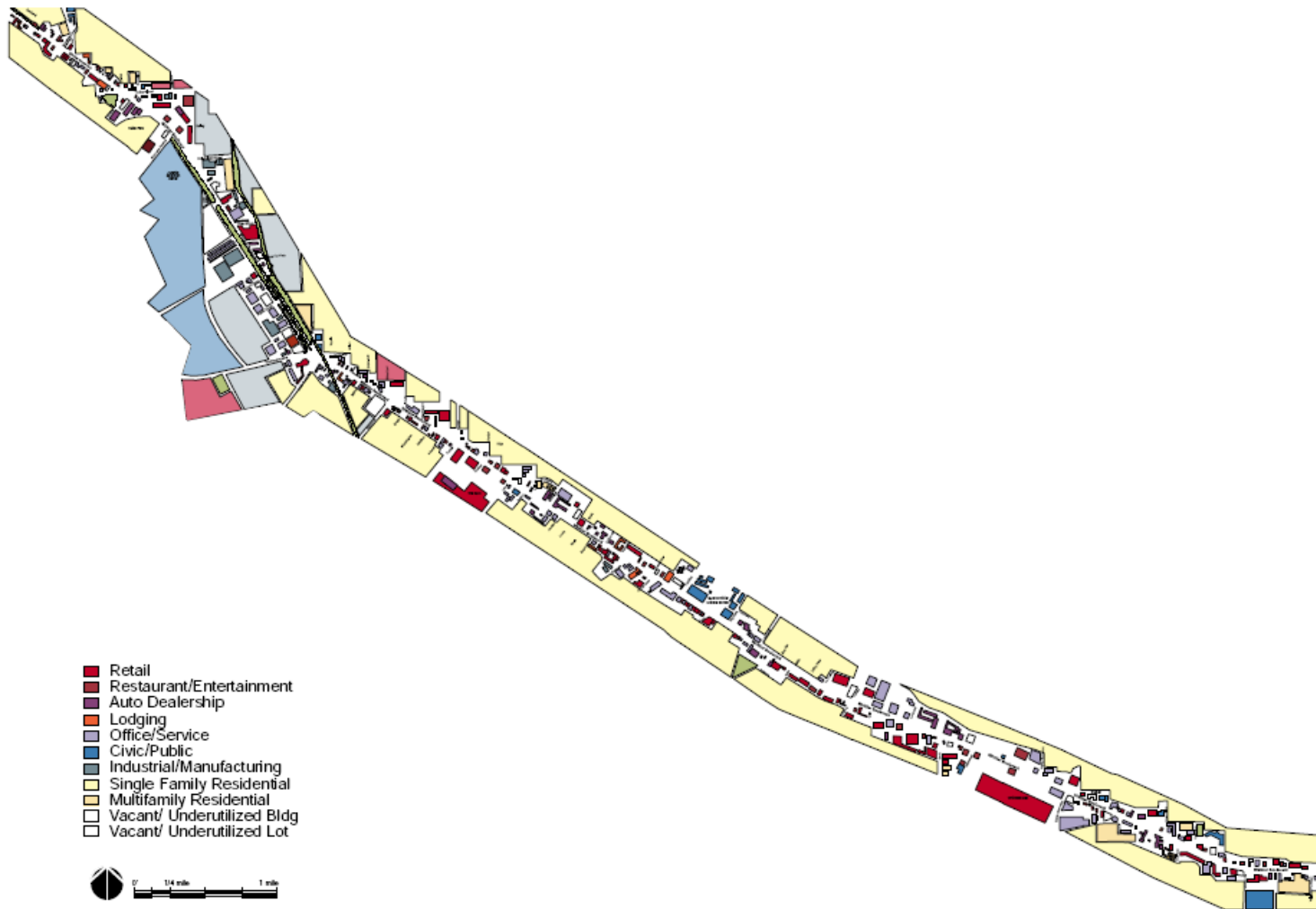
Zoning for the City of Whittier is set forth in the Land Use Plan of the City of Whittier General Plan. Most of the land along Whittier Boulevard follows a similar pattern: the parcels directly fronting the Corridor are designated Commercial, bordered to the rear by thin buffer of higher density residential (usually one to two parcels deep), with single-family residential neighborhoods directly behind.



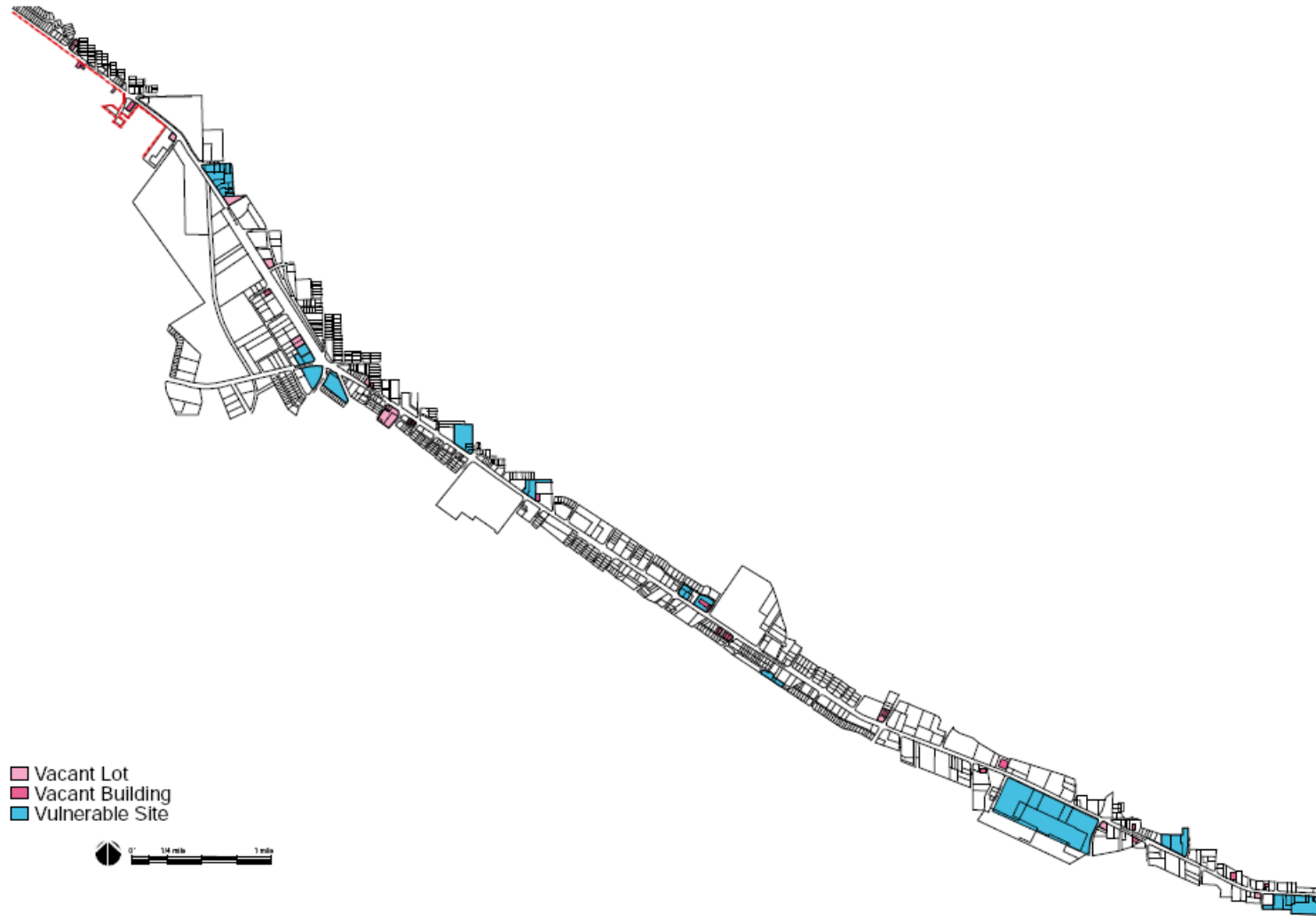
*Philadelphia Street - “Design Corridor”*

The majority of the Corridor’s parcels are designated for exclusively commercial uses, with a large segment of manufacturing from Hadley Street to the Five-Points Intersection. Residentially zoned areas are spread along the Corridor: the site of the Fred R. Nelles School for Boys, across from Philadelphia Street, is zoned for single-family residential, as well as the areas between Jacmar and Boyar Avenues on the south side, and La Entrada and La Puebla Avenues on the north side. Other residential zones along the Corridor include light multi-family residential between Pacific Place and Pickering Avenue, and a mix of heavy multi-family residential and single-family residential between Catalina and Highland Avenues.





*Illustration 4: Existing Conditions-Land Use and Development*



*Illustration 5: Existing Conditions-Vacant and Vulnerable Sites*

Whittier Boulevard, Hadley, Philadelphia and Colima Streets, and Greenleaf and Painter Avenues have been designated as “Design Corridors” by the 1993 General Plan, in order to maintain and improve their visual qualities. The Environmental Resource Management Element of the Plan dictates standards for Scenic and Design Corridors; these include the requirement of landscaping plans, signage controls, and trail coordination along the Corridors, design standards for new development, and special treatment at gateway and entry points. Development plans for sites along these Corridors are subject to design review to ensure new development maintains the scenic integrity of the streets and their views out to the Puente Hills.

The City has established “Urban Design Districts” along portions of Whittier Boulevard, Greenleaf Avenue, Philadelphia and Hadley Streets, as an overlay zone with additional allowances and requirements. These districts go beyond the visual concerns of Design Corridors to address the revitalization and improvement of these four key Corridors, in order to enhance the quality of development within the districts. At Whittier Boulevard, this designation requires the preparation of design standards or a Specific Plan for any new development. The overlay permits mixed-use developments that include a combination of commercial and residential land uses, and its intent is to focus and concentrate commercial development at key nodes along the Corridor. Along Greenleaf Avenue, Hadley and Philadelphia Streets between Whittier Boulevard and Uptown, the Urban Design District designation focuses on the upgrading and improvement of these highly visible links to the Uptown Area. Along Hadley Street and Greenleaf Avenue, this category also requires the preparation of design standards or a Specific Plan, and permits mixed-use developments with cooperating commercial and residential land uses.

**e. *Economic Conditions***

In September 2001, Keyser Marston Associates (KMA) completed an economic market analysis evaluating the current conditions and potential development opportunities for the Whittier Boulevard Corridor (For the full Economic Market Analysis, see Appendix C). Economic analysis confirmed that Whittier has an oversupply of retail uses. While local serving retail establishments, particularly grocery and drug stores are performing well, the amount of demand for this type of retail is limited by population, and Whittier is currently meeting that demand. A significant amount of existing retail along the



*Whittier Boulevard is the central spine of the City's circulation system*

Whittier Boulevard is performing at a sub-par level, especially those categories of apparel, general merchandise, home furnishings and appliance stores. Smaller retail sites (i.e. less than one-acre) in particular are generating very little value beyond the actual worth of the land. Because of Whittier's location away from freeway frontage, and because of the strong regional serving retail concentrations in nearby cities, Whittier is losing, and will continue to lose, sales dollars to regional serving retail concentrations in nearby cities. While office demand was found to be limited, KMA did find a market niche related to medical office development, due to the concentration of medical office development, as well as hospitals, in Whittier. KMA research indicated that additional office development is likely to be focused on health service tenants, with a possible demand of up to 100,000 square feet of office space over the next Residential KMA found the greatest demand for the City focused on the residential sector. The high demand for housing in the market area, combined with continued population growth within this part of Los Angeles County, is in stark contrast with a limited supply of new housing units. Economic analysis also cited two residential projects that have recently been developed on major thoroughfares similar to Whittier Boulevard in nearby cities, as examples of the type of housing being built throughout the region to service this demand.

**f. Traffic and Circulation Patterns**



*Five-Points intersection*

Whittier Boulevard is the major arterial that plays a strong role in the circulation network of Los Angeles County, connecting several cities and eventually leading to the downtown of Los Angeles. It is the central spine of Whittier's circulation system in the City, crossing it from Pico Rivera at the City's western boundary, to La Habra on its east, as shown in Illustration 6: Existing Conditions-Circulation. Current traffic counts suggest that it will remain a major thoroughfare for the region and recent reports state that Whittier Boulevard carries a total of 42,000 vehicles per day. The minor arterials and important secondary streets that traverse it provide connections to other neighboring cities. The most high-traffic intersections along the Corridor occur at the cross streets of Hadley, Greenleaf, Painter and Colima, and at the Five-Points juncture where East and West Whittier Boulevard, Washington Boulevard, Santa Fe Springs Road and Pickering Avenue come together.

Hadley and Philadelphia Streets, and Greenleaf and Painter Avenues are the principal links connecting the Boulevard to the Uptown area. However, these connections are poorly marked, and despite their designation as “Design Corridors”, the architecture and landscaping along these routes do little to indicate their importance as gateways to Uptown. Their intersections with Whittier Boulevard are unremarkable, and represent a missed opportunity to connect the Boulevard with the City’s Center. Another key intersection is at Whittier Boulevard – Colima Road, a very busy crossing east of Five-Points. Colima Road, also designated a “Design Corridor”, provides the most direct route to the Puente Hills, but again, this significance is not reflected at its intersection with Whittier Boulevard.

The Five-Points intersection is the threshold dividing West and East Whittier Boulevards. Its unique configuration, a meeting point of five roads of varying function and intensity, as well as its location near the center of Whittier Boulevard, and its function as an arrival point for visitors traveling to Whittier from the south, all point to the powerful role that Five Points plays as a centerpiece for the City of Whittier; however, this importance is not reflected by a strength of character at the Intersection.

While traffic flow moves through the intersection fairly efficiently, the crossing is not pedestrian friendly, and attempting to traverse the intersection by foot can be both tedious and dangerous. Visually, the intersection has some very compelling elements: the City has invested in landscaping improvements, including a tree-lined median along one’s approach from the west, and a palm grove at the intersection’s center; and the overpass of the railroad lends the intersection some character. But nearby buildings have no particular relationship, in either footprint or function, to the intersection, and the types of establishments currently located at the intersection’s most prominent parcels (Shoe City and a drive-through car wash) does not make the most of a key location. Sparse development, insignificant architecture, and an accumulation of loud signage, compounded with the visual noise of nearby billboards, detract from the intersection’s importance as a pivotal moment at the center of the Corridor. Public transit patrons are not well-served along the Boulevard. Currently, Montebello Bus Line 50 intersects Whittier Boulevard at the Five Points intersection and at the Whittier Boulevard/Painter intersection; Montebello’s Line 10 and MTA’s Line 18 also run along Whittier Boulevard (this route will likely

be taken over by Montebello's service in the coming year. Montebello Bus Lines also plans to extend the Line 40 Beverly Blvd. service out to one of these hubs in the future. Current conditions show Line 50 running about every 30 minutes, and Line 10 every ten minutes. No buses serve the part of the Corridor between Hadley Street and Five Points.

The nearest Metrolink stops are the Norwalk Center and Montebello stations. Both are about the same distance from the City, but Norwalk is more convenient for Whittier residents. While there is no direct link to either station now, the City is planning to establish a commuter shuttle from the historic Train Depot to Norwalk Center. Also, a new rapid bus service is initiating service from downtown Los Angeles along heavily traveled Wilshire Boulevard, continuing east on Whittier Boulevard as far as Montebello.

Regional bus routes connect Whittier to the rest of Los Angeles County. Montebello has three bus lines that come into Whittier, including one that continues along Whittier Boulevard to stop at the Whittwood Mall. The MTA has a local stop at the Whittwood Mall as well. Other regional lines, including Foothill Transit, and the Orange County Transit Authority, have expressed interest in connecting to Whittier, but a coordinated plan to link these systems together has not yet been developed.



*The roadway of Whittier Boulevard*

**g. Recreation and Open Space**

The Puente Hills are the major open space resource in the City. At the City's western edge, the Rio Hondo and San Gabriel River spreading grounds run along the San Gabriel River from Washington Boulevard to Whittier Boulevard, and the San Gabriel River Trail leads to the Whittier Narrows, a funnel of green along the Rio Hondo between the Puente and Montebello hills. Other open spaces and recreational opportunities within the City of Whittier consist mainly of neighborhood and community parks.



*View of Puente Hills*

There is, however, very little open space on or adjacent to the Corridor itself, as demonstrated in Illustration 7: Public Realm diagram. The only significant public space within the Specific Plan Area is the Corridor itself: the roadway and its sidewalks. In contrast, while there is little open space that can be used by pedestrians in the study area, there is an abundance of unbuilt land that is dedicated to serving the automobile. The vast amount of parking lots, access roads and paved area is shown on Illustration 8: Auto Serving Surfaces.

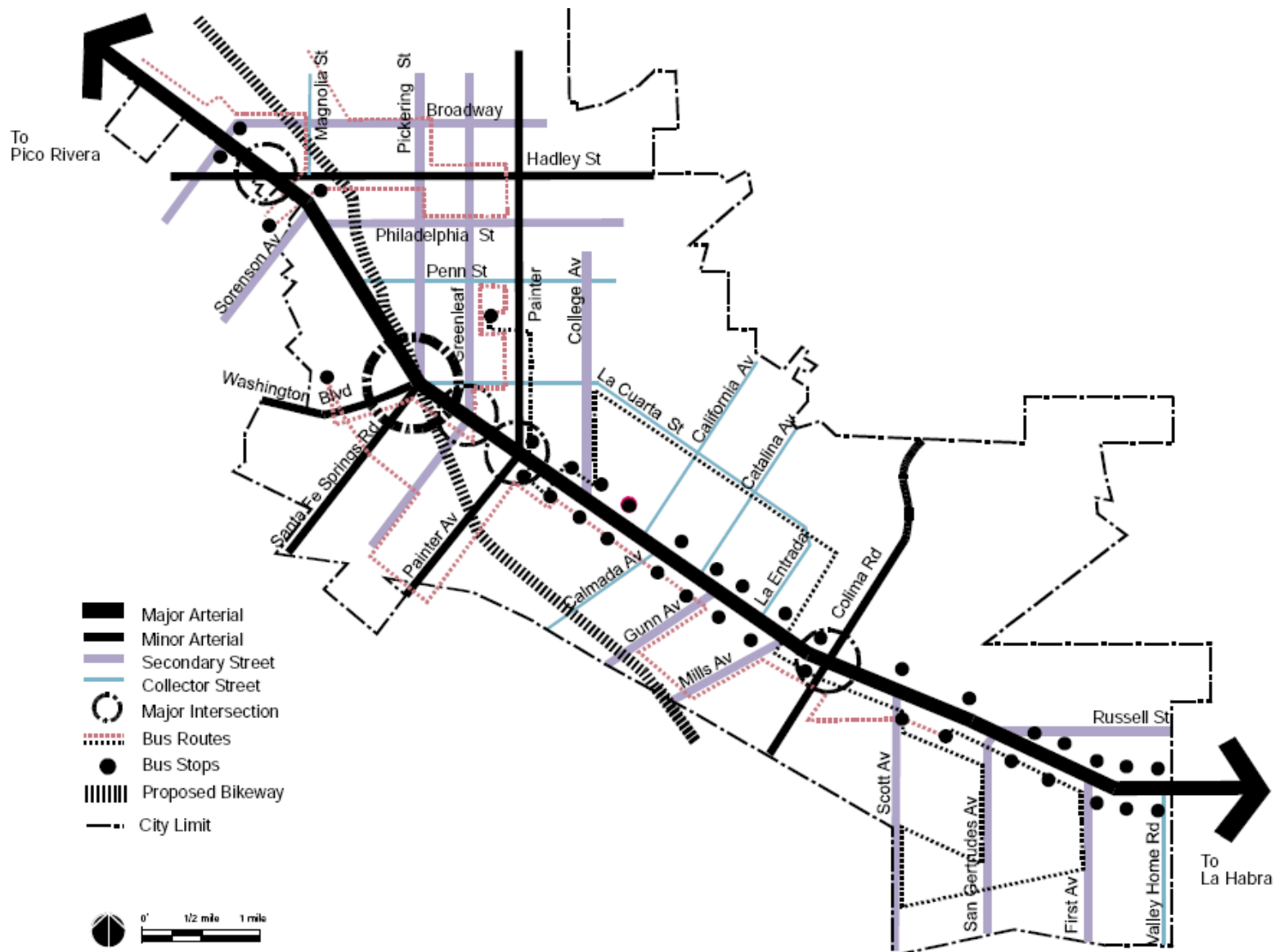
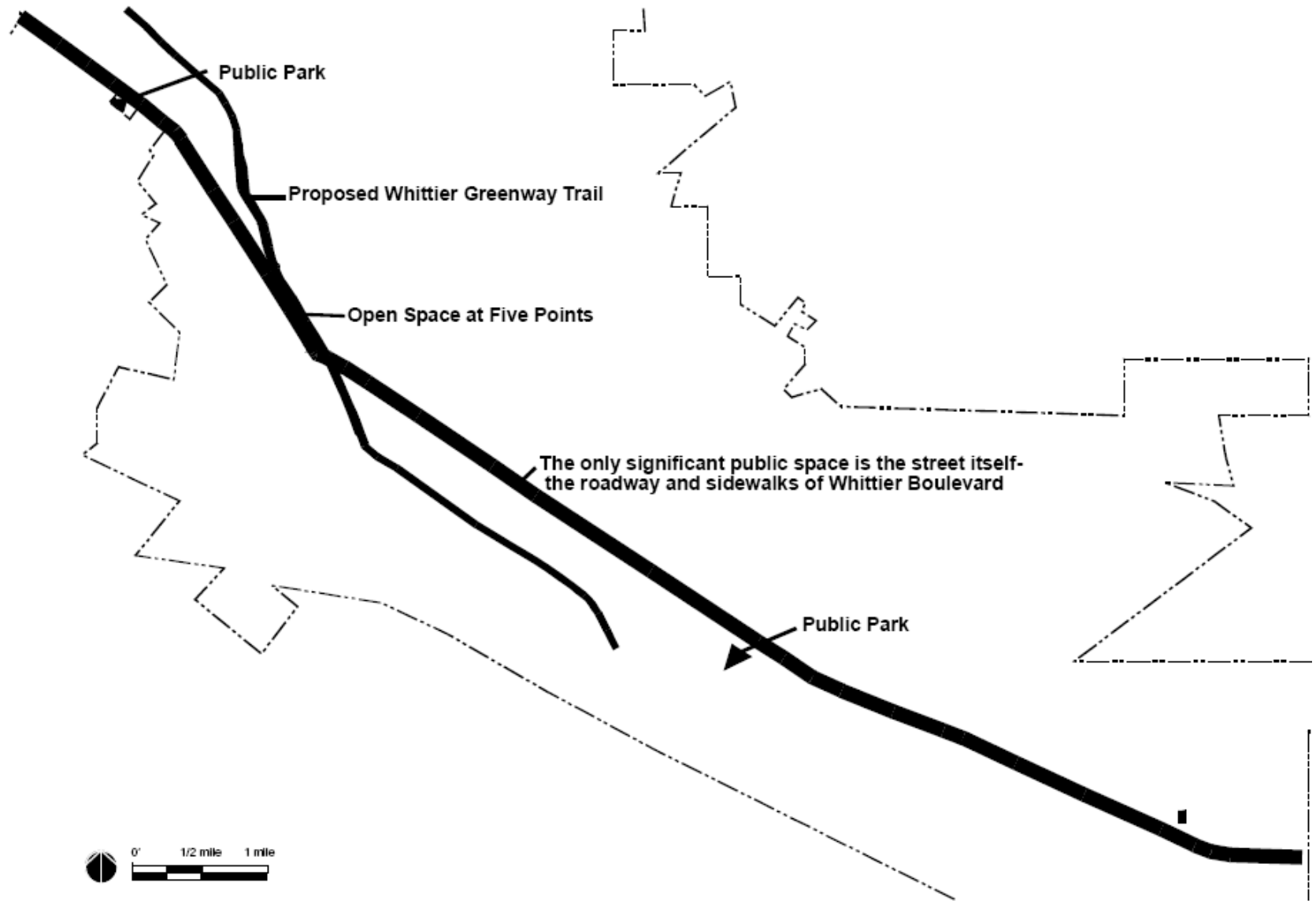
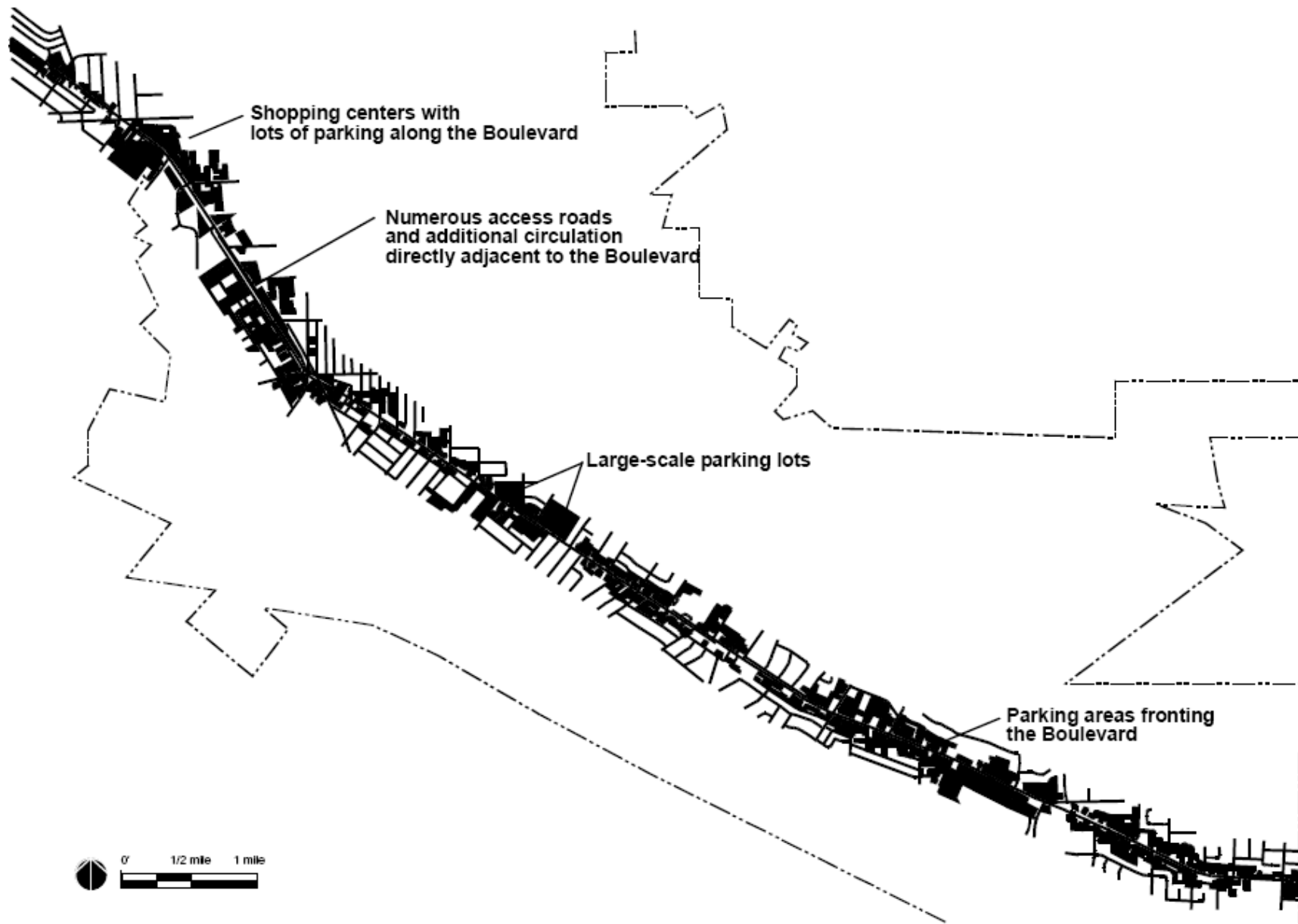


Illustration 6: Existing Conditions-Circulation



*Illustration 7: Existing Conditions-Public Realm*





*Illustration 8: Existing Conditions-Auto-Serving Surfaces*

There are several trails in the area, including the Skyline Trail along the Puente Hills, the Los Angeles River Bike trail which crosses Whittier Boulevard west of the City, and the San Gabriel River bike path running from Azusa to Seal Beach. A bikeway through Whittier is in development: the city has struck a bargain with Union Pacific Railroad to buy 5.1 miles of abandoned railroad right-of-way to develop a long-sought Whittier Greenway Trail. The proposed bicycle/pedestrian trail will bisect the city diagonally from the southeast corner to the northwest, where it will link with the San Gabriel River Bike Trail. The project is expected to reach completion in about two years.

#### *h. Whittier's Architectural Character*

Whittier's existing historical architecture reflects a variety of styles. Most of its early surviving architecture is residential, and includes styles that are reflective of the city's Quaker heritage, as well as turn-of-the-century styles including Victorian, Craftsman and Colonial Revival. Later residential styles show a Spanish Colonial or Mediterranean influence.



*Residential architecture reflects a variety of styles*

The Quaker aesthetic is a very simple one that uses wood and timber construction as its base. Its clean lines and severe styling, utilizing plain framing, and timber supports, are reminiscent of East Coast styles. Front porches and low-pitched roofs are common. Most of Whittier's examples of this Quaker/Craftsman style exist in its residential architecture, most typically the bungalow, but the old Train Dept, represents a civic version of this building type.



*Whittier's historic train depot*

The Spanish and Mediterranean architecture found throughout Whittier blends the traditions of several cultures: Spain, Mexico, and the entire Mediterranean world; examples falling in this range are often referred to as Spanish Colonial or Mission Revival. The result is a highly refined, finely detailed version of Spanish Mission architecture- while it borrows that tradition's simple forms, thick stucco walls, deeply inset openings, and light coloring, it adds a finer grain of detail in both material and style, adding wrought iron, elaborately carved wood, and classical detailing.

Early commercial architectural styles as evidenced by the historic buildings of Uptown Whittier, reveal an attention to detail and ornament, with decorated facades, special detailing at entrances, and deeply set, highly ornamented windows. Special materials used to give life to storefronts and ground

floors include colorful tile, terra cotta, timber detailing, and piers of stucco or brick. Red tile roofs are common, as is wrought iron detailing. The articulation found on building surfaces, however, is offset by their shape and scale; building masses are relatively simple, with expression given through the use of volumes like arcades and towers.

Uptown contains many restored buildings from the downtown's early beginnings. The Oil Building and the Mission Court, built in 1914 as headquarters of the producing department of Standard Oil, was restored after the 1987 earthquake and is one of the oldest remaining commercial buildings in Whittier. The Pio Pico Hacienda, on the outskirts of the City, is a historical tribute to the last Mexican governor of California. As the proud hometown of the late-president Richard Nixon, the City placed a bronze marker in the sidewalk at the entrance of his first office as an attorney. The desk he used is housed at the Whittier Museum along with other historical memorabilia from the city's beginnings.



*Spanish colonial*

Other important styles evidenced in the City's commercial architecture include Art Deco and Googie. Art Deco styling and architecture is found on historic buildings from the 1920's and 30's, particularly in Uptown. Its accents combine the streamlined styling of modernism with patterns and icons taken from Egypt, Greece and Rome, Africa, India, and Mayan and Aztec cultures. Its cubic forms and zigzag designs are found throughout Uptown on shops, banks and restaurants, even the Whittier Cinema. Several civic buildings, such as the Post Office, were also adorned in a restrained version of this style.



*Art Deco*

Googie architecture was one of the results of post-WWII car culture, named after the famous "Googie's" coffee shop in Los Angeles. Its features are more whimsical style, including sharp angles, loud signage, odd shapes, sweeping cantilevered roofs and pop-culture imagery, and were intended to capture the eye of drivers as they passed. Googie thrived on Whittier Boulevard, and on all suburban strips, in the 1950s and 1960s. While Googie for a time was decried as frivolous or crass, history has rediscovered its uniqueness and utility, and several of the buildings still standing on Whittier, like the car wash and bowling alley below, provide testament to this time period.



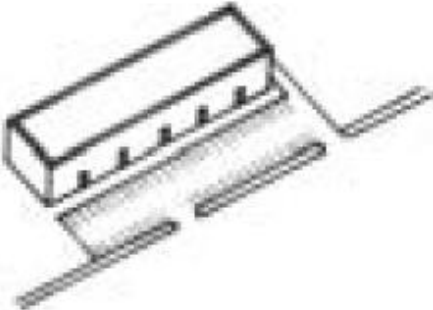

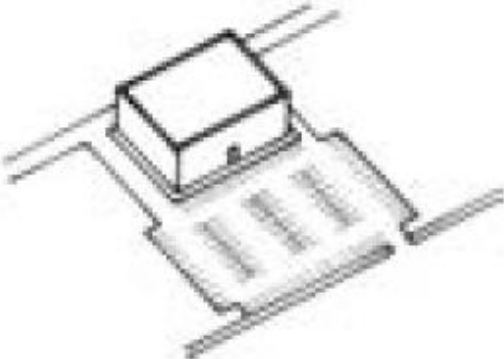

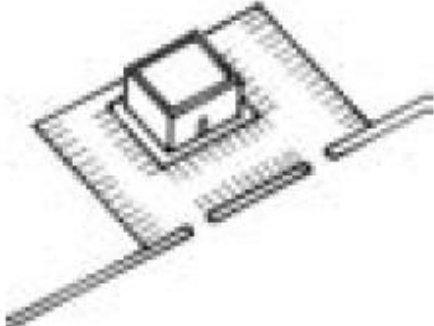

*Googie style*

This historic heritage, however, is not represented along Whittier Boulevard. The Boulevard's rise as a commercial Corridor corresponded with the "age of the automobile", and its architecture is indicative of shopping patterns based on

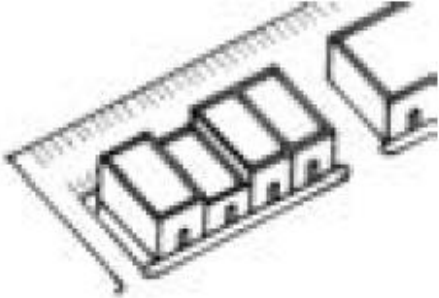

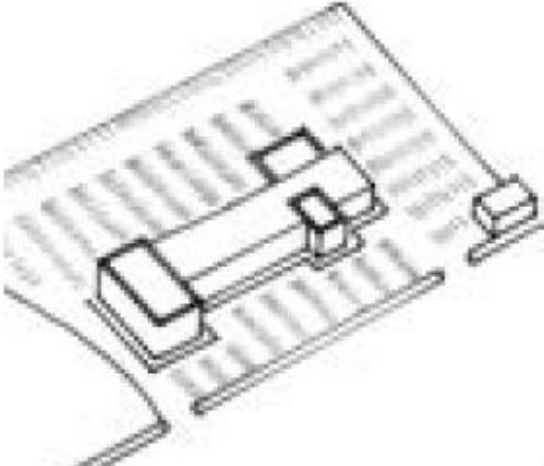

“drive-by” convenience. Prior to the construction of grade-separated freeways, Whittier Boulevard served as a high-speed arterial for the City and the region. The higher speed of travel along such thoroughfares instigated an entirely new scale of commercial buildings and signage. Fine detail and ornament was no longer relevant to retailers, and commercial architecture was reduced to the simplest, most economical form- usually, a box. The older buildings along Whittier Boulevard reflect the mindset of this era, and most recent development has repeated this pattern. Primacy is placed on signage visibility and availability of parking; large, simple buildings fronted by asphalt announce convenience and ease of movement. Structures are built to catch the eye of automobile traveler, with a simple mass, but a strong silhouette. Ornamentation is minimal, except for signage. Parking fronts or surrounds the building. Variations on the Corridor retail type include the Strip, the Big-Box, and the Single Vendor; the Mall takes this same development type, of a single structure unrelated to the street, and blows it up to a much grander scale (see Illustration 9A and Illustration 9B: Retail Building Type). With the exception of some residual storefront-type retail, these types dominate the Corridor.

While a concentration of newer development exists at the Quad and on some of its adjacent parcels, many of the buildings along Whittier Boulevard are starting to show evidence of deterioration, with poorly maintained facades and outdated signage. The western end of the Corridor in particular is lined by older uses, and this is reflected by the declining state of many of its buildings.

Although single-family residential neighborhoods make up much of the city, there are only a few visible residential pockets along the Corridor. In most cases these neighborhoods are barely visible from Whittier Boulevard; they are buffered by landscaping, or they are setback a large enough distance to have little or no presence on the Corridor’s streetscape. There is a visual cacophony along the Boulevard, with distracting signage and lots of billboards, which further decreases the impact of the architecture along the Corridor.

	RETAIL BUILDING TYPE	CHARACTERISTICS	EXAMPLES
Strip		<p><i>One-story building with several tenants separated from the road by 1-2 bays of parking.</i></p> <ul style="list-style-type: none"> <li>- Retail entrances are set back behind parking, and removed from sidewalk.</li> <li>- Building has monotonous appearance; individual stores have no identity.</li> </ul>	
Big Box		<p><i>Individual freestanding business fronted by a large parking area.</i></p> <ul style="list-style-type: none"> <li>- Building has no connection to other retailers.</li> <li>- Building has no connection to pedestrian realm or to street.</li> <li>- Storefront and merchandise is not visible from street - only the parking is!</li> </ul>	
Single Vendor		<p><i>Individual small scale business surrounded by parking.</i></p> <ul style="list-style-type: none"> <li>- Building is set in sea of asphalt.</li> <li>- Business is isolated, and cannot share customers or parking with nearby stores.</li> </ul>	

*Illustration 9a: Retail Building Types Diagram 1*

	RETAIL BUILDING TYPE	CHARACTERISTICS	EXAMPLES
<b>Storefront</b>		<p><i>Multiple contiguous shops built to property line, with parking behind.</i></p> <ul style="list-style-type: none"> <li>- Entrances are accessed directly from sidewalk!</li> <li>- Stores are visible to pedestrians and to cars.</li> <li>- Street frontage is activated by retail.</li> <li>- Parking is hidden from view.</li> </ul>	
<b>Shopping Center</b>		<p><i>Large single structure with interior access to multiple tenants.</i></p> <ul style="list-style-type: none"> <li>- No shops or businesses are visible from the road.</li> <li>- Surrounded by an overabundance of parking.</li> <li>- Very few pedestrian entrances, and these are hard to find.</li> <li>- All circulation and activity is internally-oriented.</li> </ul>	

*Illustration 9b: Retail Building Types Diagram 2*

## 2.4 Summary of Existing Conditions

The City of Whittier has many defining characteristics that have grown out of the rich history of a Quaker past, the Spanish influence of the region, and its strong identity as a well-loved residential community. Whittier Boulevard serves as the vital backbone of this community in many ways, operating as its main location for retail activity, providing local connections between the various neighborhoods of the City, and supplying regional access both to and from the City. Whittier Boulevard functions as the entrance route for traffic entering into the City of Whittier; in a sense, Whittier Boulevard is the “front door” of the City.

But the significance of Whittier Boulevard is only reflected by its scale—not by its design, aesthetics, buildings or architecture. The Corridor does not represent the spirit of its City. The historic heritage, tightly knit neighborhoods, and significant natural amenity that the Whittier community is so proud of, is not represented along the Corridor. Whittier retains an “Old Village” atmosphere in the Uptown District; through planning and preservation efforts, the City has worked to maintain a memory of times gone by. Whittier contains many recreational opportunities, and the Puente Hills provide access to mountain trails and beautiful views to the north and east of the community. A strong regional character is evident in its residential architecture, and its neighborhoods are a source of pride for residents. But many of these assets remain hidden within the City’s fabric, and on the public front of Whittier Boulevard, there are few indicators of the story that is the City of Whittier.

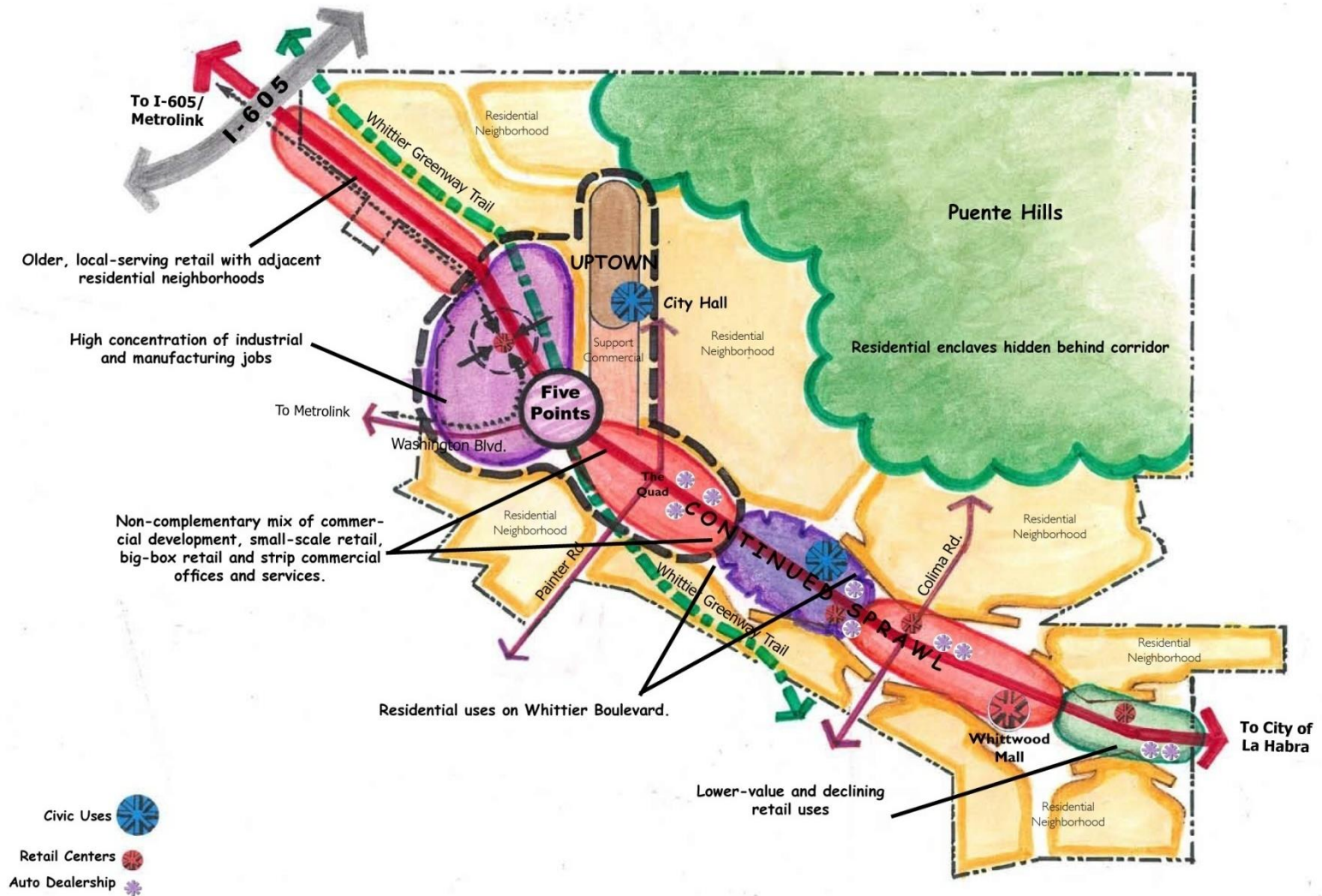
Constant retail development, fronted by overwhelming amount of parking fields, has produced a type of linear Corridor typical to southern California, oriented to the automobile and unattractive to pedestrians. Large parcels and “big-box” buildings, setback from the roadway, sit as individual uses that occur again and again along the Corridor. Signage and billboards add visual noise to a streetscape unrelieved by trees or landscaping, except at a few locations where improvements have been implemented. Pedestrian-scaled amenities, such as street furniture, smaller-scaled lighting, and planting strips between the sidewalk and the roadway, are few and far between; although it is doubtful if improvements at the pedestrian level are even relevant for a thoroughfare where all of the uses are auto-oriented.



*Whittier is proud of its tightly knit residential neighborhoods*



*“Big-box” type commercial development*



*Illustration 10: Patterns of Development and Change*



Over time, as more and more commercial uses have sprung up on Boulevard frontage, retail activity along the length of the Corridor has increased to the point where existing sales are weakened by over-saturation. The discontinuous sprawl of retail along the Corridor, interspersed by office and service buildings, means that there are no nodes of concentration where retailers could benefit from one another, and the fact that the distances between them can only be traversed by car further decreases any symbiotic relationship stores and shops might have.

As the first thing most visitors to Whittier will encounter, and as a daily part of most residents' daily travels, Whittier Boulevard is an integral part of one's impression of the City of Whittier. It has been allowed to develop in a manner archetypal to the Los Angeles area, and is in many ways a conventional strip lined with regionally-oriented retail, indistinctive uses and characterless buildings. It is a Corridor that could exist anywhere in the region. But Whittier Boulevard is not just another anonymous strip in southern California- it is the central spine of the City of Whittier, and its activity and design should exhibit the City's pride. Whittier Boulevard needs to reflect the character of its community, to mirror its public and its population; it needs to become an integrated part of the City of Whittier.



*Cacophonous buildings and signage along Whittier Boulevard*



*Whittier's "front door" should reflect the quality of the City*



## 3.0 Revitalization Strategy

- 3.1 Revitalization Objectives
- 3.2 The Strategy for the Corridor

The purpose of this Chapter is to provide coordinated purpose and direction for all subsequent elements of the Specific Plan. This strategy to revitalize the Whittier Boulevard Corridor was developed over the course of the community workshops and refined through the efforts of City staff. The Revitalization Strategy that follows serves as the guide for all subsequent plan concepts.

### 3.1 *Revitalization Objectives*

Throughout the region, Whittier is known as a “good place to live”. Its location is convenient to major employment centers throughout Los Angeles and Orange Counties. Whittier provides quality City services, contains convenient local shopping, and offers cultural attractions. Because of all these factors, demand for housing in the area is high, and continued population growth in the area will ensure this demand for some time to come (for more detailed information on this demand, please see Appendix C: Economic Market Analysis).

Unfortunately Whittier’s image as a desirable residential community is not conveyed to travelers passing through the City via Whittier Boulevard. Characterless commercial activity sprawls for miles along the Corridor. The neighborhoods that define the character of Whittier for its residents are hidden behind a buffer of apparently low-value retail and service buildings. The strong architectural character, friendly neighborliness, and natural beauty that drew residents to Whittier in the first place are now a well-hidden secret. The neighborhood “jewels”, including historic architecture, beautiful community parks, and views to the Puente Hills, are visible only to those “in the know”. Community residents came together around the notion that all of these elements should be on display as evidence of the quality of the community, as testament to the City and to the citizens that are proud to call Whittier home.

Whittier Boulevard plays several roles in the City. It is its “front door”, the first part of the community that visitors from outside the City will experience. It is the most active thoroughfare within Whittier, the “main drag” where the bulk of the City’s retail, industry and services are located. It serves as its central spine, linking its neighborhoods and districts, civic nodes and open spaces. And it is a connector throughout Los Angeles County, binding Whittier to the region, threading together

adjacent communities, workplaces, and other regional destinations. For better or worse, the image and identity of the Corridor becomes the image of the City of Whittier. Currently that image is indistinct and rather “placeless”, reflecting poorly on the high-quality community hiding behind the Corridor’s frontages. The revitalization strategy targets private and public activities to dramatically improve that identity. The primary Specific Plan objective is that Whittier Boulevard should more accurately and flatteringly represent the unique identity of the City of Whittier.

The central purpose of the Whittier Boulevard Specific Plan is to create a cohesive, comprehensive strategy that addresses each of the Boulevard’s roles, by establishing a policy and design framework that restructures the Boulevard to allow it to once again achieve its physical and economic potential. The primary objective of this strategy is to transform the roadway into a unified Corridor capable of fulfilling its role as a central spine for the City of Whittier, resulting in a worthy first impression of the City.

The actions stated below are intended to guide public and private actions so that they result in a transformed Boulevard that reflects the high quality of the City through the improved architecture and design that lines its edges, and through the public improvements within the right-of-way. The Revitalization Strategy seeks to leverage the high visibility of the Corridor to establish a Heart of the City as the centerpiece of the Corridor, concentrating activities and uses into focused segments along its length. The goal is for Whittier Boulevard to function as a seam, not a divider, knitting together the various neighborhoods of the city and clarifying the convenience of Whittier Boulevard as a City connector. The Strategy intends to use the Corridor’s accessibility and role in the region as a way to attract reinvestment along its length and direct that reinvestment strategically so that it results in the creation of a new Workplace District, a focused shopping core, and a residential boulevard. The primary features of the Revitalization Strategy are summarized in Illustration 11: Revitalization Strategy.

### 3.2 *The Strategy for the Corridor*

The Specific Plan provides the vehicle to coordinate public and private investment along Whittier Boulevard, ensuring that separate construction projects at a variety of scales provide each other maximum associative value. It coordinates public policy with streetscape improvements and recommended infrastructure to create a comprehensive strategy that addresses both the economic and the physical aspects of the Corridor. The Revitalization Strategy combines mutually-supportive planning and development efforts for each segment of the Corridor. Segment strategies combine to form a single



*Whittier’s neighborhoods  
make it a “good place to live”*



*Whittier’s “main drag”*

strategy for the entire Boulevard. The strategic actions listed below link together the land use & development policies, design recommendations and capital improvements detailed in subsequent chapters.

**a. *Showcase the high quality of Whittier from the Boulevard.***



*Sunset Boulevard, an example of a corridor that is a “place” within the City*

As Whittier’s “front door”, the Boulevard has a lot to offer to investors, including high visibility, a centralized location, and easy access. High quality design that continues the architectural traditions of the City will act as a magnet that can increase the City’s share of the region’s investment and sales can be expanded. New development must be instructed, through Development Standards and Design Guidelines, to draw upon the already strong character and identity of Whittier. Clear and definite direction from the Standards and Guidelines will create good City fabric that exemplifies the strengths of the community. New development must meet the highest standards and reflect the City’s best assets, contributing not only to the “face” of the Boulevard, but to the overall look and feel of City of Whittier.

**b. *Reduce the amount of land zoned for retail along the Boulevard.***



*The beautiful neighborhoods of Whittier*

Like most suburban communities, Whittier has designated most of the land along its arterial for commercial uses. As a result, Whittier Boulevard simply has had too much retail-zoned land. By “pruning back” the amount of land zoned for retail and restaurant uses, the City will stimulate stronger performance within its focused, designated retail areas.

**c. *Refocus Boulevard segments toward uses that are in line with current market conditions.***

Reformed land use controls, in combination with appropriate capital improvements, will attract alternate forms of investment to underperforming retail sites. Former retail sites will be seen as an appealing opportunity by investors looking to tap into local markets for housing and offices (please see the Economic Market Analysis performed by KMA, included in Appendix C, for a full description of these markets). As land use policies direct redevelopment of these sites towards a more diverse mix of uses that benefit the community, the segments will be transformed from solely retail development to more focused areas that include pedestrian-oriented retail and higher density neighborhoods.

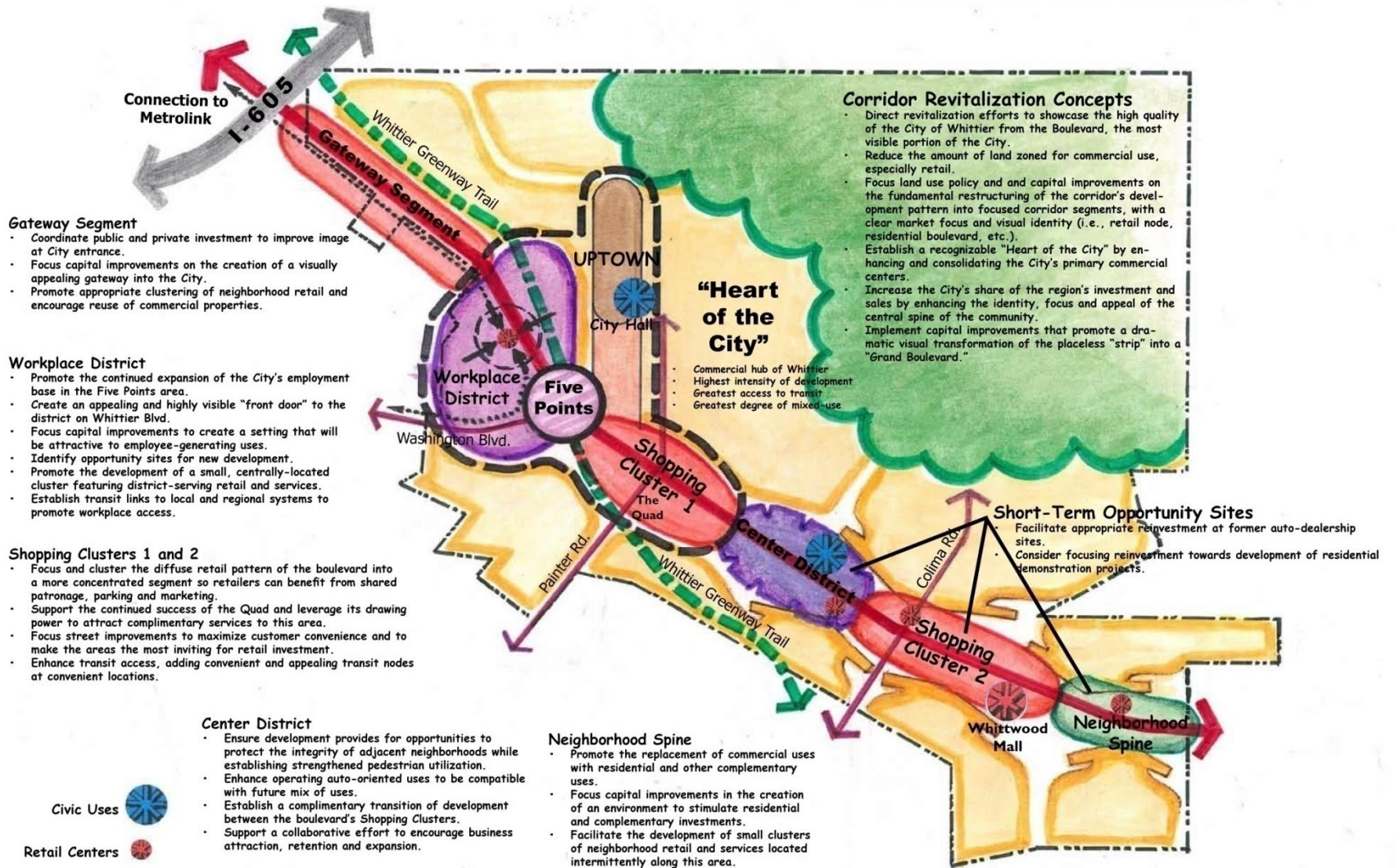


Illustration 11: Revitalization Strategy

*d. Restructure the length of the Corridor into a series of distinct segments, each with a clear market focus, compatible land uses, and individual identity.*

Currently, Whittier Boulevard possesses a monotonous appearance, containing the same placeless lack of character that makes most suburban strips indistinguishable from one another. Existing (i.e. pre-Specific Plan) zoning perpetuates that pattern. The redevelopment of the Corridor must be planned to reinforce the pattern of districts and neighborhoods that each segment is most naturally a part of. Each individual segment must be identifiable in both use and character; travelers must understand which part of the Corridor they have entered and when they have left. This is very important for establishing an identity for Whittier Boulevard that addresses each of the roles it plays for the City. Within each segment, the Specific Plan will:

- a) Establish Land Use and Development Policies that provide the widest possible spectrum of uses. Existing zoning policies limit development along the Corridor to a narrow spectrum of commercial uses. New policies will expand the possibilities for redevelopment by permitting a broader range of uses that are compatible with current market conditions, and enhance the envisioned identity of each Corridor segment.
- b) Focus the highest intensity of uses at key intersections and nodes. Currently, Whittier Boulevard reads as one constant piece of City fabric. As the Boulevard is restructured into more identifiable (and economically viable) segments, each individual segment must be restructured as well. At the Workplace District and the Shopping Cluster, development should be focused around designated, recognizable retail and service centers. At the Gateway Segment and the Neighborhood Spine, neighborhood-serving retail areas will serve as defined nodes for intensity, holding a mix of uses including convenience retail at the ground floors and residential and office uses above. It is at these central intersections and nodes that density will be highest, transit stops are located, and vitality will be at its peak. The Center District will provide opportunity for more compact residential development combined with a complementary mix of retail, entertainment and service uses. These uses will be developed within existing and new buildings that will accommodate both automobile access and pedestrian connections.

c) Focus design efforts on the creation of a “sense of place” within each segment. Design efforts must result in the creation of places along Whittier Boulevard that people feel comfortable in, want to experience, and enjoy returning to. The City should work with Caltrans to initiate street improvements where possible along the Boulevard, in order to create a street environment that is attractive to new investment. Walkways, street furniture, landscaping, building architecture and signage must be coordinated to contribute to the purpose and market that the segment is directed towards, and to be reflective of the City as a whole.

**e. *Contribute to the emergence of a “Heart of the City” area that brings together the primary civic, workplace and retail activities of the City.***

The Five Points area already houses a concentration of employers, from manufacturing to office uses. Destination retail uses are located nearby, including the Quad and the locally oriented retailers of the City’s Uptown district. And Whittier’s civic heart, including City Hall, is located adjacent to the area as well. As the community promotes the development of primary opportunity sites in the Five Points area, development must be organized to create a synergy of commercial activity, with a mix of uses, a high degree of intensity, and good access to transit. Retail, restaurant, entertainment, service and public spaces must be coordinated- to create a functional and symbolic Heart of the City. As the “lynchpin” tying together the City’s workplace, retail and civic destinations, the Five Points destination must be redesigned to visually mark the City’s center.



*The “Heart of the City”*

a) Reconstruct the Five Points intersection to express its role as the center of Whittier. Design Guidelines and Capital Improvements must work hand-in-hand to create a powerful visual message at Five Points. The streetscape along Whittier Boulevard must culminate in a singular statement at Five Points that brings together the workplace, retail and civic components of the Heart of the City



*Continue the strong architectural traditions of the City*

b) Ensure clear and visible links to historic Uptown and the City’s civic center. Gateway “markers” as described by the Design Guidelines and Capital Improvements concepts should be located at Greenleaf’s intersection with Whittier Boulevard, directing travelers toward Uptown and the Civic Center, and linking Whittier Boulevard’s activity to that within the interior of the City.

**f. *Work with Caltrans to implement Capital Improvements that have the power to transform the Corridor into a "Grand Boulevard" that showcases the best qualities of the City.***



*A "grand boulevard" with a mix of uses*



*New housing along the boulevard*

An improved visual experience hinges upon a coordinated streetscape that reflects the unity of the City, yet supports the different needs of the varying uses along its length, providing a multiplicity of experiences as the Boulevard traveler moves from segment to segment. The revitalized streetscape must be designed with the uses and character of each specific segment in mind, with plentiful parking for retail areas, pedestrian access between uses, and shady street trees and landscape buffers at residential areas. Priority must be placed on creating a scale that is comfortable for pedestrians along its edges, with a comfortable public pathway provided for pedestrians along the entire length of Whittier Boulevard. New development must provide a variety of publicly accessible spaces for sitting and gathering, and pedestrian amenities like street furniture must be incorporated into high-activity areas. This streetscape is required to be provided by investors as development occurs along the Boulevard; however, the City should take the lead where possible in initiating these improvements to the public streetscape, by advancing street improvements as recommended in the Implementation Program of this document. Non-standard street improvements should be approved by Caltrans as part of the Department's Context Sensitive Solutions Program (see Appendix D: Caltrans Director's Policy – Context Sensitive Solutions).

**g. *Increase housing opportunities along Whittier Boulevard.***

Residential Development is crucial to Corridor revitalization in two fundamental ways. First, it is the basic component that will reduce the amount of land available along the Corridor for retail, restaurant and entertainment uses. Necessary clustering of such activity-generating uses in more limited segments of the Corridor essentially frees up long segments of the Corridor for alternative use. Thus, the pent-up demand for housing offers the only viable alternative for many parcels to capture proper value in today's marketplace. Second, given the evolution of the market-focus of the Corridor from the more regional focus (before the construction of the regional freeway system) to a more local focus, more housing will provide a large local audience to support the revitalized Shopping Cluster. Currently, City zoning does not even allow housing along most of the Corridor, and the few existing residential pockets that remain are isolated along a stagnant commercial strip. Specific Plan



policies must serve to promote residential uses where appropriate, complemented by high quality lodging, and compatibly designed office development.

- a) Explore the development of new housing types that fit within the community's vision for the Corridor, including second-story residential located above other uses, and direct investor attention toward the market demand evidenced in Whittier, including products for young families and for the elderly (for more detailed information on this demand, please see KMA's Economic Market Analysis, included as Appendix C).
- b) Establish housing demonstration projects at a few strategically targeted locations, and spur developer interest in residential development along the Boulevard by assisting the conversion of sites vacated by relocated auto dealerships and at the Whittwood Mall to residential use.

***h. Increase transit options along Whittier Boulevard.***

Alternatives to driving are not plentiful in the City, and current bus service is not extensive enough to make it a viable option for everyday use. This places further limitations on the size of its population that might be attracted to work, shop or invest along the Corridor. The City needs to improve local services, and consider collaboration with adjacent regional systems to provide comprehensive connections to the region, with links to nearby light rail and rapid bus systems.



*Make Whittier Boulevard a better place for walking*

- a) Utilize the Whittier Greenway Trail as an alternative to motorized travel. With proper connections, the trail can serve as a commuter route, with connections to the new Workplace District and to other job centers in and outside of the City. By emphasizing the route's connections to other bike systems in the region, the proposed trail can serve not only recreational users, but residents who work in adjacent communities.
- b) Improve the frequency and extent of bus service along the Corridor. Transit stops should be increased along the Boulevard, especially at activity nodes (i.e. retail core). Lines should be added or extended to cover the Five Points area, which is not presently served by transit.



*Establish a multi-modal station at a central point along the Boulevard*

c) Explore the pursuit of a multi-modal transit station at the Five Points intersection and/or the Whittier Boulevard/Painter intersection, to coordinate access between services offered by the City of Whittier, the MTA, and Montebello Bus Lines. Montebello Bus Lines, who will likely be the major provider of services at these points, would estimate needing parking for 8 buses, restrooms for bus operators, and passenger waiting/boarding area, and recommends including “real time” schedule announcements. While Foothill Transit and the Orange County Transit Authority currently do not travel in the Five Points intersection or Whittier Boulevard/Painter areas because these locations are too far east of their base of operations, links and connections to their routes must be encouraged.

d) Establish a commuter shuttle from activity points in the City and on the Corridor to the Metrolink station at Norwalk Center. In particular, connecting the City’s primary employment center to the regional transit system will likely enhance its attractiveness to investors in office, medical, and other employment uses.

***i. Increase public open space opportunities along Whittier Boulevard.***



*Increase open space opportunities along the Boulevard*

Prime land must be set aside for parks, squares, plazas or civic buildings. These open spaces should be central, in order to provide amenity to the greatest number of Whittier’s citizens.

a) Begin with the Whittier Greenway. Pursue the completion of the Whittier Greenway Trail as a linear public space, serving the entire community of Whittier. The City should establish access to the greenway at focal points along the Corridor, and develop pocket parks at key locations along its length.

b) Provide civic spaces along the Corridor, in the form of urban parks and plazas at activity nodes long the Corridor. Recommended spaces along the Boulevard include a central open space along the public front of the new Workplace District, a public gathering space at the hub of the retail core, and green spaces that serve new residential development.

c) Require new development to include the provision of open space and facilities that are open to the public, as a condition of their development.

## 3.1 Revitalization Strategy by District

- 3.1.1 Gateway Segment
- 3.1.2 Workplace District
- 3.1.3 Shopping Clusters
- 3.1.4 Center District
- 3.1.5 Neighborhood Spine

### 3.1.1 Gateway Segment

For most travelers, their first introduction to the City of Whittier is via Whittier Boulevard's northwestern segment. It serves as the entrance to the City for travelers coming from Interstate 605 or locations to the west of Whittier. This area features concentrations of small-scale commercial and service activities as well as residential neighborhoods both along and immediately adjacent to Whittier Boulevard. It has buildings containing a mix of uses, and they are designed across a range of quality, but by and large the overall impression of this first piece of Whittier is inconsistent. Older buildings with cacophonous signage clutter up the streetscape, while shallow parcel sizes restrict the potential for redevelopment. Its current appearance is not appropriate to its role as the entrance to the City.



*Buildings create a poor impression at entrance of the City*

Land Use and Development Policies for the Gateway Segment are targeted on creating a beautified and revitalized Corridor sequence culminating in a grand entrance to the City. Travelers exiting from Interstate 605 or continuing from Pico Rivera will be greeted by a gateway feature that announces their entrance into the westernmost part of the City. A central median with staggered palm trees will lead travelers down the Boulevard toward the Heart of the City. Along the sides of the roadway, landscape improvements will buffer more private uses from the traffic of the roadway, and open up to allow visibility to more public ones. Building and façade improvements will upgrade the face of the Corridor. New development in this segment will provide transition from existing strip commercial to uses more compatible with the residential areas already bordering the Corridor housing and low-density office uses. Remaining retail will be concentrated into clusters, geared to serve the adjacent neighborhoods.



*Redesign the street to provide a dramatic entrance off I-605*

\*Note: The vision for the Gateway Segment has been developed as an inclusive strategy for all of the areas fronting Whittier Boulevard from the city boundary near Interstate 605 at Redman Avenue east along the Boulevard to Philadelphia Street. It is hoped that all new development in the area will work towards the realization of this overall vision. However, while the policies contained in this Specific Plan are certainly appropriate for all of the parcels that fall within the Gateway Segment, they only

apply to those parcels included in the Plan Area (i.e. generally located north of Whittier Boulevard and east of Dorland Place, as shown on Illustration 12: Corridor Plan Areas - Gateway Segment). While development proposals for any sites within the Gateway Segment are encouraged to be compatible with the strategy contained in this Specific Plan, and are encouraged to review the Development Standards and the Design Guidelines developed for the Plan Area, those properties outside the Plan Area or under County jurisdiction are not bound by the policies contained within this Plan.

**a. Plan Area Revitalization Strategy**



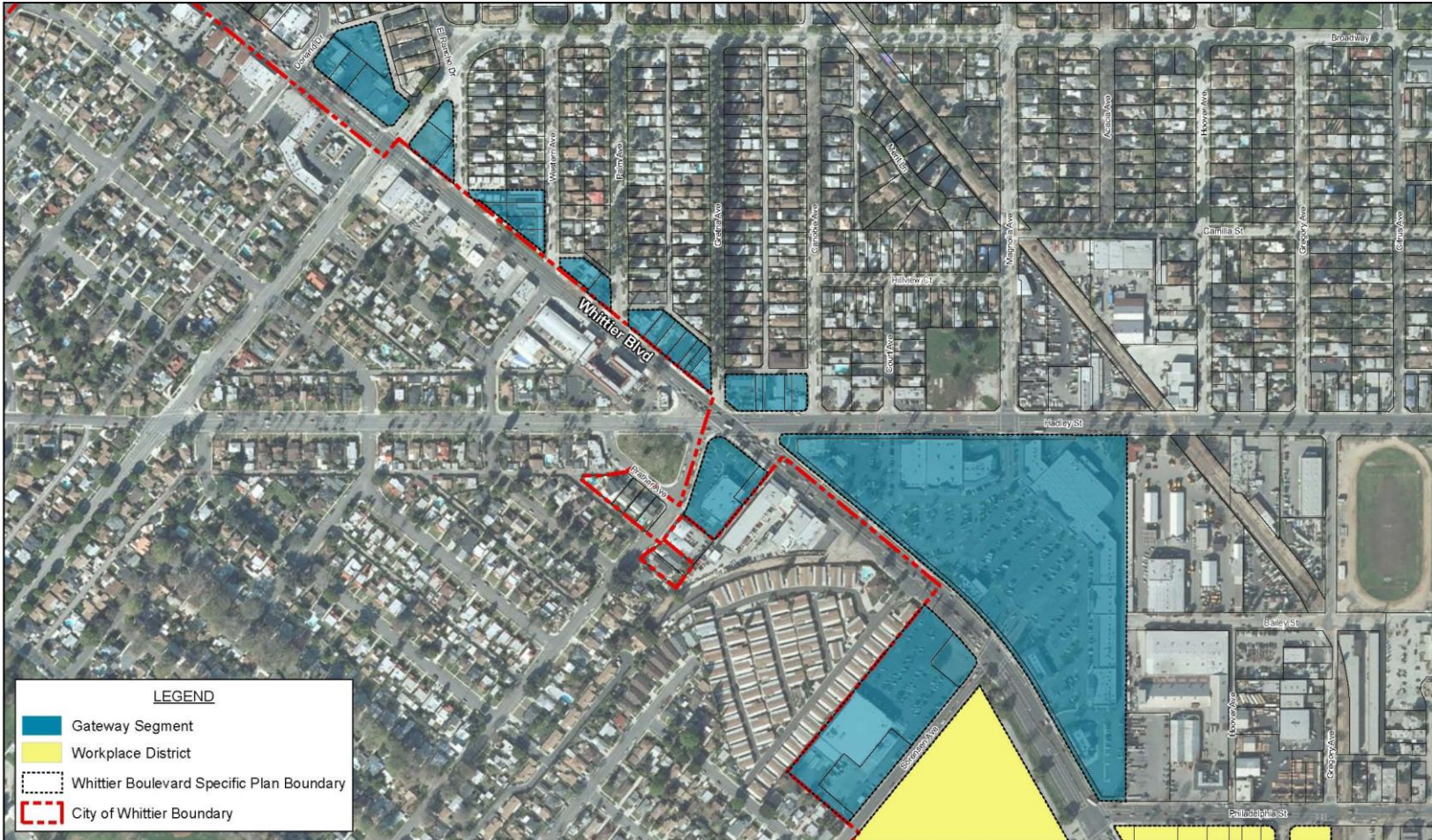
*Promote non-commercial uses along this segment*

The Revitalization Strategy aims to coordinate public and private investment to improve the image of the Boulevard at the City’s entrance by encouraging its transformation. The principles listed below derive from the Revitalization Strategy objectives developed from community workshops, working roundtables and City staff input to create an action plan for the basis for the Development Standards and Capital Improvement concepts that follow. Buildings located in the Gateway Segment should follow the Design Guidelines for the Neighborhood Spine.

1. **Redesign the streetscape to provide a dramatic arrival experience.** City efforts will focus improvements in the Plan Area on the impression given to the traveler as one moves toward the City of Whittier, to create a visually appealing gateway into Whittier. Starting at the City’s western entrance from the freeway, a coordinated streetscape, with street trees & landscaping, will enhance the drama of the entrance to the City. Improvements along sections currently under County jurisdiction, north of Glengarry Avenue, are intended to support privately-oriented development such as residential and office, with buffered sidewalks and landscape screening. Improvements from Glengarry to Philadelphia Street, most of which are under City jurisdiction, are intended to support more publicly accessible development, providing on-street parking, wider side-walks, and clearer views to buildings.



*Prohibit pole-mounted signs*



*Illustration 12: Corridor Plan Areas-Gateway Segment*

2. **Encourage retail activity to cluster at neighborhood-serving nodes.** Provide on-street parking in these areas only. Retail will be clustered into focused nodes that serve their adjacent neighborhoods, and commercial activity will be limited to convenience uses such as grocery and drug stores.
3. **Promote the redevelopment of commercial uses along this segment.** Previous policies allowed only general commercial development; parcels in this Plan Area will be rezoned to accommodate non-retail uses that fit better with the residential neighborhoods immediately adjacent to the Corridor. Low value and strip development will gradually be replaced by uses that are complementary to the residential development that dominates this part of the City, such as housing, office, civic and cultural uses and recreational activities. Construction of low and medium density housing is particularly encouraged, and should be constructed as an extension of existing residential fabric.
4. **Scale, density and height treatments must be appropriate to the character of the larger neighborhood of which this segment is a part.** Although this is a “gateway” experience for motorists, it is also a part of a neighborhood that is largely residential, relatively low in density, and most certainly not a part of the commercial hub of the City. As such, buildings will be restricted in scale, to be compatible with the small-scale neighborhood character already in place in the western part of the City. Signage regulations will exclude pole-mounted signs, and prohibit off-site advertising, such as billboards. Development will be required to have frontage landscaping along Whittier Boulevard, buffering residential uses from the traffic of the roadway and beautifying the streetscape. Renovation and repair of existing facades will be encouraged, and new buildings will be required to adhere to high design standards

### 3.1.2 Workplace District

Workplace uses are scattered throughout the City in Uptown, along Greenleaf, and along Whittier Boulevard. This relatively diffuse pattern of employment facilities combines with the lack of identifiable character of the frontage of the Five Points area, to create the impression of little in the way of employment in the City. In fact, however, the Five Points area contains the largest concentration of employees in Whittier, and represents the City's best opportunity to expand their workforce, and to call attention to its presence as a vital City district.

**A New Kind of Workplace:** Present-day workplaces are designed to an outdated model. The suburban business park is usually designed as a detached precinct located well away from the center of the City, separate from residential neighborhoods and local retail activity. This model is the result of early zoning policies structured for the industrial development of the early 20th century, which were often dirty, unsightly, and unsafe neighbors to residential neighborhoods. However, these concerns are largely irrelevant in today's modern workplace. Environmental regulations and greener industrial practices have made headway in all aspects of industrial production. Modern manufacturing practices utilize a mix of activities, from design to production to retail sales. Most significantly, industrial uses continue to be replaced by office and medical uses as the dominant office workplace type. All of these changes mean that the new workplace makes a much more compatible neighbor to other uses.

Today's technological advances mean that the bulk of the workplace is focused on the creation and transfer of quality services and information, thriving on access to a strong community with local amenities and an educated workforce. New workplaces are most attracted to places that provide their employees with a "vital center", containing services, shops, and meeting places. They respond to appealing physical settings, with distinctive architecture and outdoor amenities. These requirements represent an opportunity for the City of Whittier to use its own natural advantages a strong community, accessible central location, and beautiful setting - to attract the types of workplaces that will contribute to the City.

**A Job Center for the City:** The area west of the Five Points Intersection is currently underutilized, particularly given its high-profile location. Many of the buildings are unattractive and several are vacant, and most sites are occupied by light industrial and manufacturing uses. Land values in the City are rising beyond the rates that can be paid to these types of users. The industrial concentration that exists at Five Points has been transitioning towards higher-value uses, such as medical offices, employee training, and general office use. The Plan seeks to capitalize



*Existing workplaces in the Workplace District*



*Industrial uses in the Workplace District*

on and promote this transition by putting in place policies and capital improvements that are supportive of medical and general office uses, while continuing to support existing industrial uses.

The Land Use and Development policies for the Workplace District are intended to guide new investment toward the delivery of a highly visible job center for the City, in a desirable setting for offices, businesses and employees. The policies direct the creation of a central green space that fronts Whittier Boulevard as an inviting “welcome mat” for the District. The District is designed to be an attractive place for workers to spend their day, with open spaces and tree-lined streets. Policies direct new buildings to maintain a noticeable presence on Whittier Boulevard. Minimum parcel frontages and minimum height requirements promote more efficient land use, as well as street front activity. Convenience retail and services are enabled to be located right in the district, to provide an activity center for people working in the District. The Workplace District Plan Concept, shown on Illustration 14 and Illustration 15, shows one example of how the Workplace Center could develop and change over time according to these policies.

**a. Plan Area Revitalization Strategy**



*Attractive buildings and a network of open space*

The Revitalization Strategy aims to coordinate public and private investment, so that incremental additions of new buildings, site treatments and capital improvements result in an enhanced Workplace District that will increase the City’s employment base, enhance its economy and add to its urban fabric, by attracting quality development that works to build a strong job center. The principles listed below expand upon the City’s goals for this part of the City, including more jobs, more income, and higher quality development.

1. **Focus land use policies to promote office development.** Previous zoning policies established the area for manufacturing uses, restricting its use by other workplace uses that are more employee-intensive. In order to provide more jobs for the community, by opening up land to uses that require more employees per square foot, the City should not only allow, but encourage, a broader range of workplace uses in this District.



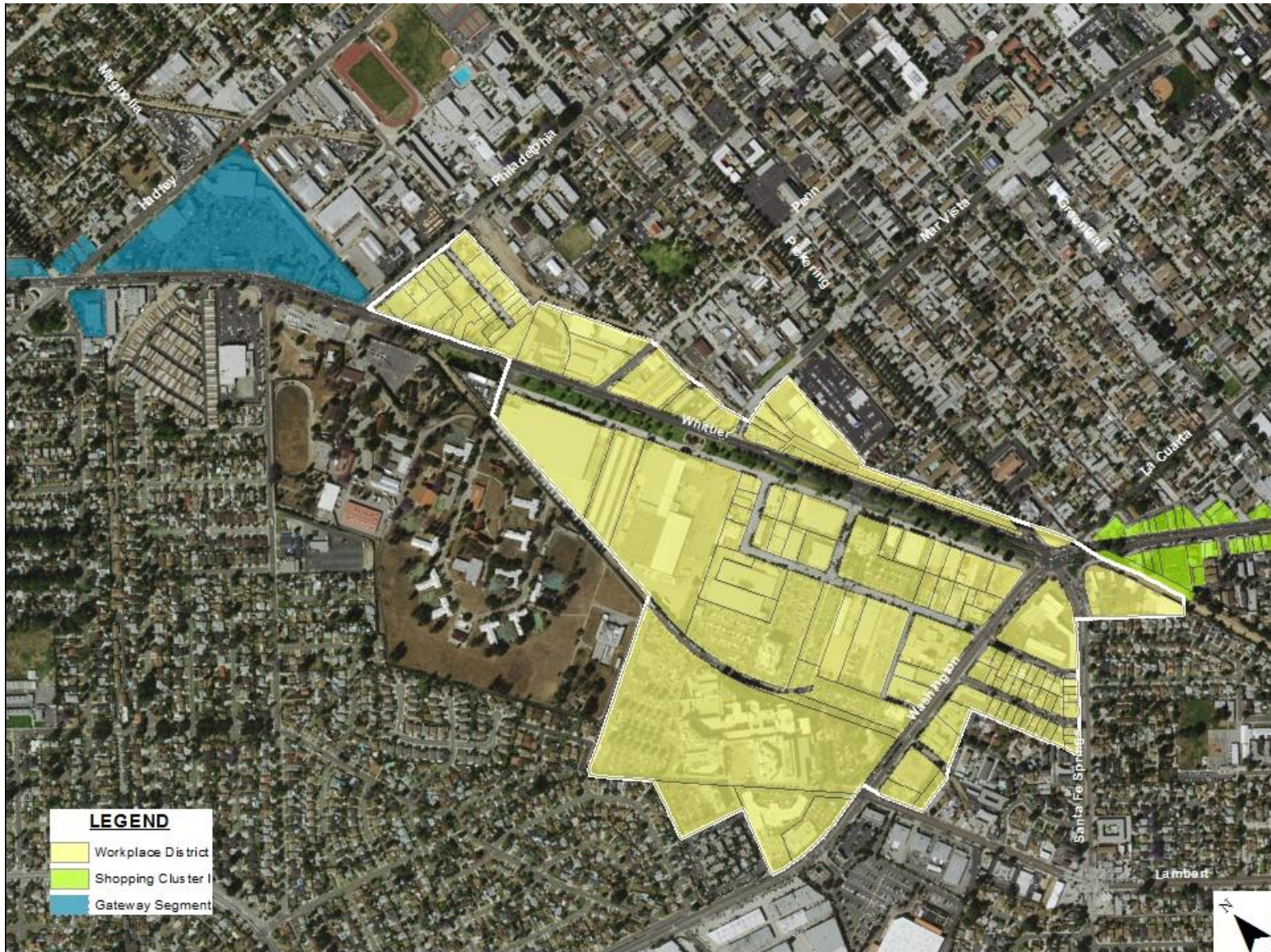


Illustration 13: Corridor Plan Areas-Workplace District



*Illustration 13A: Workplace District Residential Overlay Subarea*

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- Promote the expansion of the City's employment base by attracting new types of office uses. The land area west of Five Points provides a compelling workplace location, because it is easily accessible, centrally located and highly visible. New types of office development could be attracted to the area by a strong marketing campaign that makes clear the benefits the City has to offer. By creating an active, attractive, convenient environment for corporate development, and by offering incentives to employment-generating uses, the City can improve its appeal as an office location.
- Use existing employers as an anchor for new, similar uses. The health services employment sector, including uses like medical offices, clinics and dental services, already has a strong presence in the City, and is projected to exhibit moderate growth within the County and the City. The two major hospitals within the City limits, as well as an existing segment of health service support activities within the District, are assets that can be leveraged to facilitate the transition of underutilized District properties toward higher value medical and professional office uses.

2. **Establish the area as an appealing location for workplace uses by providing a "vital center" with a broad range of shops, services, and amenities to make the area more attractive to the most employees.** Actions essential to improving the District's identity and attractiveness to investors include the following:



*Create a green "front door" to the Workplace District*

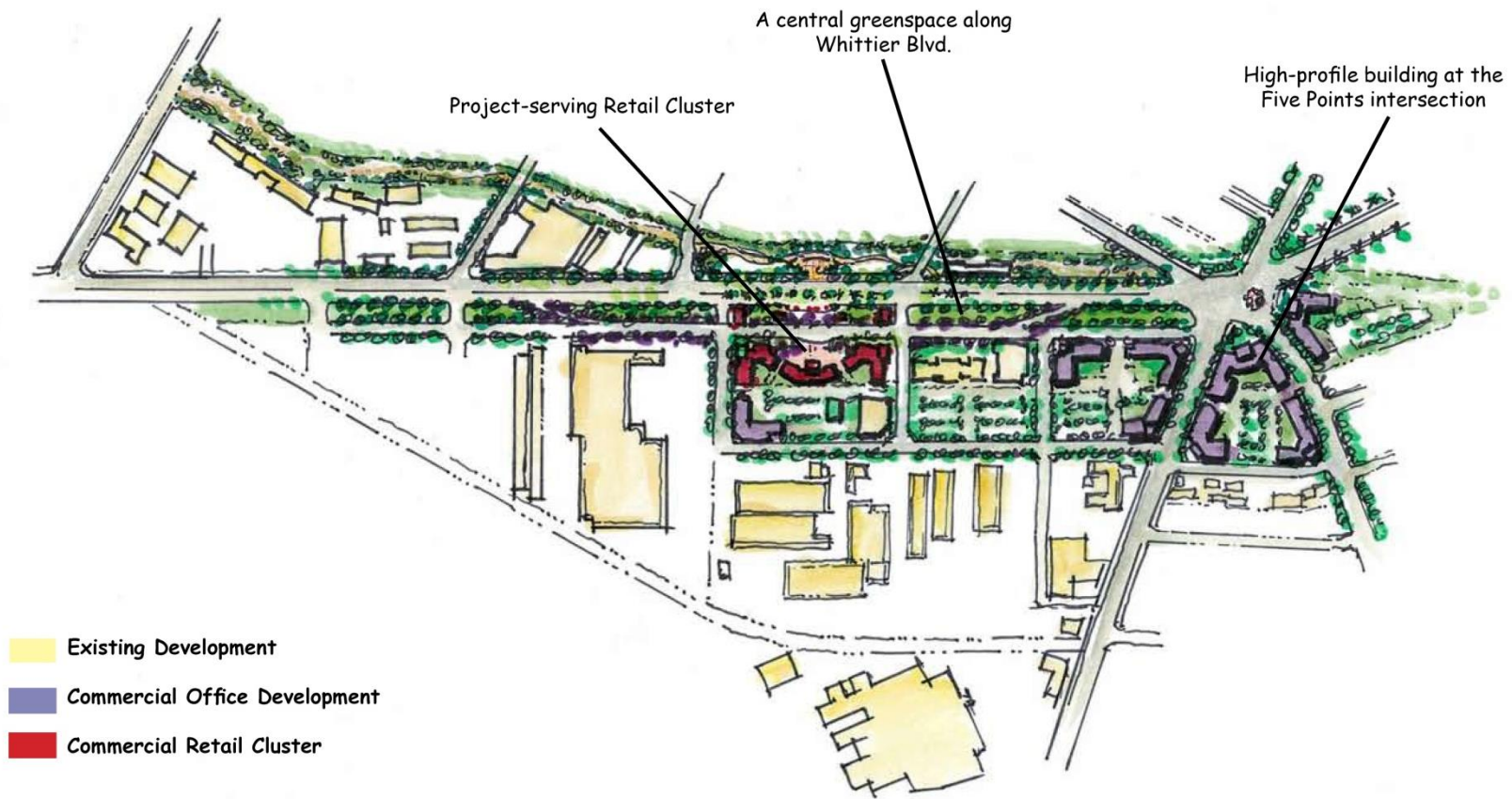
- Establish a central green gathering space along Whittier Boulevard. This wide, beautifully landscaped green, planned to fall alongside Whittier Boulevard to create a parkway setting, provides the perfect introduction to the District. This will not only enhance the District's visibility from the street, but will add to its allure as a place passersby might want to enter.
- Promote the development of a compact cluster of District-serving shops and services. Retail and service uses should be restricted to a single cluster of activity, directed at fulfilling the needs of workers and businesses within the district. Policies to limit the amount of retail in the district direct investment towards a central area that is accessible from all parts of the district, providing its employees with a convenient center where they can get meals, take care of day-to-day needs, and find office support services. A captive



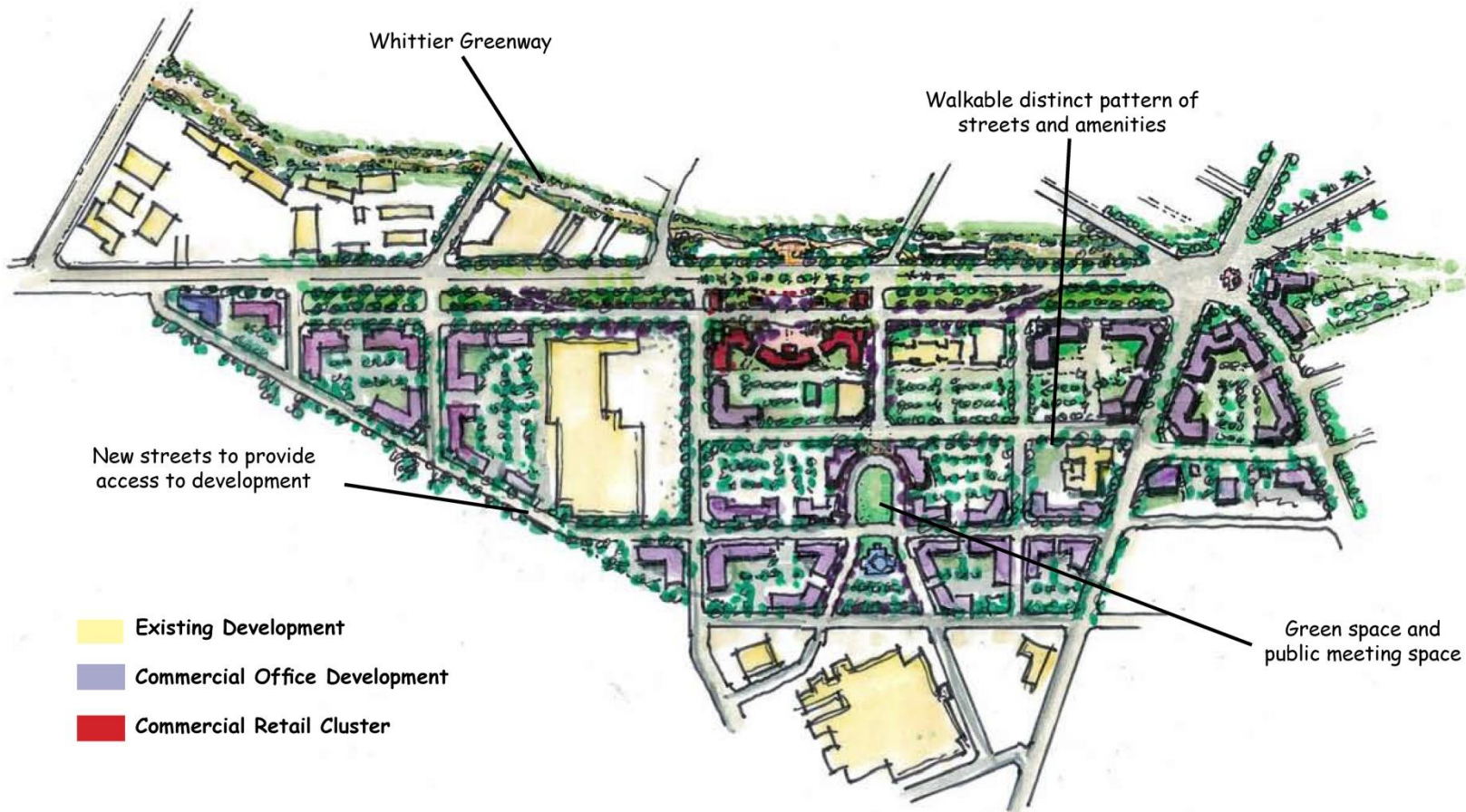
*A district retail cluster*

daytime audience is provided by Workplace employees, and there is strong potential to serve nearby residential neighborhoods throughout the evening and the weekends.

3. **Establish a walkable scale throughout the District, with expanded pedestrian amenities.** A good workplace environment offers its workers the option of not having to use their cars throughout the day. Employees should be able to move around on foot within the district, to walk to lunch or to run errands throughout the day. Elements of the district like small, walkable blocks, compact development, and generous sidewalks lined with shade trees all contribute to an enhanced pedestrian environment throughout the district. The network of streets provided throughout the district, and the fine grain of development built within it, encourage workers within the district to walk from destination to destination, rather than driving.
4. **Encourage the development of housing within and adjacent to the District.** The availability of nearby housing strongly positions employers to attract and retain quality employees. In addition, district residents bring life to the area during traditional working and non-working hours. Housing brings the added benefit of round-the-clock activity to ensure the district is a successful and safe place. Areas that permit residential uses have been identified in the Workplace District Residential Overlay Subarea, as shown in Illustration 13A. The overlay includes a set of regulations that is applied to property within the overlay area in addition to the requirements of the underlying or base area. This overlay area provides the best opportunities for residential development that complement and not conflict with the District's primary goal as an employment center.
5. **Provide accessible open space throughout the District.** A variety of usable open space is a key component of the district, ranging from symbolic central plazas and parks, to places where workers can enjoy their lunch or just spend a few quiet moments outside. These spaces are specified to be well-distributed and accessible to all, improving the workplace quality of life for employees throughout the District. Required open spaces include the Whittier Greenway, a multi-use trail to be developed along the former Southern Pacific railroad right-of-way; a park or green to be located on the north side of Whittier Boulevard allowing public access to the Whittier Greenway; and a plaza/park space to be sited at the center of the Retail Cluster. Other publicly accessible open spaces will be required to be provided as a part of all new office and residential development.



*Illustration 14: Conceptual Workplace District-Infill Development Phase 1*



*Illustration 15: Conceptual Workplace District-Infill Development Phase 2*

6. **Identify candidate opportunity sites in the Five Points area for near-term investment.** For example, the sites anchoring the Five Points Intersection are underutilized, given their potential at such a high-profile location, and there are several vacant properties along Whittier Boulevard. These could be targeted as initial sites for infill development, to begin the revitalization of the area. Additional development could be phased in as the uses on other sites change or move.

7. **Promote connections to the district from within the City and throughout the county.** The City can enhance the accessibility of the area (and therefore its attractiveness as a workplace) by:



*New jobs in the City's Workplace District*

- Increasing transit service. Five Points must be well-served by transit in order to develop to its full potential. Local bus service must be expanded to cover this area. The MetroRapid bus line connects to downtown Los Angeles along Whittier Boulevard, extending to Garfield Avenue in Montebello; The City could enter into communications with MTA to extend this route as far as Five Points or even further into the City. The Riverside and Orange County Metrolink lines run close to Whittier; connections from Five Points to these nearby stations, via shuttle or commuter bus, should be facilitated.

- The future potential for MTA rail service is acknowledged. As discussions at the regional level are in the exploratory stages, the City of Whittier understands the potential opportunities/challenges with the potential location of a rail station in or adjacent to the Workplace District. It may be necessary for the Whittier Boulevard Specific Plan to be re-evaluated once regional-level planning issues are further refined.



*Increase transit to and through the District*

- Providing convenient vehicular access to the area. Access to and through the district is key to its success. New streets shall provide access to new development and ensure the walkability of the district, through minimum block dimensions and required sidewalks with amenities. The Five Points crossroads is reorganized as a roundabout to facilitate quick and easy movement through the intersection. The side access road fronting the Workplace District serves visitors to the District, relieving Whittier Boulevard from local traffic.



- Improve access into the District along its western edge by transforming the former railroad right-of-way into a new connector street. The existing rail right-of-way is aligned to provide an appropriate route from Whittier Boulevard to the Workplace Core. This new street serves the dual purpose of serving new development in the District as well as providing an alternate route from Whittier Boulevard to Washington Boulevard.
- Facilitate connections to the proposed Whittier Greenway. The City has completed the conversion of the abandoned Union Pacific railroad to an operating multi-use trail that is a part of a network of other regional bike paths. If connections are facilitated across Whittier Boulevard, making the crossing both clean and safe, this route can offer an alternative method of commuting to the site.

8. **Establish the Five Points Intersection as the functional and symbolic “lynchpin” connecting and calling attention to the three pieces of the “Heart of the City: Uptown, the Workplace District, and Shopping Cluster I (see next Section).** The crossroads of several important roads and a key entryway into the City from the south, Five Points has the potential to serve as a high-profile landmark location for the City. In concert with efforts to reorganize traffic through the intersection, a landmark feature should be developed, one that marks the energy and the activity associated with the City and its new Job Center.



*Establish the “Heart of the City,” centered at Five Points*

### 3.1.3 Shopping Clusters



*Whittier Boulevard at Painter Avenue*



*The Quad at Whittier Boulevard*

Commercial activity on Whittier Boulevard is spread out in a diffuse, stop-and-start pattern along its entire seven-mile length. Properties along the Corridor are zoned for retail use almost without exception, tempting retail to invest anywhere along the arterial where property was available. Economic data suggests that Whittier has much more land zoned for retail uses than it can possibly support. Because of the haphazard proliferation of retail on the Corridor, existing stores are faced with intense local competition. And due to newer, regionally-oriented retail that has developed in adjacent communities alongside southern California's freeways, Whittier's stores are faced with even stronger competition from these more accessible, highly visible power centers at major freeway interchanges. Due to both these local and regional factors, establishments in the City do considerably less sales per permit than surrounding cities. As a result, the market for retail, restaurant, and entertainment uses has been spread much too thin. Many retail uses on the Corridor are single uses, or strips of a few small tenants located on less than one acre of land. These sites are scattered at some distance from each other along Whittier Boulevard, which prevents individual uses from benefiting from synergy with adjacent retail establishments.

This Specific Plan directs retail investment into a more concentrated cluster, in order to provide a single retail destination to attract shoppers from the Whittier community and throughout the region. The best retail that Whittier has to offer will be located in this focused segment of the Corridor, where stores are located within close proximity to one another so that retail tenants can share customers and parking. Shoppers will be able to come to a single location, and move between stores with ease, increasing the patronage of all stores located within the cluster. The cluster will be promoted by the City as "the Place to Shop on the Boulevard", and the establishments located in the cluster will benefit from its identity as a retail destination, with shared patronage, parking and marketing.

The Shopping Cluster Plan Area is located along Whittier Boulevard from the Five Points Intersection to Laurel Avenue. The Quad, at the intersection of Whittier Boulevard and Painter Road, provides a natural focal point for the City's Shopping Cluster. Shops and stores adjacent to the Quad are generally performing well, and nearby sites offer locations for additional retail.

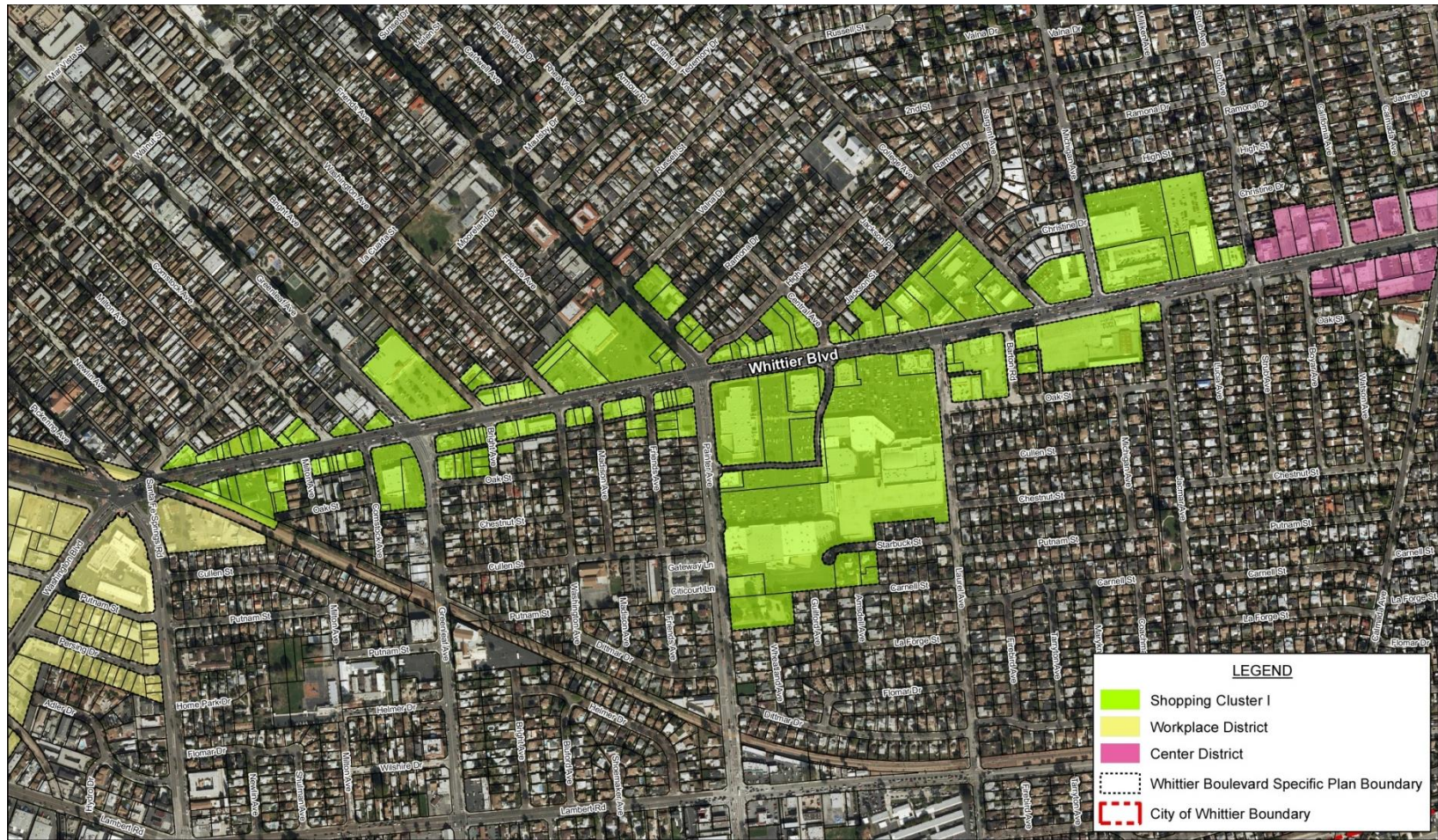
The Shopping Cluster will have plenty of on-street parking for immediate access. Capital improvements intended for this segment will be focused on creating an environment particularly suited to a shopping experience, and are designed to provide an exciting visual character to motorists and a much more comfortable and attractive environment for pedestrians. Buildings of high-quality will line the street, with entrances opening onto the sidewalk and window displays providing an engaging shopping experience. The proximity between stores will encourage walking: amenities like special paving, street furniture and bulb-outs at intersections will enhance the experience of lingering on the street. Redevelopment in the Shopping Cluster will follow good principles of urban design: infill retail must face toward the street, entrances must be positioned to front on the sidewalk, and pedestrian connections between businesses should be clear and visible. Site organization should balance access by both cars and pedestrians, and parking should be to the sides and rear of buildings. These principles are shown on Illustration 18: Shopping Clusters - Site Planning Principles. Illustration 19: Shopping Cluster I – Concept Development Plan shows one example of how Shopping Cluster I could be developed, using existing buildings and infill development, to create a focal point for retail activity.

**a. Plan Area Revitalization Strategy**

The Revitalization Strategy for the Shopping Cluster aims to coordinate public and private investment create a community-focused shopping core for the City, by restricting retail development to a more limited segment of the Boulevard. The principles listed below will improve the City's retail sector, setting the stage for higher sales, more convenience, and a better shopping experience. They provide the basis for the Development Standards, Design Guidelines and Capital Improvements that follow.



*Existing retail near the Quad*



*Illustration 16: Corridor Plan Areas- Shopping Cluster 1*

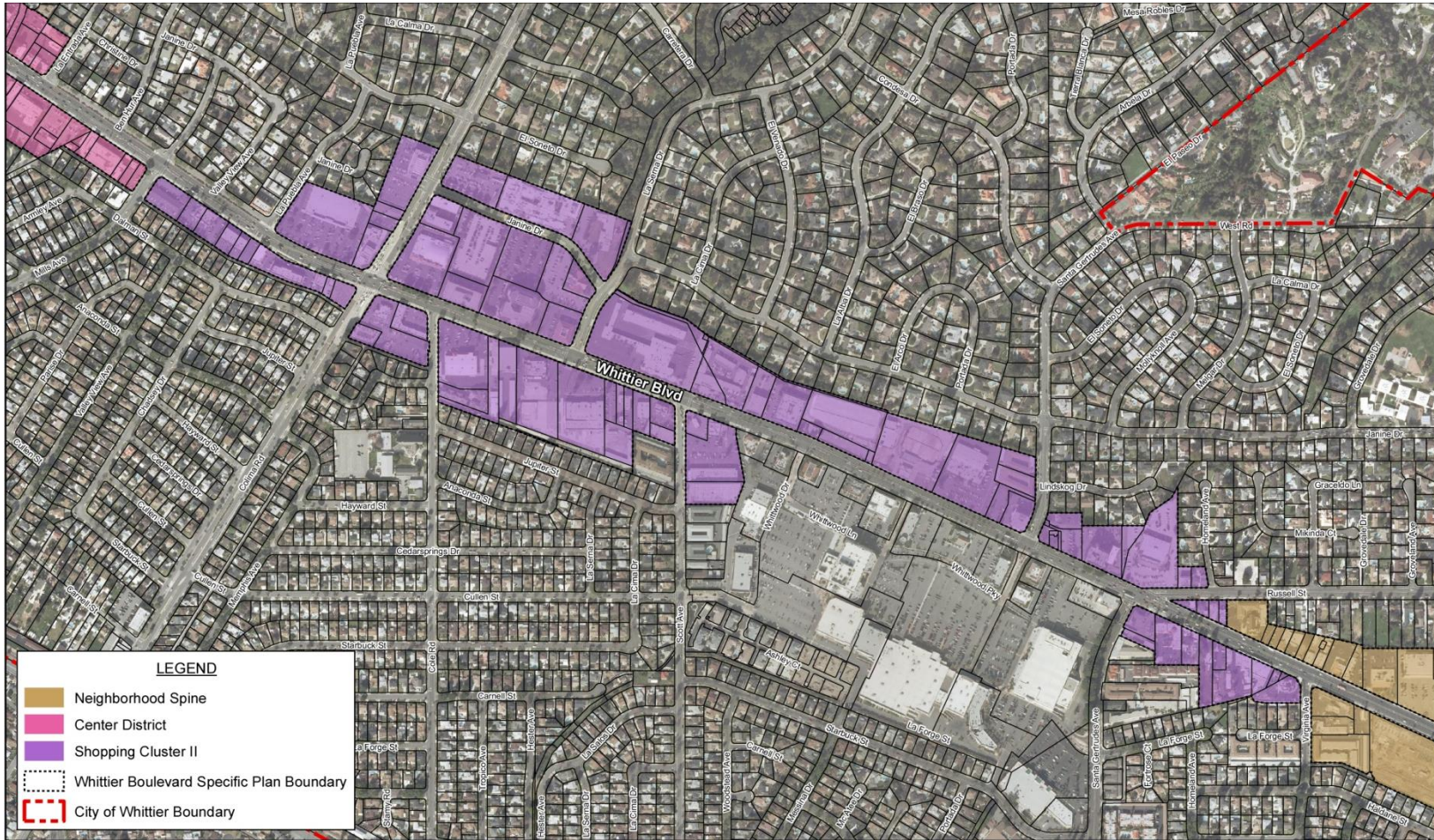


Illustration 17: Corridor Plan Areas- Shopping Cluster 2

1. **Facilitate the transition of strip retail to a “hybrid” form of retail that compounds the convenience of the strip with the pedestrian amenity of Main Street-type retail and the visual appeal of a “grand boulevard”.** This “hybrid” development type should provide a pleasant pedestrian environment and an engaging shopping experience while capitalizing on the high-visibility location of the Corridor. Hybrid development should combine elements of the convenience of strip retail (accessible parking, visibility from the roadway, etc) with the pedestrian amenities of traditional “Main Street” retail (walkability, alluring storefronts, and lively window displays). Plan policies direct development to be oriented toward the street, with parking lots located to the side and rear of buildings. A minimum of 25 percent of the building is required to be built towards the sidewalk, with at least one primary entrance opening directly onto Whittier Boulevard. Building entrances are required to be highly visible and accessible by the pedestrian, with walkways connecting entries to the public sidewalk.

2. **Reserve ground-floor uses for activity generating uses, such as retail and restaurants, entertainment facilities, and other frequently patronized establishments and services.** The Urban Land Institute notes that most suburban communities overzone their arterial roadways for too much retail, resulting in shopping strips that sprawl outward even as central sites become vacant and older retail centers deteriorate. Whittier is no exception: almost the entire Whittier Boulevard Corridor had been zoned for commercial use, and the City’s land use policies encourage more retail than it can support. By “pruning back” the amount of land zoned for retail, the City can stimulate growth in its commercial core and improve the quality of its shopping, while creating opportunities for reinvestment on marginal retail properties elsewhere along the Corridor.



*Ground-floor activity generating uses*

3. **Identify and assemble opportunity sites to catalyze the creation of a vibrant shopping center at the Cluster.** Sites along the Whittier Boulevard are constrained by small parcel size. Because most of the parcels along the Boulevard are already developed, there are not a lot of vacant sites available for new development, particularly in the area around The Quad. Because of the limited amount and scattered nature of available land, and the high cost of assembly, it will be easier for retail developers to go elsewhere where development has fewer obstacles. To overcome these obstacles, the City will need to use public actions to facilitate private redevelopment. In many cases, parcels may need to be assembled to create sites large enough for substantial retail redevelopment. In cases where

contiguous sites are owned by multiple parties, the City can facilitate redevelopment by assembling the various ownerships into a marketable site. Other necessary City actions may involve the relocation of existing low-value uses and structures, clearing and improvement of the site, and modified street patterns or utility access.

4. **Use the Quad as an anchor to attract new retail activities and to encourage re-location of existing businesses to the district.**

The original Quad was one of the first regional malls developed in southern California, and its recent redevelopment has continued the properties role as a retail destination. In order to make the most of the Quad and its activity, new development and/or public improvements should be focused on enhancing visual and pedestrian connections between Whittier Boulevard and the setback portions of the Quad. One way to accomplish this would be to create a terraced plaza down to Quad shops; another is the addition of some streetfront retail opening at sidewalk level.



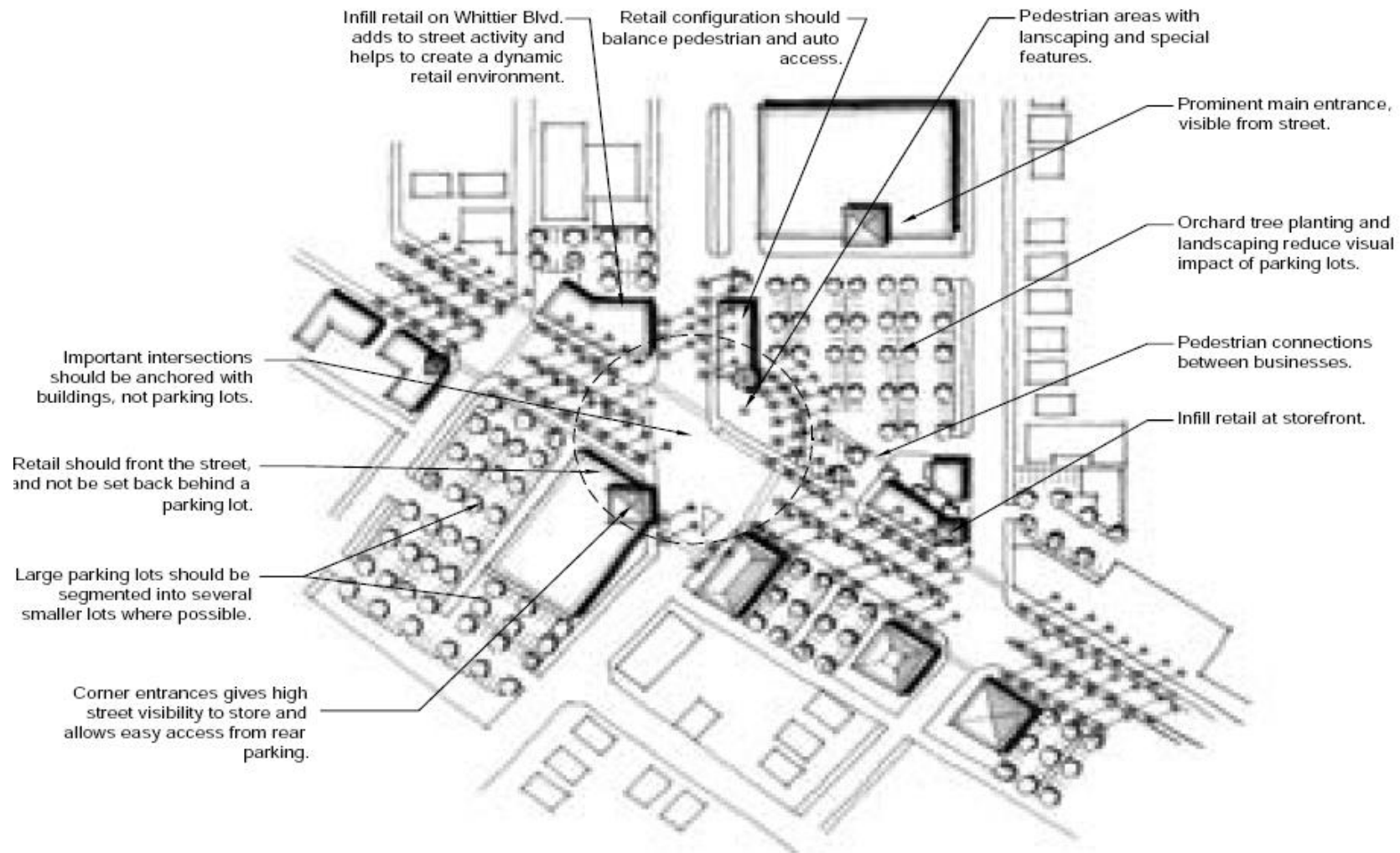
*The Quad can be an anchor for new retail development*

5. **Maximize customer convenience and access by providing:**

- A comfortable pedestrian environment that is pleasant to walk along, ensuring safe and convenient connections across the street, adequate places for pausing and sitting, and a lively street edge for window shopping.
- Plentiful on-street and shared parking. Curbside parking will provide convenient, immediately visible parking spots for short-term shopping. Shared parking lots, located throughout the district to serve several adjacent businesses, will allow for longer-term visitors to park in one location and walk from store to store.
- Regular left-turn access into retail locations. Potential customers should be lured with convenience, such as easy car access, ample parking spaces, and bus services that connect to different areas of the City. All businesses and their associated vehicle entrances should be easily accessible from Whittier Boulevard.
- Increased transit access. As a part of efforts throughout the Heart of the City area, increased access should be provided to the Shopping Cluster from all parts of the City. It is recommended that a central transit node, perhaps even a multi-modal transit center, be sited at some location near the intersection of Painter and Whittier Boulevard.



*New retail should provide a good pedestrian realm*



*Illustration 18: Shopping Clusters- Site Planning Principles*





*Illustration 19: Shopping Cluster 1- Concept Development Plan*



*Illustration 20: Shopping Clusters Perspective*

6. **Create an appealing environment which will attract and support high quality retail.** Today's consumers seek out interesting, exciting shopping settings. An inviting atmosphere will not only bring people into the district, but keep them there longer. The Shopping Cluster on the Boulevard should be more than a collection of stores; it should be an experience. The shopping it offers should span a range of merchants, including the types of upscale retail desired by this community, and include restaurant and entertainment uses as well. Atmosphere will be a key factor to its success, and every aspect of its design should contribute to its image as a premier shopping, dining and entertainment center for the City. Architecture should be distinguished and memorable, with a vibrant mix of buildings that fit within Whittier's architectural traditions. Sidewalks should be generous and inviting to pedestrians, curbside parking should be plentiful, and palm trees will provide a grand street impression while providing clear views to retail storefronts. Landscaped open spaces should be scattered throughout the district, with pocket plazas to provide places to linger in between shopping, high quality street furniture to provide places for people to pause and enjoy their surroundings, and character lighting that contributes to the Cluster's overall ambiance.

7. **Transition from typical pole signs to emphasize a combination of dramatic architecture and striking signage that is mounted to the building.** Signage is an important part of retail on the Boulevard; with the high-visibility location of the Corridor, it is necessary to that the signage give prominence and identity to retail establishments on Whittier Boulevard, and contribute to the overall aesthetic of the Boulevard, rather than detract from it. To promote a coordinated and appealing streetscape for the district, signage should be considered part of the overall project, sited at key locations near the entrance to the retail and visible from the road. Pole-mounted and freestanding sign will be phased out; large-scale signage is instead directed towards the creation of signage as part of the building. Signs should be incorporated into building towers or façade elements; examples include grand towers that give identity to a store, and building-mounted signs that are designed as an integral part of the building architecture.



*Use building architecture as signage, instead of pole signs*

### 3.1.4 Center District



*Whittier's Center District*



*Dealerships along Whittier Boulevard*

Whittier Boulevard is home to a broad range of commercial uses, from general retail to larger-scale commercial sales and services. Many of these larger-scale commercial activities are typically oriented towards serving customers arriving by vehicle. Examples of these types of uses include automobile sales and services, furniture, home furnishings and appliances, hardware and home improvement; repair and service uses, and graphic and print supply, such as large-scale photocopying or photo-development.

In light of economic and market changes many of these uses are no longer viable along the Corridor and many have ceased operations, leaving large properties vacant and underutilized. The Center District provides opportunities for the redevelopment of these vacant and underutilized sites with a mix of more compact development. . . The land area designated for the segment is located between the Specific Plan's two Shopping Clusters, beginning at Strub Avenue to Mills Avenue.

The Center District will serve as a core area, where residential, commercial, retail, office and entertainment development will provide a mix of complementary uses that attract residents and visitors alike. The area will reinforce pedestrian activity and transit utilization by providing streetscape enhancements, publicly accessible gathering spaces, and an enhanced "sense of place" through quality design, , and public improvements. Future development will consider the relationship between the Center District and the adjacent Shopping Clusters, ensuring improved circulation for automobiles, transit options and pedestrian connectivity between uses.

New commercial and retail development in the Center District will accommodate automobile access and circulation, while providing a more comfortable environment for pedestrians in and around the shopping and entertainment centers. Existing street adjacent retail and commercial businesses will be enhanced with façade improvements and pedestrian-oriented amenities to encourage activity between the District's mix of uses. Residential development in the area will take advantage of infill opportunities and will allow a range of multi-family housing types.



*Illustration 21: Corridor Plan Areas-Center District*

a. **Plan Area Revitalization Strategy**



*Utilize design elements that contribute to the segment theme*

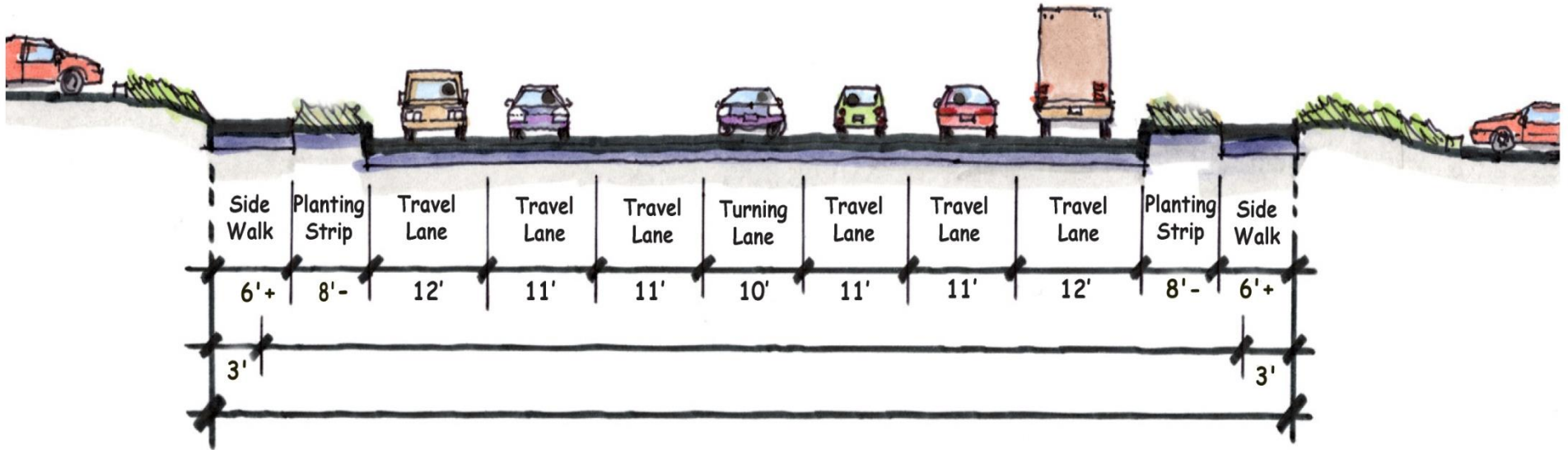
Within the Center District, uses should be focused towards a mix of retail, office and residential development that promotes an integrated and active area where residents and visitors can experience a lively workplace and shopping destination. The principles below summarize the aims for the Design and Development Standards and Capital Improvements concepts for the segment.

1. **Ensure the development of the Center District provides for opportunities to protect the integrity of adjacent neighborhoods while establishing strengthened pedestrian utilization.** Development in the district should provide sufficient design and development guidance to address compatibility issues with adjacent residential development. Additionally, the District should encourage the development of open space amenities, including parks for passive and active use. While the Specific Plan does not require dedication of land by private entities, it should encourage the City to work collaboratively with property owners to explore opportunities to increase parkland within the Specific Plan area for the benefit of local residents.
2. **Enhance operating auto-oriented uses to be compatible with future mix of uses.** The Center District should provide for the opportunity to enhance and expand existing and future auto-oriented uses. To encourage a vibrant economic District, the District's land use and development regulations should establish a broad range of retail, commercial, and residential uses.
3. **Establish a complementary transition of development between the Shopping Clusters.** The Center District provides for an effective transition between the two auto-oriented Shopping Clusters. As these areas provide for more limited, larger-scale commercial retail activities, it is important to provide a broader range of development potential within the Center District. Establishment of a highly-flexible land uses and regulatory framework should be established to encourage compact, integrated mixed use development, including residential, office, retail, open space and other job-creating uses.



*Consistent design elements and coordinated frontage at auto dealerships*

4. **Support a collaborative effort to encourage business attraction, retention and expansion within the Center District.** Informing the development community about the potential for compact, mixed use development within the Center District will be vital to encourage immediate results. Clearly defined, flexible and predictable development standards presented to the development community will be beneficial in stimulating short term development activity and long term economic growth.



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

*Illustration 22: Center District*



### 3.1.5 Neighborhood Spine

While Whittier Boulevard serves as the community's central spine, it has little to do with the community itself except as a thoroughfare and as a place to purchase goods and services. The real fabric of the community- its homes and neighborhoods, lie hidden behind its length. Whittier's strongest asset- its identity as a desirable place to live- is not presented along Whittier Boulevard. Housing has always been an element on the American Boulevard. In early times, the boulevard was a prestigious address. Grand residences lined the edges of primary thoroughfares, mixed with public and civic buildings. Gracious architecture defined the character of the City's main street. In the early days of the City of Whittier, some of the best houses were built along Whittier Boulevard. But today, commercial development on the Corridor creates a barrier between City neighborhoods.

In order to bring the identity of Whittier front and center, and to make the Boulevard a true part of the community, rather than just a Corridor that runs through it, the policies of this Specific Plan encourage housing to locate on the Boulevard. Residential development on the Corridor can transform its larger role in the City, by enabling it to function as a seam for City fabric, connecting, rather than dividing, its existing neighborhoods. While residential patterns have changed, it is still possible to build desirable housing along a high-traffic Corridor. The creation of a streetscape that supports residential development is key to its success. Tree-lined streets with buffer landscaping can convey residential character while protecting uses from the traffic of the roadway. A wide median can decrease the scale of the roadway. Substantial setbacks can increase the prominence and grandeur of the project, while giving residence more privacy from the public realm of the street. Residential entrances above street level can further remove individual homes from the street. Distinguished design can establish architecture that is worthy of the City's central Corridor.

Housing has been built at a very slow rate throughout the City, with only a 1.6 percent growth increase over the last ten years, significantly slower than housing growth in the County and the State. As a result, a pent-up demand for housing in the City has built up over the years, and vacancies in the City are extremely low. Retail, on the other hand, is in oversupply; there is more commercial activity in town than its residents can support. As retail sales continue to deteriorate, retail property values on Whittier Boulevard will most likely decline over time, while residential sales prices will appreciate (while current land prices do not yet reflect this shift, local market trends suggest this shift will occur within a three-year period). Redirecting commercial property toward residential use makes both economic and civic sense- residential infill will not only bring value to underutilized sites, it will satisfy a growing need within the community.



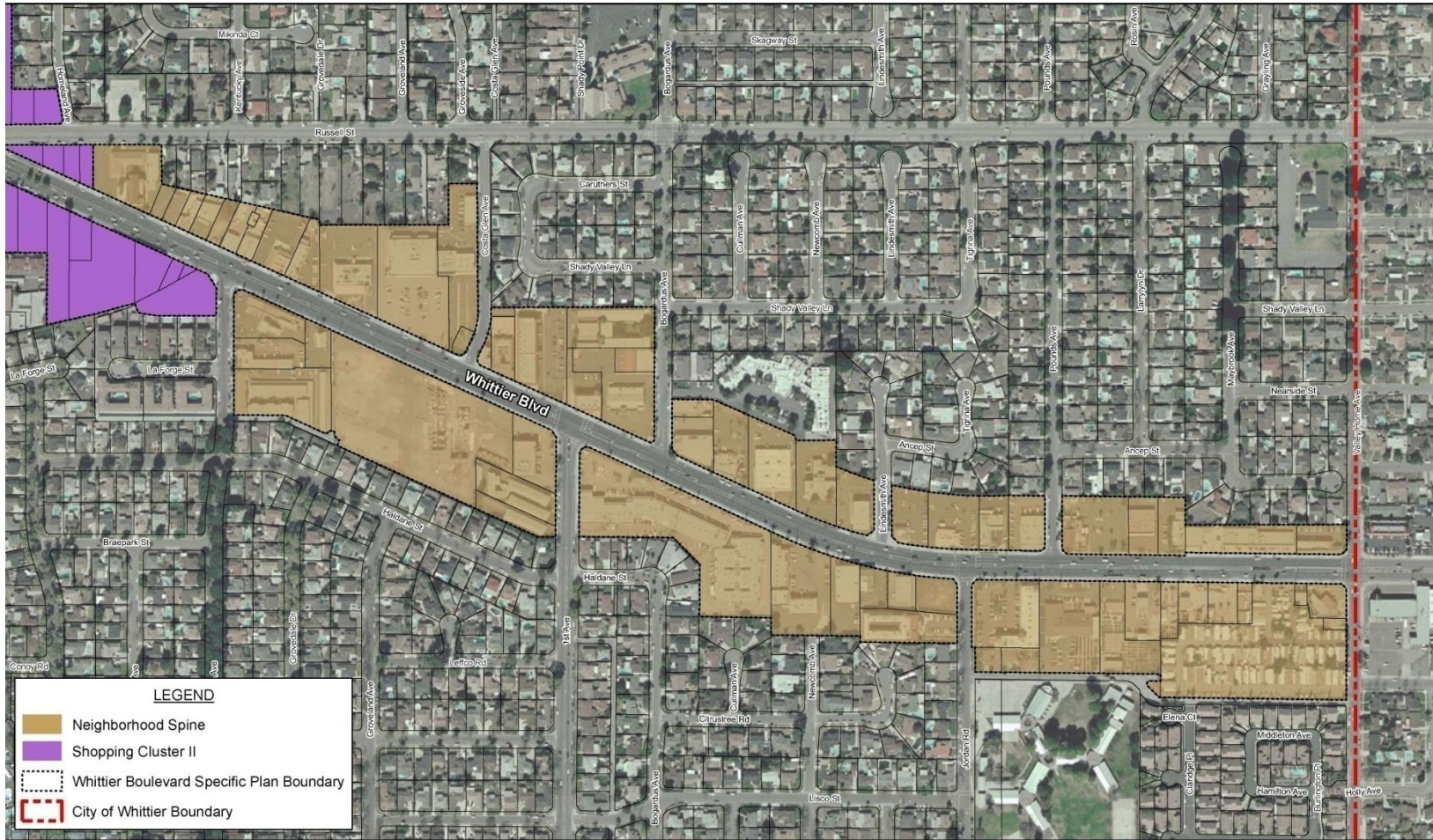
*The residential neighborhoods of Whittier are its strongest asset*



*In early days, housing fit well on the Boulevard...*



*...but today it is lost amidst retail and commercial uses*



*Illustration 23: Corridor Plan Areas- Neighborhood Spine*

Whittier is known as a family-oriented community, with good schools and strong public services, and this fact is reflected in its housing stock. Over 70 percent of the housing units in the City are single family homes. So while the rental market in Whittier is strong, the demand for single-family homes is even stronger. The City should encourage infill development that reflects these demands. Development that allows a range of types, with single-family and multi-unit development, is recommended. Examples of housing types that would work well on the Corridor include single-family attached units, stacked flats and courtyard arrangements. Illustration 24: Neighborhood Spine – Boulevard Housing Concept shows a possible layout for townhouses facing the Boulevard. Other uses that are harmonious with residential use should be encouraged as well, including public, civic, and office uses.

**a. Plan Area Revitalization Strategy**

The Revitalization Strategy aims to stimulate reinvestment on the Corridor by directing development towards sectors that respond to market demand. The transformation of Whittier Boulevard offers the opportunity to create a grand boulevard that knits the fabric of the City’s neighborhoods back together. Housing is undersupplied in the City. Its introduction onto the Boulevard can not only improve the image of the Boulevard by bringing the fabric of its neighborhoods to the face of the Corridor, but help to satisfy the high housing demand in the City. The principles listed below were generated by City and community input via public workshops, roundtables and continued correspondence to create a redevelopment plan for a Neighborhood Spine along Whittier Boulevard. They provide the basis for the Development Standards and Design Guidelines that follow.

**1. Create a “Grand Boulevard” character that puts the high quality of Whittier’s neighborhoods on display along the thoroughfare. Accomplish this with:**

- a) Amenities that are designed to be attractive to home builders and buyers. Design elements that increase the desirability of the location include:
  - 1) A grand design that reflects the uses on its edges- street trees, ornamental lighting and increased landscaping.
  - 2) An expanded pedestrian zone, with regularly spaced “pocket parks” along the roadway, and links to public parks, green spaces and neighborhood pulse points.



*Underutilized sites should be redeveloped as housing*



*Residential neighborhoods still exist along the Boulevard*



*Create a “Grand Boulevard” character for the roadway*

- 3) A landscaped edge that serves to separate the residential realm- houses, yards, and pedestrians- from the traffic of Whittier Boulevard.
  - 4) Grand buildings on display. Architecture should be designed to contribute to the "boulevard" impression of this segment, graciously setback behind a continuous green space that lines the street.
  - 5) Visual continuity along the Corridor. Units should be designed as part of a larger whole, to create buildings that are of a scale and character appropriate to a "Grand Boulevard". Individual developments should be designed to add to the street wall and to represent the attractive neighborhoods of which they are now a part. Add streetscape that represents the beauty of the community of Whittier and its strongest assets. The street should be designed to support non-retail development, including residential, office, public, quasi-public and civic buildings.
2. **Rezone commercial land to encourage redevelopment towards non-commercial uses.** Reuse of commercial properties can transform the Corridor and its character. New development should answer to existing market demand, which points towards uses like housing, office or other mixed uses- anything but retail.
  3. **Promote residential development along Whittier Boulevard.** There is too much retail on the Corridor and in the City, and not enough housing. This imbalance requires action by the City. The City can encourage and stimulate residential infill by taking the following actions:
    - a) Advance development at key areas with the implementation of a streetscape that is appropriate for and inviting to residential projects.
    - b) Construct residential demonstration projects supported by the City at near-term opportunity sites, such as the former auto dealership sites and the Whittwood Mall. Use City support and financial assistance to fast-track residential re-use along the Corridor.



WHITTIER BOULEVARD

*Illustration 24: Neighborhood Spine- Boulevard Housing Concept Illustration*



*Residential frontages should have generous setbacks behind tree-lined sidewalks*



*Residences should be designed as "grand buildings"*



*Other uses should be designed to be compatible with residential buildings*

4. **Provide a framework that encourages the development of neighborhood-serving retail and service clusters within a short walk of as many homes as possible (without allowing the overbuilding of retail space).** Policies in the Specific Plan allow limited commercial activity at neighborhood nodes only-cluster locations will be designated at some locations, and voluntarily developed at others; however, they must be separated by a minimum distance to ensure the segment is developed primarily by non-retail uses. Retail in these clusters is limited to community-serving uses such as grocery and drug stores, restaurants and local services, at designated local centers.
5. **Open up the widest possible spectrum of investment types by strictly reviewing the aesthetics of new design to ensure all new development is compatible with the neighborhood character intended for this segment.** Development standards and design guidelines allow office, lodging and other non-residential uses to occupy properties in this segment, but they are required to be designed in a way that is compatible with a primarily residential environment.

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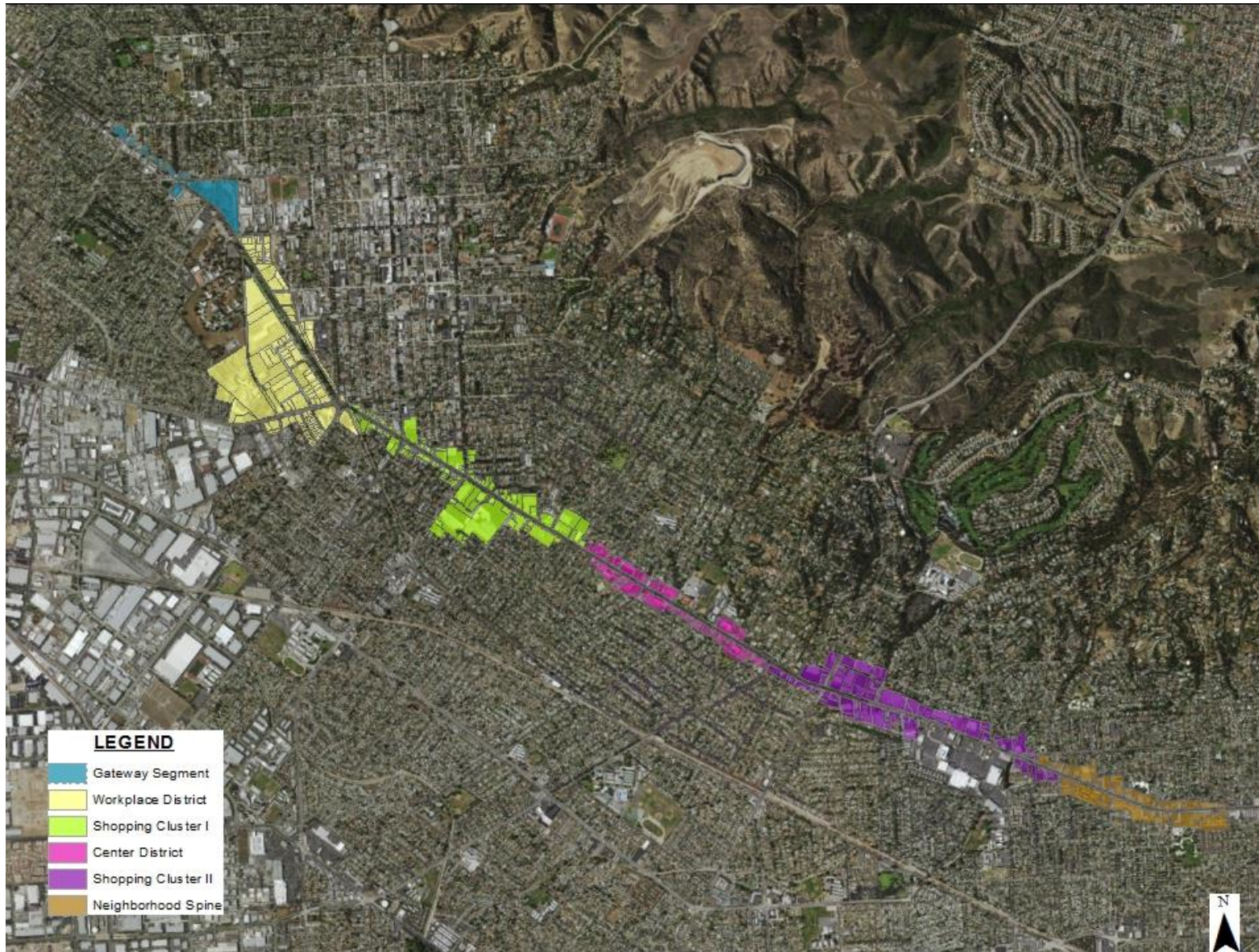
## 4.0 Planning Area Land Use and Development Regulations

This Chapter contains the regulatory portion of the Revitalization Plan, providing guidance for all new construction along Whittier Boulevard inside its designated Corridor Plan Areas. The Corridor Plan Area designations and their associated policies replace the typical Zoning Districts designated by the Land Use Plan of the City of Whittier General Plan. The Development Standards contained within the Plan will provide the sole means by which new private investment at any scale will do its part to ensure that the Specific Plan goals are implemented. Proposals for new construction will be required to adhere to the Development Standards for their respective Corridor Plan Area(s), according to the process described in this Chapter.

### 4.0.1 Applicability

- a. **Other regulations.** This document is not intended to replace or augment regulations pertaining to issues of building safety codes. All applications for new construction, substantial modifications to existing buildings, and for changes in land use, shall be reviewed for conformance with the policies contained in this Specific Plan.
- b. **Applicability.** The policies contained within this section shall apply to all new construction, and/or new land uses proposed for existing facilities. Nothing contained in this title shall require any change in any existing building or structure for which a building permit shall have been issued, and valid approved plans are on file in the Department of Community Development prior to the effective date of this Specific Plan. Changes in the property's ownership or tenants of existing uses shall likewise require no change in any existing building or structure.
- c. **Nonconformities.** Expansion of existing legal non-conforming buildings and sites shall comply with the provisions of Section 4.6 (Nonconformities) and Section 4.7 (Development Hardships).





*Illustration 25: Corridor Plan Areas*



*Existing development near the Workplace District*



*Existing development in the Shopping Cluster*



*Existing development in the Center District*



*Existing development in the Mixed-Use Neighborhood Spine*

- d. **Development standards.** Development regulations established in this Specific Plan are of two types, Development Standards and Design Guidelines (Chapter 5). Development Standards address those aspects of development that are essential to achieve the goals of the Specific Plan. They include specifications for site development and building design, such as permitted land uses, building height, and setbacks. Conformance with Development Standards is mandatory. Such mandatory provisions are indicated by use of the words “shall,” “must,” or “is / is not (or are/are not) permitted.”
- e. **Uses Not Specifically Listed.** Uses not specifically mentioned as permitted and easily identified as belonging to one or more of the permitted or conditionally permitted use categories, the Director of Community Development may find that the use is permitted or conditionally permitted, if it is deemed compatible with the uses permitted in the zone. The Specific Plan does not prohibit outright any uses not explicitly described in the Plan. Uses not specifically listed in the Specific Plan may be approved as conditional uses subject to Planning Commission findings that such uses are of the same general character as listed permitted uses and/or are supportive of permitted uses.
- f. **Interpretations.** Whenever, in the opinion of the Director of Community Development, there is any question regarding interpretation of the Specific Plan or its application to any specific case or situation, the Director of Community Development shall interpret the intent of this plan by written decision, which shall be filed with the Planning Commission. The interpretation shall become effective ten calendar days following from the date of the Planning Commission meeting where the interpretation appears on the agenda as an information item. The interpretation shall become the standard interpretation for future application of that provision unless changed by the Commission by its own action or on appeal. Any person may appeal the interpretation of the Director of Community Development within 30 calendar days. The appeal shall be heard by the Planning Commission. The decision of the Planning Commission may be appealed to the City Council within 30 calendar days.
- g. **Conflicts with Other Regulations.** Where conflicts occur between the regulations of this Specific Plan and other regulations within the City, the Director of Community Development shall determine which shall apply. When this plan imposes a greater restriction upon the use of buildings or land than are imposed or required by other ordinances, rules or regulations the provisions of this document shall apply.

**h. Street Dedications, Infrastructure and Public Right-of-Way Improvements.** All street dedications, infrastructure and public right-of-way improvements, consistent with the Circulation Element of the Whittier General Plan, shall be required of all properties improved within the Specific Plan area to the satisfaction of the Director of Public Works.

**j. Historic Resources.** Any building or structure within the Whittier Boulevard Specific Plan that has been deemed eligible for landmark designation, is listed as an historic landmark or is a contributing resource within a designated historic district on any Local, State or National Register of Historic Places may, for historic preservation and adaptive re-use purposes only, be permitted any land use to be contained within the historic building or structure, subject to the prior review and approval of a Conditional Use Permit by the Planning Commission if it is determined that the land use will:

- 1) Be compatible and not adversely impact the surrounding land uses;
- 2) Be a good adaptive reuse of the building for economic development purposes;
- 3) Will not adversely impact the historical features of the interior and exterior of the building nor adversely affect the historic setting and integrity of the building on the property based on the recommendation of the Historic Resources Commission;
- 4) Will not result in the building being potentially at risk for removal from any Local, State or National Register of Historic Places or eliminate its eligibility for such inclusion in the future (if not already listed), in the opinion of the Historic Resources Commission; and
- 5) Will follow all applicable provisions of the Secretary of the Interior's Standards for all interior and exterior work on the building/structure in the opinion of the Historic Resources Commission.

Any land use approval given under this section shall not be construed in any way as setting a precedent for other land uses to be located within a particular district of the Specific Plan that is otherwise not permitted.

#### 4.0.2 *How to Use the Land Use and Development Policies*

Like all existing city neighborhoods that communities intend to revitalize, the Revitalization Plan Area contains a number of individual parcels under separate ownerships and leaseholds that make implementing a cohesive corridor plan more difficult than if it were under a single ownership, or even several very large ownerships. The majority of the Plan Area will therefore be developed incrementally over time in the form of separate development projects. Development Standards are provided to coordinate parcel-by-parcel development that is in keeping with the land use established to coordinate the various private construction projects into a more valuable whole, and to promote efficient land use.

Any actions proposing physical changes to existing structures or land, and/or construction of new buildings, and establishment of new uses in the Plan Area will be subject to the standards contained in this Specific Plan. In order to locate and review the community's requirements for new and renovated buildings and site treatments, begin by locating the property in question on Illustration 25: Corridor Plan Areas. Note which Corridor Plan Area the property falls within and then turn to the section for that Plan Area. For an overview of the broad principles that form the basis of the policies for that Plan Area, review the Plan Area Revitalization Strategy. For regulations governing any development on the parcel, follow the policies contained in the Development Standards.

##### *a. How to Use the Development Standards for the Corridor*



*Standards will promote walkability along the corridor*

Development Standards address those aspects of development that are essential to achieve the goals of the Revitalization Plan. They include specifications for site development and building design, such as permitted land uses, building height, and setbacks. Standards are mandatory and must be adhered to.

Land use and development policies for Whittier Boulevard are targeted toward revitalizing each segment of the Corridor, by replacing underutilized and over-retailed Corridor activities with dynamic, complementary uses. Standards for the Corridor are organized by segment to ensure that new buildings, site improvements, streets and spaces are collectively organized to contribute to a coherent identity for each segment. These policies are intended to structure each segment as its own part of the City, where land use, physical structure and design are closely integrated, with clearly identifiable center and edge conditions. Enforcement of the development standards will ensure that the building form, site treatment and use are coordinated to realize the community's intent for each Plan

Area. Activities and spaces will complement and support each other. Each Plan Area along Whittier Boulevard has been structured to promote walkability within it, with focal points located to be accessible from all parts of the Plan Area. This allows people to move within a segment freely, and in many cases travel to multiple locations within segment without having to get in their car.



*Design guidelines for storefronts*

In order to deliberately create a unique identity for each piece of the Corridor, and to maintain visual difference between each segment, each segment falls under a separate set of Development Standards. Development policies for each Plan Area also include streetscape improvements to Whittier Boulevard. These improvements are required to be provided by developers along Whittier Boulevard as development occurs. However, the City may choose to advance these improvements in order to create a supportive environment for appropriate development in each segment, and thereby instigate more immediate change on the Corridor; thus streetscape recommendations are also repeated within the Capital Improvement section of the Implementation Program Chapter.



*Guidelines draw from existing content*

In addition, there are several policies that are Corridor-Wide, and can be found in each set of Development Standards. Some principles that are intended to be corridor-wide include the creation of obvious city gateways, the promotion of walkability with each segment along the entire corridor, and strong design within each segment, as further described in the Design Guidelines.

***b. How to Use the Design Guidelines for the Corridor***

See Chapter 5.0 Design Guidelines.

### **4.0.3 Allowable Land Uses and Permit Requirements**

A lot or building within the Specific Plan area shall be occupied by only the land uses allowed by Table 4-1. The land uses listed are defined in Appendix A Glossary.

#### **a. Establishment of an Allowed Use**

Any one or more land uses identified in Table 4-1 as being allowed within a specific zone may be established on any lot within that zone, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of the Zoning Code.

#### **b. Uses Not Listed**

Uses not listed in Table 4-1 are prohibited land uses, until and unless the Director of Community Development makes a similar use determination. A land use that is listed in the table, but not within a particular district, is not allowed in that district.

#### **c. Applicable sections**

Where the last column in the table includes a section number, the regulations in the referenced section apply to the use. References may be to Sections in this Specific Plan or to applicable sections of the Whittier Municipal Code.

### **4.0.4 Development Regulations and Requirements**

#### **a. Purpose**

This section identifies the standards and requirements for new buildings or buildings to be modified, for each district within the Whittier Boulevard Specific Plan area to ensure that proposed development is consistent with the City's goals for building form, character and quality.

#### **b. Applicability**

Each proposed building shall be designed in compliance with the standards of this section for the applicable district.

**Table 4-1: Allowable Uses and Permit Requirements**

Land Use Type	District						Reference
	Gateway	Workplace (1)	Workplace Residential Subarea Overlay	Shopping Cluster	Center	Neighborhood Spine	
See Appendix A (Definitions)	P = Permitted Use		C = Conditional Use Permit		--- = Use not allowed		
<b>Residential Uses</b>							
<b>Live-Work Units</b>							
1 <sup>st</sup> floor level	---	---	P (8)	---	P	P	4.0.5.a./4.0.5.d.
Above 1 <sup>st</sup> floor	---	---	P (8)	P/C (2)	P	P	4.0.5.a./4.0.5.d.
<b>Mixed-Use Development</b>							
Vertical - Res over Non-Res	P	---	P (8)	P (2)	P	---	4.0.5.a./4.0.5.c.
Horizontal - Res Adjacent to Non-Res	---	---	---	---	P	P	4.0.5.a./4.0.5.c.
<b>Multi-Unit Residential Development</b>							
1 <sup>st</sup> floor level	P	---	P (8)	C (3)	P	P/C	4.0.5.a./4.0.5.c.
Above 1 <sup>st</sup> floor	P	---	P (8)	P (2)	P	P/C	4.0.5.a./4.0.5.c.
<b>Senior Residential Facilities</b>							
1 <sup>st</sup> floor level	---	---	P (8)	C (3)	P	P	4.0.5.a./4.0.5.c.
Above 1 <sup>st</sup> floor	---	---	P (8)	P (2)	P	P	4.0.5.a./4.0.5.c.
<b>Single-Family Residential Development</b>							
Detached	P	---	---	---	--	C	4.0.5.a./4.0.5.b.
Attached	---	---	P (8)	C (2)	C	C	4.0.5.a./4.0.5.b.
<b>Care Uses</b>							
<b>Day Care Facilities</b>							
Adult Day Care – Small (6 or fewer)	P	---	P	P (3)	P	P (6)	
Adult Day Care – Large (7-14)	P	---	P	P	P	P (6)	
Family Day Care Home – Small (8 or fewer)	P	---	P	P (3)	P	P (6)	WMC 18.10.020.K
Family Day Care Home – Large (9-14)	P	---	P	P	P	P (6)	WMC 18.10.020.K
<b>General Day Care (15 or more)</b>							
Small - Up to 10,000 sq ft	P	P	P	P (4)	P	P	
Large - Over 10,000 sq ft	P	P	P	P (4)	P	C	
<b>Residential Care Facilities</b>							
Residential Care Home (6 or fewer)	P	---	P	P (3)	P	P	
Residential Care Home (7 or more)	C	---	C	C	C	P	
Supportive Housing	P	---	P	P (3)	P	P	
Transitional Housing	P	---	P	P (3)	P	P	

Table 4-1: Allowable Uses and Permit Requirements

Land Use Type	District						Reference
	Gateway	Workplace (1)	Workplace Residential Overlay Subarea	Shopping Cluster	Center	Neighborhood Spine	
See Appendix A (Definitions)	P = Permitted Use		C = Conditional Use Permit		--- = Use not allowed		
<b>Education, Entertainment, and Recreation Uses</b>							
Assembly/Meeting Facilities	C (7)	C	C	C (4)(5)	C	C (6)	
Commercial Recreation	C (7)	C	C	P (4) (5)	P	C	
<b>Cultural Institutions</b>							
Small - Up to 10,000 sq ft	---	---	---	P (4)	P	P	
Large - Over 10,000 sq ft	---	---	---	P (4)	P	C	
<b>Educational Facilities</b>							
Academic	---	P	P	C (4)	C	C	
<b>Commercial/Vocational</b>							
Small - Up to 10,000 sq ft	---	P	P	--- - 1 <sup>st</sup> floor P - Upper floor	P	P	
Large - Over 10,000 sq ft	---	P	P	P (4)	P	C	
<b>Health and Exercise Clubs</b>							
Small - Up to 10,000 sq ft - 1 <sup>st</sup> floor	P (7)	---	---	P (4)	P	P	
Small - Up to 10,000 sq ft - Upper floor	P	---	---	P (4)	P	P	
Large - Over 10,000 sq ft - 1 <sup>st</sup> floor	P (7)	---	---	P (4)	P	C	
Large - Over 10,000 sq ft - Upper floor	P	---	---	P (4)	P	C	
Live Entertainment and Dancing	C	C	C	C (4)	C	C	WMC
Studios - Art, Dance, Martial Arts, Music, etc.	P (7)	---	---	P (4)	P	P	
<b>Theaters - Movies/Performing Arts</b>							
Small - Up to 10,000 sq ft	---	---	---	P (4)	P	P	
Large - Over 10,000 sq ft	---	---	---	P (4)	P	C	
<b>Other Uses</b>							
Historic Structures—Adaptive Reuse	C	C	C	C	C	C	4.0.1.j.
<b>Retail Uses (11)</b>							
Alcohol Sales	C (7)	C	C	C	C	C	WMC
Artisan Shop	C (7)	---	---	---	---	C	
Convenience Markets	P (7)	---	---	---	P	P	
Home/Business Improvement Sales / Services	C (7)	---	---	P (4)	P	---	
Large-Scale Retail Establishment	P	P	P	P	P	P	4.0.5.e.
Neighborhood Retail Cluster	P (7)	---	---	---	---	P (9)	4.0.5.f.
Outdoor Display and Sales	See WMC Section 18.24.030 (Limitations on Use).						
Regional Retail Anchors	---	---	---	P (4)	P	---	
Retail Development (Workplace District Only)	---	P	P	---	---	---	4.0.5.e.
Retail Sales - Accessory	P	P	P	P (4)	P	P	
Retail Sales - Bulk Merchandise	---	---	---	P (4)	P	---	
Retail Sales - General	P	---	---	P (4)	P	P	
Retail Sales - Limited	P	P	P	P (4)	P	P	
Retail Sales - Specialty/Quality	P	---	---	P (4)	P	P	
Retail Sales and Services - Project-Serving	P	---	---	---	P	P	4.0.5.i.
Supermarkets (up to 55,000 sq ft)	P (7)	---	---	P (4)	P	P	4.0.5.h.



**Table 4-1: Allowable Uses and Permit Requirements**

Land Use Type	District						Reference
	Gateway	Workplace (1)	Workplace Residential Overlay Subarea	Shopping Cluster	Center	Neighborhood Spine	
See Appendix A (Definitions)	P = Permitted Use		C = Conditional Use Permit		--- = Use not allowed		
<b>Service Uses – Business, Financial, Medical, and Professional</b>							
Banks and Financial Services	P (7)	---	---	P (4)	P	P	
Health Clinic	---	P	P	P (2)	P	---	
Hospitals	---	P	P	P (2)	P	---	
<b>Offices - Business, Professional, Government</b>							
Small – Up to 10,000 sq ft – 1 <sup>st</sup> floor	P	P	P	P	P	P (6)	
Small – Up to 10,000 sq ft – Upper floor	P	P	P	P (2)	P	P (6)	
Large – Over 10,000 sq ft – 1 <sup>st</sup> floor	P	P	P	P	P	---	
Large – Over 10,000 sq ft – Upper floor	P	P	P	P (2)	P	---	
<b>Office - Medical and Dental</b>							
Located on 1 <sup>st</sup> floor	P	P	P	---	P	P (6)	
Located above 1 <sup>st</sup> floor	P	P	P	P (2)	P	P (6)	
<b>Offices - Research and Development</b>							
Small – Up to 10,000 sq ft – 1 <sup>st</sup> floor	P	P	P	---	P	P (6)	
Small – Up to 10,000 sq ft – Upper floor	P	P	P	P (2)	P	P (6)	
Large – Over 10,000 sq ft – 1 <sup>st</sup> floor	P	P	P	---	P	---	
Large – Over 10,000 sq ft – Upper floor	P	P	P	P (2)	P	---	
<b>Service Uses – General</b>							
<b>Animal Services</b>							
Grooming	P	---	---	P (2)	P	P (6)	
Veterinary Services	---	---	---	P (2)	P	P (6)	
Business Services	P (7)	P	P	P (4)	P	P	
Drive-In or Drive-Up Businesses	C (7)	C	C	C	C	C	4.0.5.g.
<b>Eating and Drinking Establishments</b>							
Eating/Drinking Establishments-Alcohol	C (7)	C	C	C	C	C	
Restaurant, Café - Accessory-No alcohol	P (7)	P	P	P (4)	P	P	
Restaurant, Café - General-No alcohol	P (7)	P	P	P (4)	P	P	
Restaurant – Fast Food-No alcohol	C	C	C	C	C	C	
Lodging Facilities	---	---	---	C	P	C	
Personal Services	P (7)	P	P	P (4)	P	P	
Printing, Publishing, and Design	C (7)	---	---	P (4)	P	---	
<b>Recycling Facilities</b>							
Recycling Collection Facility - Small	---	---	---	P (4)	P	---	
Reverse Vending Machine	P	---	---	P (4)	P	P	
Repair Services – Equipment/Appliances	C	---	---	P(4)	P	P	
Smoking Lounges	See WMC Chapter 18.49 (Smoking Lounges)						

**Table 4-1: Allowable Uses and Permit Requirements**

Land Use Type	District						Reference
	Gateway	Workplace (1)	Workplace Residential Overlay Subarea	Shopping Cluster	Center	Neighborhood Spine	
See Appendix A (Definitions)	P = Permitted Use		C = Conditional Use Permit		--- = Use not allowed		
<b>Industrial Uses</b>							
Light Manufacturing and Assembly	---	P	P	---	---	---	
<b>Public and Semi-Public Uses</b>							
Parks and Playgrounds, Public	P	P	P	P	P	P	
Government Facilities	P	P	P	P (4)	P	P	
Public Safety Facilities	P	P	P	P (4)	P	P	
<b>Transportation, Communication, and Infrastructure Uses</b>							
Parking Lots/Garages – Public/Private	P	P	P	P (4)	P	P	
Satellite/Dish Antenna	P	P	P	P	P	P	WMC 18.10.020.J 18.10.030.I
Transit Facilities	---	P	P	P (4)	P	---	
Utility Infrastructure	P	P	P	P	P	P	
Utilities - Minor	P	P	P	P	P	P	
Utilities - Major	C	C	C	C	C	C	
Wireless Telecommunications Facilities	P/C	P/C	P/C	P/C	P/C	P/C	WMC 18.27 4.0.5.j
<b>Vehicle Rentals, Sales, and Service Uses</b>							
Vehicle Rentals							
Office Only	---	P	P	P (4)	P	P	
General	---	---	---	---	C	C	
Vehicle Sales (New with accessory sales of used)	---	---	---	C (10)	C	---	
Vehicle Services							
Car Washing, Automated	---	---	---	C		C	
Car Washing, Full-Service	---	C	C	C	C	C	
Minor Repair/Maintenance/Install	---	---	---	C (12)	C	C	
Major Repair/Body Work	---	---	---	C (12)	C	C	
Service Stations - Limited	P (7)	---	---	C	C	C	
Service Stations - General	C	---	---	C	C	C	

Notes:

- (1) See 4.0.5.I. (Nelles Property).
- (2) In the Shopping Cluster District within 300 feet of Whittier Boulevard, this use is allowed on the upper floors only.
- (3) In the Shopping Cluster District, this use may be on the ground floor level if located a minimum of 300 feet from the nearest edge of the Whittier Boulevard right-of-way.
- (4) In the Shopping Cluster District within 300 feet of Whittier Boulevard, this use is allowed on the ground floor and upper floors.
- (5) In the Shopping Cluster District, Commercial Recreation does not include sports stadiums and is only allowed in Shopping Cluster 1. In addition, Assembly/Meeting Facilities are only allowed in Shopping Cluster 1.
- (6) Up to a maximum of 10,000 square feet.
- (7) In the Gateway District only on the ground floor level in the Neighborhood Retail Cluster area shown in Illustration 25b (Gateway Segment Retail Cluster Locations).
- (8) Use permitted as a matter of right, up to 300 total dwelling units within the Workplace District Residential Overlay Subarea.
- (9) In the Neighborhood Spine only on the ground floor level in the Neighborhood Retail Cluster area shown in Illustration 25a (Neighborhood Spine Retail Cluster Locations).
- (10) In the Shopping Cluster District, accessory on-site vehicle repair and services associated with new vehicle sales may be permitted with the issuance of a Conditional Use Permit.
- (11) Retail uses shall be allowed on the ground floor level and above, unless otherwise noted in this table.
- (12) When not accessory to vehicle sales, major and minor vehicle repair services may only be permitted west of Comstock and east of Five Points with the issuance of a Conditional Use Permit.

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Table 4-2: Intensity and Dimensional Standards

Development Standards	Gateway Segment	Workplace District	Workplace District Residential Overlay Subarea (2)	Shopping Clusters	Center District	Neighborhood Spine
<b>Intensity</b>						
FAR	1.0	2.0	1.0	1.5	1.5(1)	--
DU/acre	18 units max.	.	16 units min., 30 units max.	40 units max.	40 units max (1)	--
<b>Building Height</b>						
Height	<p><b>Primary Buildings:</b> 2 floors and 24 ft. max.</p> <p><b>Accessory Buildings:</b> 12 ft. max.</p>	<p><b>Primary Buildings:</b> 2 floors and 30 ft. min.; 5 floors and 65 ft. max.</p> <p><b>Along Whittier Blvd:</b> 3 floors and 40 ft. min.; 5 floors and 65 ft. max.</p> <p><b>Adjacent to Single-Family:</b> 2 floors and 24 ft. max.</p> <p><b>Accessory Buildings:</b> 20 ft. max.</p>	<p>Up to 4 stories; or 45 feet, whichever is less.</p>	<p><b>Primary Buildings:</b> 24 ft. min.; 4 floors and 55 ft. max.</p> <p><b>Adjacent to R-1 Zoning District:</b> 2 floors and 24 ft. max.</p> <p><b>Ground-Level Retail:</b> Minimum interior height 14 ft.</p> <p><b>Accessory Buildings:</b> 20 ft. max.</p>	<p><b>Primary Buildings:</b> 3 floors and 40 ft. max.</p> <p><b>Accessory Buildings:</b> 24 ft. max.</p>	<p><b>Primary Buildings:</b> 24 ft. min.; 3 floors and 40 ft. max.</p> <p><b>Adjacent to Single-Family:</b> 2 floors and 24 ft. max.</p> <p><b>Accessory Buildings:</b> 12 ft. max.</p>
<b>Building Placement</b>						
Front Setback	<p><b>Retail Clusters:</b> To property line</p> <p><b>Non-Residential Use:</b> 15 ft. min.</p> <p><b>Multi-Family Dwelling:</b> 40 ft. min.</p> <p><b>Single-Family Dwelling:</b> Conform to R-1 zoning district</p> <p><b>Encroachment Zone:</b> 5 ft. max. extension</p>	<p>15 ft. min.</p> <p><b>Retail Clusters:</b> To property line</p> <p><b>Encroachment Zone:</b> 5 ft. max. extension</p>	<p>20 ft. min fronting Whittier Boulevard; 15 ft. min.</p>	<p>No Setback Requirement</p> <p><b>Adjacent to Neighborhood Spine:</b> 15 ft. min.</p>	<p>0 ft</p> <p>12 ft minimum landscape setback for development if parking in front of building</p> <p>12 ft minimum landscape setback for development exceeding 20,000 sq ft</p>	<p>15 ft. min.; 35 ft. max.</p> <p><b>Neighborhood Retail Clusters:</b> To property line</p> <p><b>Encroachment Zone:</b> 5 ft. max. extension</p>
Side Setback	<p><b>Single-Family Dwelling:</b> 15 ft. min.</p> <p><b>All Other Uses:</b> 5 ft. min., 20 ft. max.</p>	<p><b>Single-Family Dwelling:</b> 20 ft. min.</p> <p><b>All Other Uses:</b> 10 ft. min.</p>	<p>10 ft. min.; Adjacent to single family residential, 20 ft. min.</p>	<p>5 ft. min.; 10 ft. max.</p> <p><b>Adjacent to Neighborhood Spine:</b> 15 ft. min.</p>	<p><b>Auto Sales and Services:</b> 0 ft. min.</p> <p><b>Retail Uses:</b> 0 ft. min.</p> <p><b>Adjacent to Residential:</b> 10 ft. min.</p>	<p><b>Non-Attached Buildings:</b> 5 ft. min.; 20 ft. max.</p> <p><b>Corner Parcels:</b> Setback/Build-to requirement applies for both frontages</p>
Rear Setback	<p><b>Single-Family Dwelling:</b> 20 ft. min.</p> <p><b>All Other Uses:</b> 5 ft. min., 10 ft. max.</p>	<p><b>Single-Family Dwelling:</b> 20 ft. min.</p> <p><b>All Other Uses:</b> 10 ft. min.</p>	<p>10 ft. min.; Adjacent to single family residential; 20 ft. min.</p>	<p><b>From Residential Property Line:</b> 30 ft. min.</p> <p><b>From Non-Residential Property Line:</b> 10 ft. min.</p>	<p>10 ft. min.</p>	<p><b>From Single-Family:</b> 30 ft. min.</p> <p><b>All Other Uses:</b> 20 ft. min.</p>
Accessory Building Setback	<p>Freestanding Parking Structure: 10 ft. min.</p> <p>Parking Lots: 5 ft. min.</p>	<p><b>Freestanding Parking Structure:</b> Front Setback 15 ft. min.; All Other Setbacks 10 ft. min.</p> <p><b>Parking Lots:</b> Front Setback 15 ft. min.; All Other Setbacks 5 ft. min.</p>	<p>Accessory buildings, including parking structures, trash enclosures and other facilities enclosures may encroach into the setback area provided they are screened from adjacent uses. Accessory buildings may encroach 40 % of the setback, 4 ft. maximum.</p>	<p><b>Freestanding Parking Structure:</b> Residential 30 ft. min.; Non-Residential 10 ft. min.</p>	<p><b>Freestanding Parking Structure:</b> 10 ft. min.</p> <p><b>Parking Lots :</b> 12 ft. min.</p>	<p><b>Freestanding Parking Structure:</b> 10 ft. min.</p> <p><b>Parking Lots:</b> 15 ft. min.</p>
Minimum Frontage	<p>Buildings shall line at least ½ of the length of the parcel frontage, except for retail clusters</p>	<p>A minimum 50% of the building footprint must be built up to the back-of-sidewalk along Whittier Blvd.</p>	<p>--</p>	<p>Buildings shall line at least ½ of the length of the parcel frontage, except for retail clusters</p>	<p>Buildings shall line at least ½ of the length of the parcel frontage</p>	<p>Buildings shall line at least ½ of the length of the parcel frontage, except for retail clusters</p>

**NOTES:**

- (1) Gross development potential may include both FAR and Dwelling Units/Acre for mixed-use development.
- (2) For non-residential development within the Workplace District Residential Overlay Subarea, all Intensity and Dimensional Standards for the Workplace District shall apply.

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#### 4.0.5 Standards for Specific Land Uses

##### a. Residential Development

###### 1. Shopping Clusters

Residential use on the ground floor is permitted provided that it is located a minimum of 300 hundred feet away from the nearest edge of the Whittier Boulevard right-of-way. Residential development must conform to all other applicable development standards and design guidelines established for residential development within the Neighborhood Spine Plan Areas. And in no case shall fewer than 20 units be developed in conjunction with any new residential development.

###### 2. Neighborhood Spine

To achieve a gradient of density from higher (towards Whittier Boulevard) to lower (toward single-family residential) zones, the following conditions must be met:

- a) A maximum density of 30 du/acre within 110 feet of any R-1 (Single-Family Residential) zoned property. Thereafter, the residential density may not exceed 55 du/acre toward Whittier Boulevard.
- b) Permit a maximum height of two stories within 40 feet of an R-1 (Single Family Residential) zone, with a minimum open space provision of 150 square feet per unit.

###### 3. Workplace District.

Residential development is only permitted within the Workplace District Residential Overlay Subarea as shown in Illustration 13A. The overlay provides flexibility and includes a set of regulations that is applied to property within the overlay area in addition to the requirements of the underlying or base area. For the Workplace District, the Residential Overlay Subarea provides for residential development within the identified area in addition to non-residential uses, which are permitted throughout the entire Workplace District.

##### b. Single-Family Residential Development

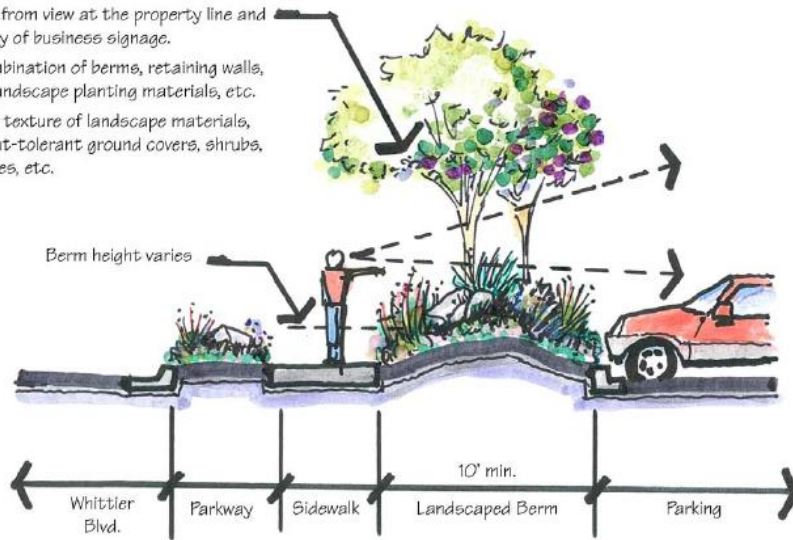
###### 1. Gateway and Neighborhood Spine

If designed so that housing does not directly front Whittier Boulevard, single-family development must be designed in accordance with the City's Zoning Code for R-1 Districts, and must meet one of the following conditions:

- a) Development must front interior streets, with a side or rear landscape buffer zone between development and Whittier Boulevard; or
- b) Development must be separated from the boulevard by a landscaped buffer strip and a parallel access road. The landscaped buffer strip shall be:
  - i) A minimum of 10 feet wide. The approval authority in its sole discretion may require a wider landscape buffer strip depending upon the proposed project and the site's physical characteristics;
  - ii) Measured from the edge of the access road abutting the buffer strip and extending towards the boulevard; and
  - iii) Designed to screen vehicles behind the buffer strip while maintaining building and site visibility. This may be accomplished by a complimentary mix of berms, retaining walls, rock features, natural materials, or other similar materials. Berms shall provide a maximum 3:1 slope with varying berm heights ranging from 24-36 inches in height. Any trees included in the landscape area shall be installed and maintained to ensure visibility of buildings and their signage for location and advertising purposes and visibility into the parking area for public safety purposes. See *Examples of Landscaped Buffer Concept* below.
  - iv) A landscape plan shall be prepared by a licensed landscape architect and approved by the appropriate approval authority.

## Examples of Landscaped Buffer Concept

- Screen vehicles from view at the property line and allow for visibility of business signage.
- Provide any combination of berms, retaining walls, rock features, landscape planting materials, etc.
- Tier variety and texture of landscape materials, including drought-tolerant ground covers, shrubs, high-canopy trees, etc.



*Parking Area At Street Level*

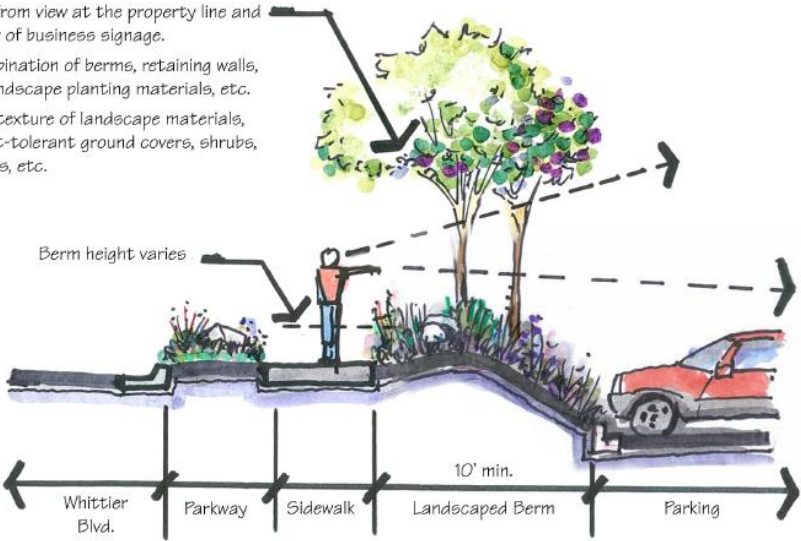
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# Examples of Landscaped Buffer Concept

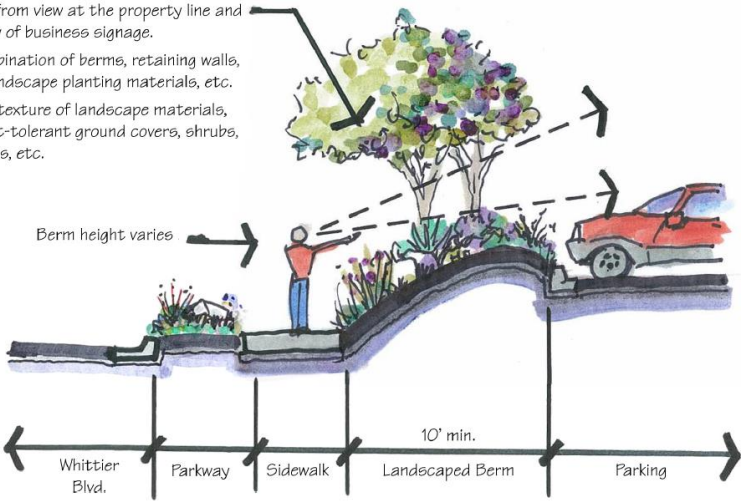
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- Screen vehicles from view at the property line and allow for visibility of business signage.
- Provide any combination of berms, retaining walls, rock features, landscape planting materials, etc.
- Tier variety and texture of landscape materials, including drought-tolerant ground covers, shrubs, high-canopy trees, etc.



*Parking Area Below Street Level*

- Screen vehicles from view at the property line and allow for visibility of business signage.
- Provide any combination of berms, retaining walls, rock features, landscape planting materials, etc.
- Tier variety and texture of landscape materials, including drought-tolerant ground covers, shrubs, high-canopy trees, etc.



*Parking Area Above Street Level*

### ***c. Multi-Unit Residential Development***

#### **1. Workplace District Residential Overlay Subarea**

- a) Residential development in this District should follow the Design Guidelines for the Neighborhood Spine.

#### **2. Neighborhood Spine**

Multi-unit residential development with a density between the minimum required 16 dwelling units per acre and the maximum allowed 30 units per acre is allowed by-right. Multi-unit residential development with a density over 30 dwelling units per acre up to a maximum of 55 dwelling units per acre shall require a Conditional Use Permit and may be allowed provided that the proposed development is:

- a) Not located directly adjacent to single-family residential.
- b) Uniquely and sensitively designed to demonstrate the community objectives as expressed in this Specific Plan.

### ***d. Live-Work Development***

#### **1. Workplace District Residential Overlay Subarea**

- a) Live-Work Units shall be designed to be compatible with non-residential neighbors. This use type is limited to those with reduced hazard levels of work type, and is not open to high traffic client visitation; the maximum number of employees (discounting the owner/occupant) is limited to two.
- b) Work activities are limited to office and office-related activity, arts, crafts and artisan type uses including assembly or fabrication of goods, candle making, jewelry making, fabrication of cloth goods, and other similar activities, or other activity compatible with residential use. Manufacturing, fabrication, and material handling that may constitute a physical hazard to adjacent uses or activities are not permitted. Also, medical offices, kennels or other activity related to animals are not permitted. Also, kennels or other activities related to animals are not permitted. Live-Work buildings may be converted to work-only use, but may not be converted to residential-only.

#### **2. Shopping Clusters and Neighborhood Spine**

- a) Work activity is limited to business (primarily office), the making of arts and crafts, including painting, graphic production, photography, print, ceramics, and sculpture, and other activities compatible with residential use. Activities that require any hazardous assembly, including fabrication, manufacturing, repair or processing operations such as welding and woodworking (with more than three fixed pieces of equipment) shall require a conditional use permit. Kennels or other activity related to animals shall be prohibited.
- b) Permitted work activities shall be classified as a business and shall be subject to all applicable City, County and State regulations.
- c) The maximum number of employees not including the owner/occupant is limited to two.
- d) Hours of operation for commercial uses within live-work development is restricted to the hours between 7:00 am and 9:00 pm.
- e) Once established, Live-Work may be converted to a solely commercial or business use or may revert to solely residential use.

***e. Neighborhood Retail Clusters***

New Retail Clusters may be designated in the Gateway and Neighborhood Spine Districts provided the following conditions are met:

- a.) Retail clusters shall be permitted within the area described in Illustration 25a: "Neighborhood Spine Retail Cluster Locations" or Illustration 25b: "Gateway Segment Retail Cluster Locations: of this Specific Plan, and:
  - a. The retail cluster provides for uses that are complimentary to local utilization and pedestrian access.
  - b. The retail cluster seeks to integrate adjacent residential to the greatest extent feasible, through site design and other amenities.

- c. The retail cluster provides uses that are complementary to a residential environment through site design and architectural design features.

***f. Drive-In or Drive-Up Businesses***

Drive-in or drive-up uses are conditionally permitted provided that they do not include unnecessary curb-cuts; that they provide curb-cut exits on side streets wherever possible; and that they provide exceptional design and landscaping that serve to bring out the unique architectural traditions of the Whittier Boulevard Corridor.

***g. Supermarket-Anchored Neighborhood Centers***

Neighborhood-serving retail centers anchored by a supermarket not to exceed 55,000 SF shall be permitted. Other commercial uses in the cluster are limited to the uses permitted in Table 4-1: Allowable Uses and Permit Requirements.

***h. Limited Project-Serving Retail***

Limited Project-Serving Retail, i.e. corner or convenience establishments are permitted if part of a larger multi-unit development of 150 or more units; not to exceed 1,500 square feet per development. Parking may not be provided.

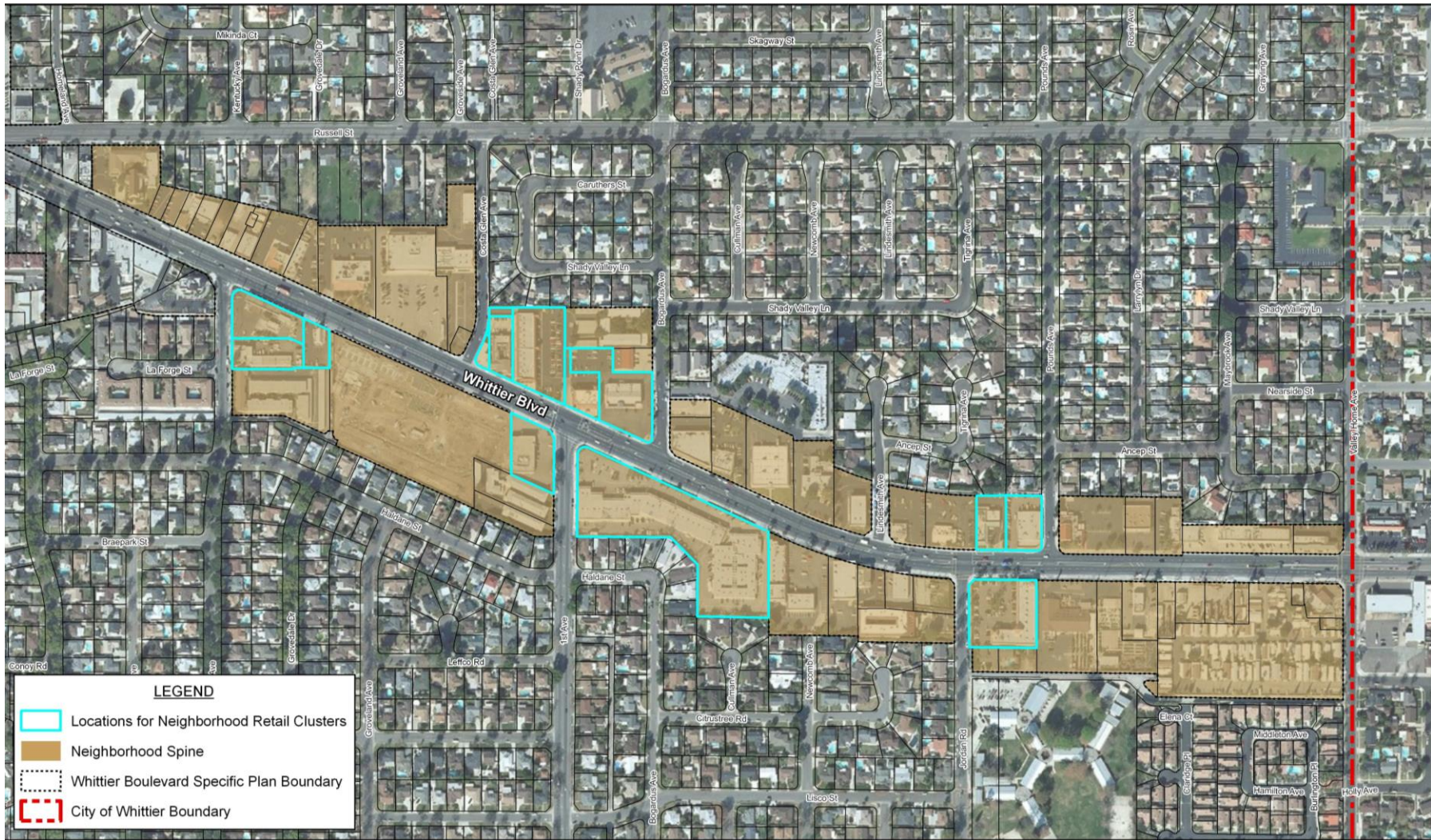


Illustration 25A: Neighborhood Spine Retail Cluster Locations



*Illustration 25B: Gateway Segment Retail Cluster Locations*

***i. Cellular Facilities***

Refer to Whittier Municipal Code Section 18.47 “Wireless Telecommunication Facilities on Public and Private Property” for development and design standards.

***j. Off-Site Storage of Automobiles***

Off-site storage lots must be screened from view and should be located to the rear of buildings where possible. Storage lots may house for-sale vehicles only, and may not be used to store goods other than vehicles.

***k. Nelles Property***

Prior to the development of the Nelles property, a master plan or Specific Plan must be prepared and approved by the Planning Commission prior to any development occurring on the site. The master plan must comply with all standards of the Workplace District section, and must promote a reasonable mix of land uses that will provide needed services to the community and be revenue-positive to the City. Alternately, a separate Specific Plan that includes development standards and design guidelines compatible with the Whittier Boulevard Specific Plan may be prepared for the property.

A Specific Plan for the Nelles property and future expansion is currently planned. Once adopted, the Lincoln Specific Plan (LSP) will provide development standards, estimated residential and non-residential buildout, and guide future development within the LSP area and shall supersede the guidance provided with this Specific Plan. Upon effective date of adoption of the Lincoln Specific Plan, the property within that specific plan will no longer be part of or subject to the Whittier Boulevard Specific Plan.

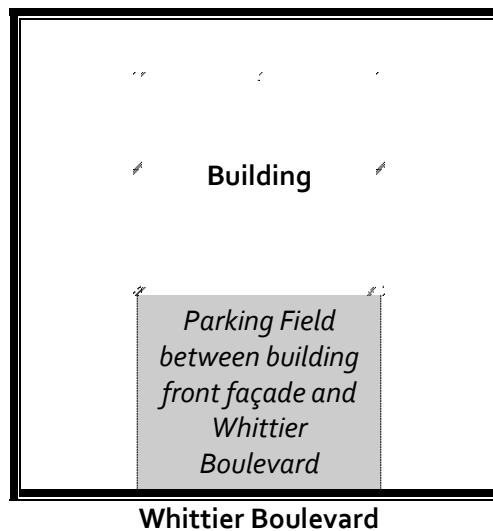
***l. Nonconforming Automotive Dealerships***

**1. Neighborhood Spine**

Automobile Dealerships in place at the time of adoption of this Specific Plan shall be considered permitted uses until such time that such uses are discontinued for more than 180 days at which time the permitted uses for those properties shall revert to the list of Permitted Uses above. This exception is restricted to those establishments primarily dedicated to the sale of new automobiles. Any on-site or off-site expansion to an existing automotive dealership shall be permitted with the approval of a Conditional Use Permit.

***m. Parking Location for Properties Facing Whittier Boulevard***

1. Number of parking spaces. On-Site Parking shall comply with Whittier Municipal Code Chapter 18.48 "Off-Street Parking."
2. Location. Surface parking areas shall be located to the side and rear of buildings. Where parking areas are located to the side and/or rear of a building, the parking area may front onto Whittier Boulevard for no more than one-half of the length of the parcel frontage. Parking lots and structures shall not be located adjacent to parks, courtyards, or plazas, and shall not be located at the intersection of two property lines that abut the intersection of two streets. Parking areas shall be designed in compliance with Section 4.0.5.n.4. (Design), below.
3. Exception to location requirements for Large-Scale Retail Establishments only, as defined in Appendix A:
  - a) Up to 10 percent of the total required number of parking spaces may be located in the area between a building's front-facing street façade and the front property line along Whittier Boulevard ("parking field"). The area of the parking field shall be determined by drawing imaginary lines horizontally on the ground at right angles from the front corners of a building to the front property line along Whittier Boulevard, as illustrated below. Within that area, the parking spaces may be on both sides of a drive aisle or all on one side.



***Illustration of Parking Location***



- b) The parking field between the building and Whittier Boulevard must be separated from the boulevard by a landscaped berm containing a minimum 10-foot wide planting area with buffer landscaping. The landscape berm shall be designed to provide sufficient site visibility of the on-site buildings while minimizing the visual dominance of vehicles parked along the street frontage.

- c) The landscape buffer strip shall be:
  - i. A minimum of 10 feet wide. The approval authority in its sole discretion may require a wider landscape buffer strip depending upon the proposed project and the site's physical characteristics;
  - ii. Measured from the edge of the parking area abutting the buffer strip and extending towards the boulevard; and
  - iii. Designed to screen vehicles behind the buffer strip while maintaining building and site visibility. This may be accomplished by a complementary mix of berms, retaining walls, rock features, natural materials, or other similar materials. Berms shall provide a maximum 3:1 slope with varying berm heights ranging from 24-36 inches in height. Plant sizes shall consist of a minimum of 36-inch box tree and 15-gallon shrubs. Any trees included in the landscaped area shall be installed and maintained to ensure visibility of buildings and their signage for location and advertising purposes and visibility into the parking area for public safety purposes. See *Examples of Landscape Buffer Concept* below.
  - iv. Depicted in a landscape plan prepared by a licensed landscape architect and approved by the appropriate approval authority.

4. Design.

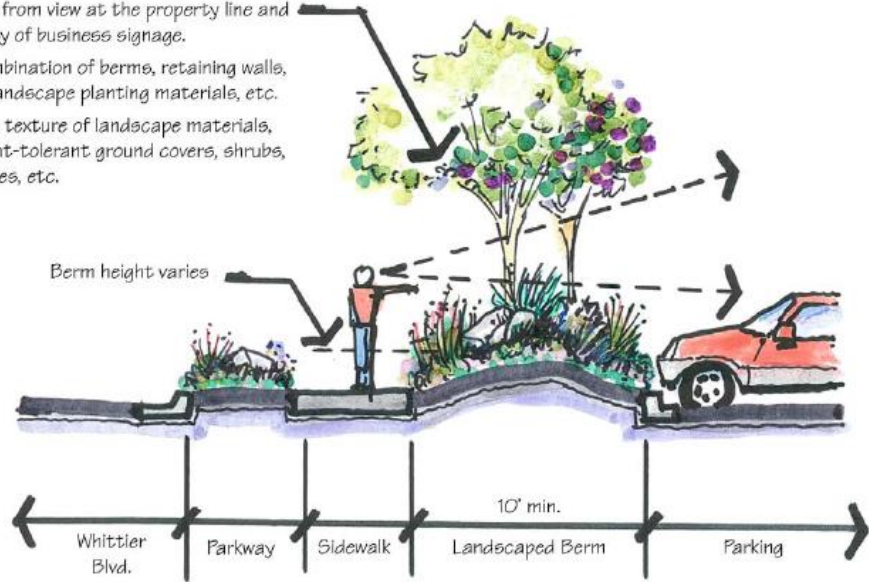
- a) Large parking lot areas shall be broken into modules of no greater than 40,000 square feet; each module shall be separated by landscaping and other features.
- b) There shall be no singular parking field greater than one acre in size unless subdivided into distinctive parking modules of no greater than one acre. On-site vehicular drive aisle(s) designed for primary ingress and egress around the property shall separate all parking modules. Each module should also be differentiated by distinctive landscaping and other design features.
- c) The perimeter of parking areas and driveways adjacent to streets and sidewalks shall be screened by a landscaped buffer that contains trees planted at least 30 feet on-center and within five feet of the front property line. The landscape

buffer shall include a screening feature such as an attractive low wall or ornamental metal fence that is 36 to 42 inches in height (see Chapter 5 Design Guidelines), or by a series of bollards (see Chapter 5 Design Guidelines). The perimeter of parking areas adjacent to interior block property lines shall be screened with a low wall or fence.

- d) Surface parking areas shall be planted with 36-inch box shade trees within six-foot landscaping fingers at a ratio of at least one tree for every five spaces in an “orchard” planting arrangement. (See Illustration 26 Orchard Parking). Where renovation, enlargements or use changes occur within an existing retail building, parking areas must be improved to include pedestrian connections between street and storefronts, and must be planted in an “orchard” planting arrangement as well. Use of shade trees less than 36-inch box size may be granted at the discretion of the approval authority.
- e) The perimeter of parking areas and driveways adjacent to buildings shall be separated by a five-foot landscape strip.
- f) Parking areas shall be accessed from the street so that circulation to parking areas does not interfere with other site activities.
- g) Surface parking trees and other planting shall be properly maintained under the direction of a qualified arborist and utilize generally accepted pruning standards from recognized professional organizations such as the International Society of Arboriculture (ISA).

### Examples of Landscape Buffer Concept

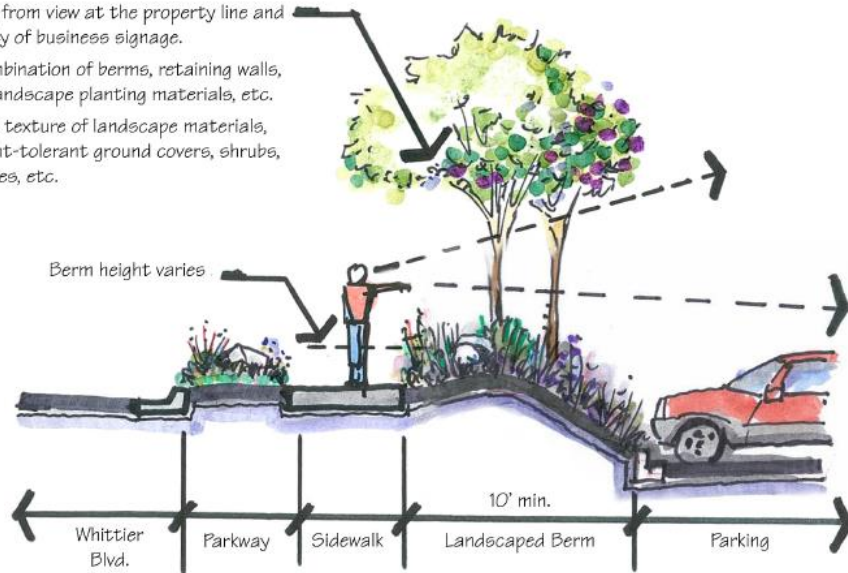
- Screen vehicles from view at the property line and allow for visibility of business signage.
- Provide any combination of berms, retaining walls, rock features, landscape planting materials, etc.
- Tier variety and texture of landscape materials, including drought-tolerant ground covers, shrubs, high-canopy trees, etc.



### Parking Area At Street Level

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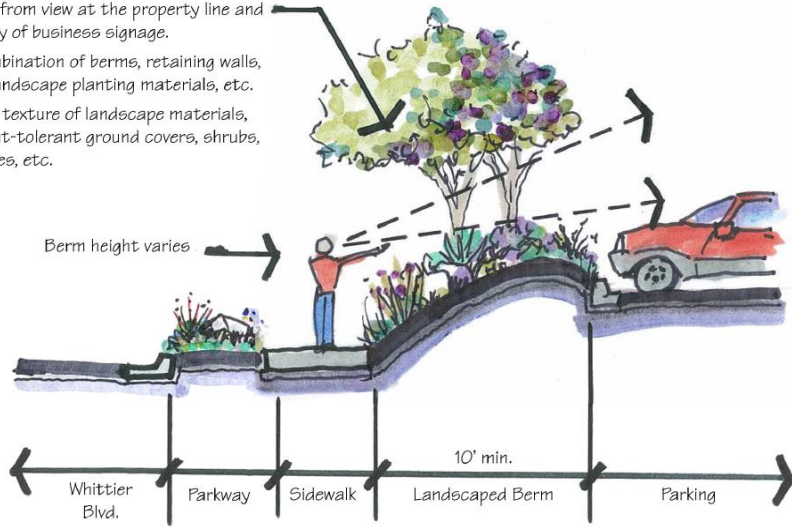
- Screen vehicles from view at the property line and allow for visibility of business signage.
- Provide any combination of berms, retaining walls, rock features, landscape planting materials, etc.
- Tier variety and texture of landscape materials, including drought-tolerant ground covers, shrubs, high-canopy trees, etc.



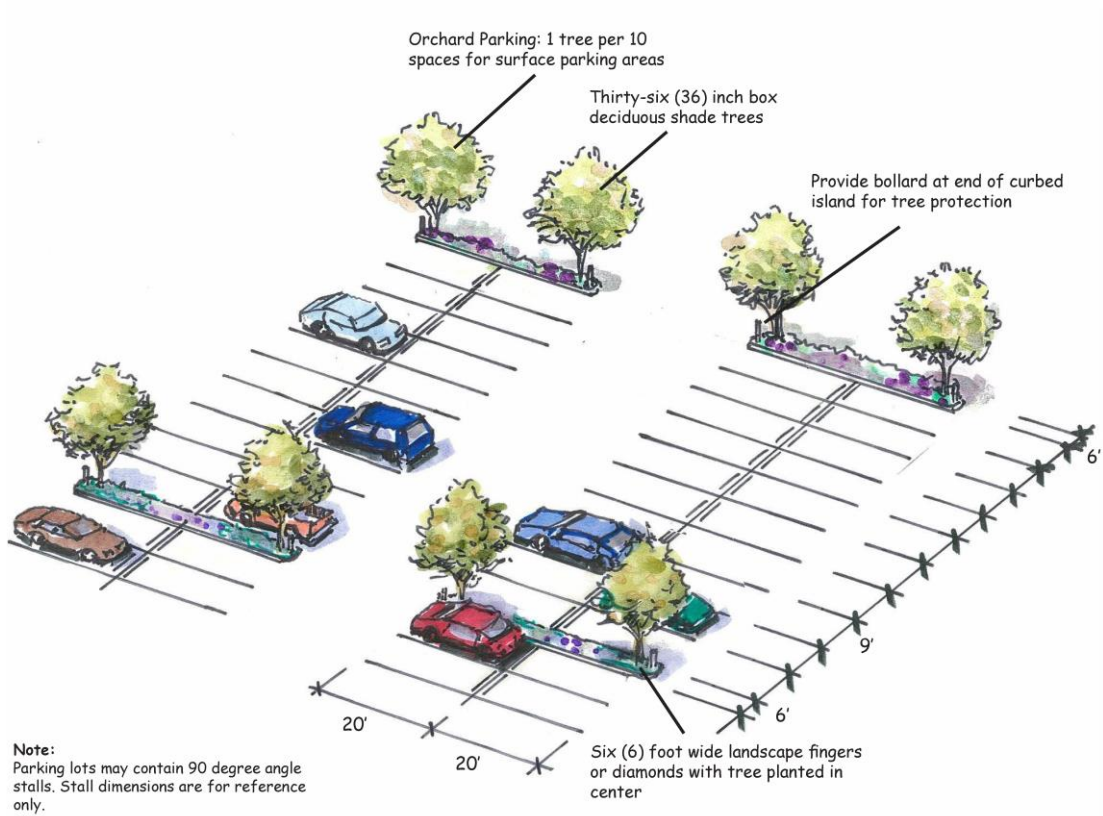
*Parking Area Below Street Level*

*Examples of Landscape Buffer Concept (continued)*

- Screen vehicles from view at the property line and allow for visibility of business signage.
- Provide any combination of berms, retaining walls, rock features, landscape planting materials, etc.
- Tier variety and texture of landscape materials, including drought-tolerant ground covers, shrubs, high-canopy trees, etc.



*Parking Area Above Street Level*



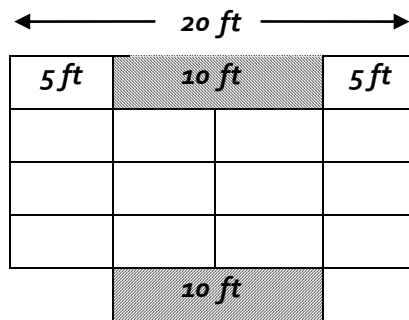
*Illustration 26: Orchard Parking*

**n. Publicly Accessible Open Space for Nonresidential Uses**

1. New nonresidential development shall provide physically delineated, usable, publicly accessible open space along the front of a single building or within a highly visible and easily accessible area between multiple buildings on the same property.
2. Required parking or setback areas shall not count towards the open space requirement.
3. Open space must be located on-site, except that open space for nonresidential uses in the Shopping Cluster may be constructed off-site if located within 500 feet of the proposed project. Publicly accessible open space shall be in the form of plazas, public greens or squares, or widened sidewalks. Large-Scale Retail Establishments, as defined in Appendix A, shall include at least one of the following:
  - Green or Open Space
  - Outdoor Patio Or Seating Areas
  - Architectural Landmarks (i.e. a clock tower), Public Art Or Water Features

Building Size by Gross Floor Area	Minimum Public Gathering/Open Space
Up to 9,999 sq ft	Not required
10,000 – 19,999 sq ft	1,000 sq ft
20,000 sq ft and over	5% of the total building gross floor area, up to a maximum of 3,000 sq ft

4. The minimum depth and width dimensions of required open space area for new development shall be 20 feet. In instances where the proposed development has corners, angles, or other unique architectural features or the lot has an irregular configuration, the minimum depth or width dimension of the open space area may be reduced by up to five feet, provided that the opposite dimension is increased in the same amount for the length of the modification. See illustration below.



**Minimum Depth and Width Dimensions of Open Space**



5. Existing development that is being enlarged, expanded, or otherwise redeveloped shall provide publicly accessible open space area in the same amounts as for new development, except as otherwise allowed in compliance with Section 4.7 (Development Hardships).
6. Plazas must be located where high levels of pedestrian activity are expected, such as adjacent to major entrances and food services such as delis, restaurants, coffee shops and bakeries. Building entries and windows must look onto plazas to enhance activity and security. Plazas must be designed to provide shade, and have decorative paving. If accompanied by a building entry, plazas may occur within front or corner side setbacks, with trellises and similar structures being allowed to project five feet into the front and street side yard setback areas. Outdoor seating, tables and umbrellas, public art, water features, landscaping, gazebos, or other features are encouraged in plazas and must be consistent with the architectural style of the project.
7. For all developments, the property owner shall provide binding agreements addressing issues of common interest in terms of maintenance of publicly accessibility to open space, and the maintenance of street planter areas, planting strips and walks.
8. Additional spaces to be constructed in the Workplace District include:
  - a) Retail Plaza- A courtyard, plaza or urban park space shall be sited along Whittier Boulevard, adjacent to the Retail Cluster between Baldwin and Pacific Place. The open space shall be a minimum of 15,000 square feet in size. This plaza may count toward open space requirement stated above. (Please refer to Chapter 5 Design Guidelines for design of open space.)
  - b) Whittier Greenway Trail/Entry Park- A paved or landscaped central access area accessible to the public during all times of the day or night shall be constructed to link the trail to the Workplace District. The open space shall be a minimum of 8,000 square feet in size, and shall be accessible from Whittier Boulevard.

## 4.1 Gateway Segment

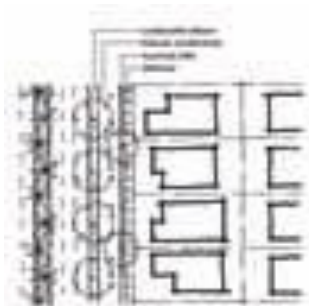
The Gateway Segment is the first piece of the City that travelers encounter upon their entrance to the City from I-605, at its northwestern piece edge. It will define the entrance to the City: a grand streetscape with a center aisle of palm trees will focus one's entrance to the Corridor, while buildings



are setback and buffered from the roadway. It will be structured for residential use, with other compatible office and retail uses allowed. The Plan Area begins at Dorland Place, just west of Broadway Avenue, and encompasses all City properties fronting Whittier Boulevard to Sorenson Avenue and Philadelphia Street. Most of the properties within this Plan Area fall to the north side of Whittier Boulevard; the properties to the south are under jurisdiction of the County and are not governed by this plan. However, streetscape policies have been included for all portions of Whittier Boulevard within this segment, including those areas outside of the Plan Area (west of Dorland Place) and those under County jurisdiction.

### 4.1.1 Additional Development Standards

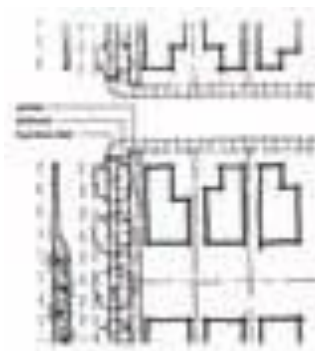
#### a. Façade Orientation



*Single-family residential fronting Whittier Blvd.*

1. Buildings must be oriented to public streets. Main entrances to buildings shall be located on a building façade or on a building corner facing a public street. Buildings sited at parcels along Whittier Boulevard must face the Boulevard, and shall have at least one primary entrance located on Whittier Boulevard.
2. \*Exception: Single-Family Residential- Single-Family Residential uses on lots fronting Whittier Boulevard may front Whittier Boulevard if separated from the boulevard by a landscaped median and parallel access road; or may present a side or rear façade to Whittier Boulevard (where development faces interior streets).
  - a) Where Single-Family Residential does front Whittier Boulevard, it must be separated from the boulevard by a landscaped median containing by a ten foot planting area planted with buffer landscaping, e.g. a planting of oleander, and a parallel access road, as shown below.

- b) Where the side yard of Single-Family Residential faces Whittier Boulevard (and development faces interior streets), it must be separated from the Boulevard by a ten foot planting area planted with buffer landscaping, e.g. a planting of oleander, as shown below.
- c) Where the rear yard of Single-Family Residential faces Whittier Boulevard (and development faces interior streets), it must be separated from the Boulevard by a ten foot planting area planted with buffer landscaping, e.g. a planting of oleander.

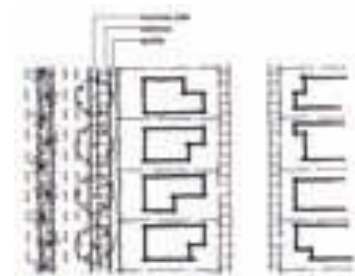


*Single-family residential with side yard to Whittier Blvd.*

**b. Site Development**

1. Block Pattern

- a) All development shall be configured into a pattern of generally rectilinear blocks, with new streets and access drives linking at right angles to surrounding City streets. Closure of existing blocks to accommodate new development is discouraged. Buildings of less than 5,000 square feet are allowed in order to address small lot constraints.



*Single-family residential with rear yard to Whittier Blvd.*

2. Driveway Access

- a) A maximum of one two-way curb cut or two one-way curb cuts shall be permitted per 140 feet of frontage, except that every separately owned and operated property may have at least one two-way curb cut or two one-way curb cuts. Divided driveways with landscaped entry medians are strongly encouraged.
- b) The maximum width of curb cuts shall be 12 feet for a one-way driveway and 24 feet for a two-way driveway
- c) Driveway setbacks shall be a minimum of five feet from adjoining properties, and a minimum of three feet from adjacent buildings.
- d) Ramping driveways shall be located beyond the back of the sidewalk with a maximum grade of fifteen percent.

- e) Service access shall be from alleys and rear parking areas wherever possible. Where only curbside service is possible, such service shall be located along streets other than Whittier Blvd.

**c. Open Space**

Common, usable outdoor space must be provided for all residential units, at a minimum of 150 square feet per unit. Private outdoor deck or patio space, in the form of a patio or deck attached to the unit, shall also be provided with at least 60 square feet for each unit. Required common and private open space shall not include required setback areas.

**d. Public Works**

All public service easements shall be provided under or immediately adjacent to new public rights-of-way or within other public easements areas acceptable to the Public Works Director. Utility lines under buildings will not be allowed. Modification to existing public and quasi-public infrastructure (sanitary sewer, storm sewer, and water and power lines) shall be made if necessary to accommodate the proposed use without reducing the quality of services to surrounding properties.

**e. Noise**

All exterior spaces and interior units shall be designed to achieve desired noise levels specified in the City's General Plan and Noise Ordinance.

**f. Maintenance**

For all developments, the developer shall prepare binding agreements ("CC&R's") addressing issues of common interest in terms of maintenance of common open space, tree planter areas, planting strips, and walks.

**g. Landscaping and Screening**

1. Front setback areas must be planted and landscaped - paved or hardscape areas are not permitted. Choices of landscape materials shall be thematic to the architectural design of the development and must coordinate with streetscape plantings.
2. At non-residential properties adjacent to Single or Multi-Family Residential uses, attractive screen fencing or walls shall be provided along all side and rear property line(s) to screen buildings, service areas, and parking areas. A minimum five-foot landscape area, planted with trees at a minimum spacing of 20 feet on center, shall be established adjacent to the outside face of fences, walls, and along building walls.

3. Utility, Trash and Service Equipment, including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. Rooftop equipment shall be screened on all sides and shall be integrated architecturally

#### **4.1.2 Improvements to Whittier Boulevard**

##### **a. Street Improvements**

1. Street improvement recommendations have been developed for the entire length of the Gateway Segment, covering all of the areas fronting Whittier Boulevard from the city boundary near Interstate 605 at Redman Avenue east along the boulevard to Philadelphia Street – please see Chapter 7 Capital Improvements for detailed recommendations on the sections of Whittier Boulevard from Redman Avenue to Norwalk Boulevard, and from Norwalk Boulevard to Glengarry Avenue. However, the development standards contained in this section apply only to those parcels included in the Plan Area (from Dorland Avenue to Philadelphia Street).
2. Street improvements are required to be provided by developers of parcels in the Plan Area as development occurs, according to the standards defined below.
3. Street improvements along sections from Glengarry to Philadelphia are intended to support more publicly accessible development, providing wider sidewalks, generous landscaped buffers and clearer views to buildings.

##### **b. Sidewalks**

1. Improvements to Whittier Boulevard shall include:
  - a) In front of Single- and Multi-Family Residential, and from Glengarry to Philadelphia or from Norwalk to Glengarry, a six-foot minimum width, level concrete sidewalk, separated from the curb by a 10-foot planting strip, shall be provided. The Director of Community Development and the City Engineer may allow variable width sidewalks and planting areas to accommodate existing conditions while maximizing compliance with the right-of-way requirements.
  - b) North of Norwalk, a minimum eight-foot wide level concrete sidewalk shall be provided.

**c. Tree Planting**

1. A 14-foot median shall be provided throughout the Plan Area, planted with 36-inch box / (Mexican Fan Palm (*Washingtonia Robusta*) palm trees planted 22.5 feet apart.
  - a) In front of Single- and Multi-Family Residential, 36-inch box Hybrid Crape Myrtle trees shall be planted at spacing not greater than 45 feet on center within the planting strip. The trees shall alternate block by block by color.
  - b) Between Glengarry and Philadelphia, 36-inch box Hybrid Crape Myrtle trees shall be planted to increase visibility to establishments along this section, at not greater than 45 feet on center within the parking lane. The trees shall alternate block by block by color.

**d. Lighting and Street Furniture**

1. Pedestrian-scaled lighting shall be installed as a part of all new development. Street light design shall be distinctive to each Plan Area; light types must be coordinated with the predominant architectural styles of its buildings and the primary uses therein, yet complementary to the overall boulevard scheme.
2. Placement: Pedestrian scale lighting shall be installed to be consistent with tree planting, at not greater than 90 feet on center along the public right-of-way.
3. Design: All street furniture and lighting shall generally conform in design and character to the following recommended selections:
  - a) Along the sides of Whittier Boulevard, single-head drop lamps e.g. King Luminaire using K206 Luminaire, KA30-T-I-30 and KA 40-S Side Mount Arms, and KBH-30 Pole (see Chapter 7 Capital Improvements for illustrations).
  - b) Along the center median, double-head drop lamps i.e. King Luminaire using K205 Luminaire, KA18-T-1 Arm and KS-15 Pole (see Chapter 7 Capital Improvements for illustrations).

- c) Examples of appropriate street furnishings include the Victor Stanley bench, Goblet Series, Model FR-7; and the Victor Stanley trash receptacle, Goblet Series, Model GSF-32 (see Chapter 7 Capital Improvements for illustrations)

#### **4.1.3 *Street Design Standards (Not Applicable to Whittier Boulevard)***

1. Whenever possible, new streets constructed within or adjacent to this Plan Area shall be aligned to extend through to existing streets.
2. New streets shall ensure a pedestrian realm connected to Whittier Boulevard with a minimum five-foot wide level sidewalk and pedestrian scaled lighting.
3. New streets within the area shall conform to minimum City standard design criteria and construction specifications, with any exceptions to be approved by the City Engineer. In general, streets within the Plan Area shall be designed to address the following issues:
  - a) Safe distances between intersections.
  - b) Safe travel on and turning to/from curved portions of streets.
  - c) Safe sight distances at intersections, along horizontal curved sections of streets, and at driveway approaches entering streets, particularly at approaches to depressed driveways leading to underground garages.

## 4.2 Workplace District

The Workplace District is the highly visible sequence following the Gateway Segment, leading to the Five Points Intersection. This district already includes some of the City's major workplaces, as well as being the largest contiguous cluster of employers in the City; and it provides the most logical, viable place for new employment-related uses to locate in the City. The Plan Area is defined as the business area



adjacent to the Five Points Intersection, bounded to the north by Sorenson Avenue and Philadelphia Street, to the east by the former Union Pacific railroad right-of-way, and to the west by the City limits. It terminates to the south at Washington Boulevard and the Five Points Intersection, encompassing the key properties fronting that intersection at Washington Boulevard and Santa Fe Springs Road.

### 4.2.1 Additional Development Standards

#### *a. Façade Orientation*

1. Buildings shall be oriented to public streets. Main entrances to buildings shall be located on a building façade or on a building corner facing a public street. Buildings sited at parcels along Whittier Boulevard shall face the Boulevard when appropriate.

#### *b. Site Development*

1. Block Pattern
  - a) All development shall relate to the direction and orientation of existing City streets. Streets shall conform to a pattern of generally rectilinear blocks, with new streets and access drives linking at right angles to surrounding City streets whenever possible.
  - b) Subdivision of existing parcels shall result in the creation of new blocks not to exceed 600 feet in length or 500 feet in depth. Blocks may be subdivided further by separating continuous buildings with alley streets or pedestrian spaces.
2. Driveway Access



- a) A maximum of one two-way curb cut or two one-way curb cuts shall be permitted per 140 feet of frontage, except that every separately owned and operated property may have at least one two-way curb cut or two one-way curb cuts. Divided driveways with landscaped entry medians are strongly encouraged.
  - b) The maximum width of curb cuts shall be 15 feet for a one-way driveway and 30 feet for a two-way driveway, unless additional width is needed to contribute to reductions in queuing on public streets, as determined by the City Traffic Engineer.
  - c) Ramping driveways shall be located beyond the back of the sidewalk with a maximum grade of 15 percent.
  - d) Service access shall be from alleys and rear parking areas wherever possible. Where only curbside service is possible, such service shall be located along streets other than Whittier Blvd.
3. Pedestrian Access
- a) Pedestrian walkways shall connect major building entries and transit stops with the public sidewalk along the street. Connecting walkways shall be at least four feet wide (excluding car overhangs) and shall be accompanied by a five-foot minimum landscape buffer with trees planted at least every 30 feet on-center.
4. Access to Transit
- a) Transit shelters shall be provided near major concentrations of employees. Where a transit stop is planned adjacent to a project of at least five acres, the developer shall coordinate with the Transit Department to determine a suitable location for a transit shelter on-site

**c. Public Works**

All public service easements shall be provided under or immediately adjacent to new public rights-of-way or within other public easements areas acceptable to the Public Works Director. Utility lines under buildings will not be permitted. Modification to existing public and quasi-public infrastructure (sanitary sewer, storm sewer, and water and power lines) shall be made if necessary to accommodate the proposed use without reducing the quality of services to surrounding properties.

**d. Noise**

All exterior spaces and interior units shall be designed to achieve desired noise levels specified in the City's General Plan and Noise Ordinance.

**e. Maintenance**

For all developments, the developer shall prepare binding agreements ("CC&R's") addressing issues of common area interest in terms of maintenance of common open space, tree planter areas, planting strips, and walks.

**f. Landscaping and Screening**

1. Front setback areas shall be planted and landscaped - paved or hardscape areas are not permitted. Choices of landscape materials shall be thematic to the architectural design of the development and shall coordinate with streetscape plantings.
2. Adjacent to Residential Areas, attractive screening shall be provided along the property line(s) to screen buildings, service areas, and parking areas. A five-foot planting area shall be established adjacent to the fence or wall with trees at a minimum spacing of 20 feet on center.
3. Utility, Trash and Service Equipment, including loading docks, truck parking, trash compaction, and other service functions, shall be located away from streets and public areas- no areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20 feet of any public or street, public sidewalk, or internal pedestrian way.
4. Placement of site equipment, such as backflow preventers, HVAC equipment, trash dumpsters, and utility meters, shall be screened by landscape materials. Trash facilities shall always be within structural enclosures that are architecturally integrated with the building design. Rooftop equipment, including satellite receiving dishes, shall be screened on all sides and shall be integrated architecturally in the building design.
5. At Large-Scale Retail Establishments, outdoor areas for the storage and sale of seasonal inventory shall be permanently defined and screened by landscaping, fencing or located within structural enclosures that are architecturally integrated with the building design. Materials, colors, and designs of screening walls and/or fences and the cover shall conform to those used as predominant materials and colors of the building.

6. Lighting along all residential property lines shall not exceed 0.5 foot-candles.

#### 4.2.2 Improvements to Whittier Boulevard

##### a. Access Road Parking

1. Angled parking shall be provided along the access road parallel to and south of Whittier Boulevard.

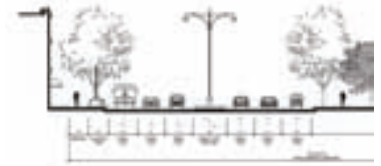
##### b. Sidewalks

1. Improvements to Whittier Boulevard shall include:
  - a) Along Whittier Boulevard, a six-foot minimum width, level concrete sidewalk, separated from the curb by an eight-foot maximum width planting strip shall be provided.
  - b) In front of the Retail Cluster along the access road parallel to Whittier Boulevard, a minimum 12-foot wide sidewalk shall be provided.
  - c) In all other areas fronting the access road parallel to Whittier Boulevard, a minimum 12-foot wide level concrete sidewalk shall be provided.
  - d) The Director of Community Development and the City Engineer may allow variable width sidewalks and planting areas to accommodate existing conditions while maximizing compliance with the right-of-way requirements.

##### c. Tree Planting

1. Along Whittier Boulevard, and along the access road parallel to Whittier Boulevard, 36 inch box Canary Island Pine trees shall be planted at a spacing of not greater than 45-foot on center within the planting strip.
2. At the central open space, thirty-six inch box Liquid Amber (*Rotunda Loba*), Sycamore, Camphor and California Live Oak trees shall be planted at a spacing of not greater than 45 feet on center. Special treatments, including coordinated furnishings, water elements and landscaping, shall occur at the plaza across from the retail cluster, between Baldwin and Pacific Place.

##### d. Lighting



Improvements to Whittier Blvd.



Improvements to access road at retail



Improvements to access road at office

1. Pedestrian-scaled lighting shall be installed as a part of all new development. Street light design shall be distinctive to each Plan Area; light types shall be coordinated with the predominant architectural styles of its buildings and the primary uses therein, yet complementary to the overall boulevard scheme.
2. Placement: Pedestrian scale lighting shall be installed to be consistent with tree planting, at not greater than 90 feet on center along the public right-of-way.
3. Design: All street furniture and lighting shall generally conform in design and character to the following recommended selections:
  - a) Along the south side of Whittier Boulevard, double-head post-top lamps e.g. Lumec L80-PCCS-SE-SF80 Luminaire, CRC Arm, and RS53D-15 Pole or equivalent (see Chapter 7 Capital Improvements for illustrations).
  - b) Along the north side of Whittier Boulevard and interior district street, single-head post-top lamps e.g. Lumec L80-PCCS-SE-SF80 Luminaire and R553 D-15 Pole or equivalent. (see Chapter 7 Capital Improvements for illustrations).
  - c) Along the center median, double-headed drop lamps e.g. Lumec RN-20-GRD Luminaire, M20C Arm and R92D-30 Pole or equivalent. (see Chapter 7 Capital Improvements for illustrations).
  - d) Examples of appropriate street furnishings include the Victor Stanley bench, Steelsites Series Model RB-28; and the Victor Stanley trash receptacle, Economy Series Model ES-142 or equivalent (see Chapter 7 Capital Improvements for illustrations).

#### **4.2.3 *Street Design Standards (Not Applicable to Whittier Boulevard)***

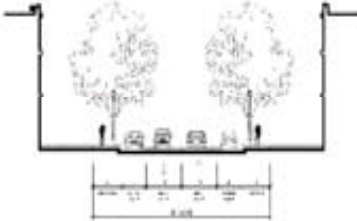
1. Whenever possible, new streets constructed within the Workplace District shall be aligned to extend through to existing streets.
2. New streets shall provide a continuous walkway connected to existing streets and walkways with a minimum 10-foot wide level sidewalk and pedestrian-scaled lighting.
3. New streets within the area shall conform to minimum City standard design criteria and construction specifications, with

any exceptions to be approved by the City Engineer. In general, streets within the Workplace District shall be designed to address the following issues:

- a) Safe distance between intersections.
- b) Safe travel on and turning to/from curved portions of streets.
- c) Safe sight distances at intersections and along horizontal, curved sections of streets.
- d) Safe sight distances at the driveway approaches entering streets, particularly at approaches to depressed driveways leading to underground garages.

4. Right-of-Way

- a) Rights-of-way widths within the Workplace core area (east of Baldwin Place, and fronting Five Points) shall be a maximum of 60 feet, containing a minimum 10-foot-wide level sidewalk on both sides, as shown at right.
- b) Rights-of-way width outside of the Workplace core area (west of Baldwin Place and its extension) shall be a maximum of 60 feet, containing a minimum five-foot wide level concrete sidewalk, separated from the curb by a five-foot planting strip, on both sides.



*New streets in the Workplace District Core*

5. New Streets in the Workplace District Core

a) Roadway Width

- 1) Curb-to-curb widths throughout the Workplace District shall be a maximum of 40 feet, consisting of two 12-foot wide travel lanes, and eight-foot wide parallel parking lanes on both sides, where on-street parallel parking is not provided, curb-to-curb widths shall be a maximum of 26 feet.

b) Corner radius

- 1) Corner Curb return radius shall be 15 feet. At streets without parallel parking, Corner Curb return radius may be increased to 20 feet.

c) Tree Planting

- 1) Round-headed street trees shall be planted at a spacing of approximately 50 feet on center along the public right-of-way.

d) Lighting

- 1) Pedestrian scale lighting shall be installed 50' on center along the public right-of-way. Luminaires shall be no more than 16 feet in height, and shall conform in design and character to those designated by the City for Whittier Boulevard (see Improvements to Whittier Boulevard, above).

## 4.3 Shopping Clusters

As the most visible and highly traveled thoroughfare in the City, Whittier Boulevard includes many of the community's most desirable locations for retail shops. In order to ensure the creation of an appealing shopping environment, the Specific Plan directs shopping industry investment to two



concentrated segments of the corridor. Each of the two Shopping Cluster plan areas contain one of the primary anchored retail developments in the city – Shopping Cluster I includes the Quad, and Shopping Cluster II is planned around and anchored by (but does not include) the Whittwood Town Center. Taken together, the two Plan Areas devoted to shopping as the dominant segment use contain significantly more property than the City is likely to need to accommodate its share of the regional demand for retail shops, restaurants, and entertainment venues, but remain sufficiently circumscribed to ensure the eventual development of a sufficiently concentrated pattern of use. The locations of the two shopping clusters- Shopping Cluster I and II – are as follows:

Shopping Cluster I: Directly east of Five Points, the Shopping Cluster I Plan Area extends southward from Five Points to Laurel Avenue, at the southern edge of the Quad. It includes all of the Quad property and the fronting properties along Painter Boulevard heading north to Russell Street.

Shopping Cluster 2: Approaching from the east, Shopping Cluster II extends from Virginia Avenue to La Serna Drive, and is organized around Whittwood Town Center. Although Shopping Cluster II and the Whittwood Town Center are organized as a single, integrated part of the City of Whittier, policies governing the development of Whittwood are contained in the Whittwood Town Center Specific Plan. Therefore, Shopping Cluster II runs along the north side of the road from Santa Gertrudes Avenue to Scott Avenue. Between Scott Avenue and La Serna Drive it is two-sided, as it is between Santa Gertrudes Avenue and Virginia Avenue to the east of the Whittwood Town Center.

### 4.3.1 Additional Development Standards

#### a. Façade Orientation

1. Buildings sited at parcels along Whittier Boulevard must face the Boulevard, and must have at least one primary entrance located on Whittier Boulevard. Also refer to Chapter 5 Design Guidelines for Shopping Clusters for additional provisions governing building orientation.

#### b. Site Development

1. Block Pattern
  - a) Streets must conform to a pattern of generally rectilinear blocks, with new streets and access drives linking at right angles to surrounding City streets. Closure of existing blocks to accommodate new development is not permitted.
2. Minimum Space Between Buildings
  - a) Minimum space between buildings on a single property featuring commercial development within the first 300 feet of Whittier Boulevard, and featuring residential development beyond the 300-foot line:
    - 1) Buildings with predominantly commercial uses must be separated from residential development by a minimum of 30 feet.
    - 2) Residential buildings facing each other must be separated by a minimum of 50 feet.
    - 3) Residential buildings must be separated from adjacent residential buildings to the side and rear by a minimum of 30 feet.
    - 4) Residential development must also adhere to all applicable standards and guidelines for residential development contained within the Neighborhood Spine Plan Areas section.
3. Driveway Access
  - a) A maximum of one two-way curb cut or two one-way curb cuts are permitted per 140 feet of frontage, except that every separately owned and operated property may have at least one two-way curb cut or two one-way curb cuts.



- b) Divided driveways with landscaped entry medians are required when determined appropriate by the Director of Community Development.
- c) The maximum width of curb cuts must be 20 feet for a one-way driveway and 30 feet for a two-way driveway.
- d) Ramping driveways must be located beyond the back of the sidewalk with a maximum grade of 15 percent.
- e) Service access must be from alleys and rear parking areas wherever possible. Where only curbside service is possible, such service must be located along streets other than Whittier Blvd.

4. Pedestrian Access

- a) Pedestrian walkways must be decorative and connect at least one building entrance directly to the public sidewalk. All pedestrian walkways must be at least four feet wide but no less than the width of the building entryway, except where applicable safety standards require portions with greater width. All walkways shall be free and clear of obstructions, inclusive of lighting bollards or other decorative elements.
- b) Where connecting walkways pass through parking lots, they must be separated from the parking lots by raised curbing or by bollards, and must be accompanied by a minimum five-foot landscape buffer with trees planted at least every 30 feet on-center.

5. Access to Transit

- a) Pedestrian access must be provided between transit stops and at least one building entrance for each on-site building tenant. Transit shelters must be provided at all transit stops as specified by the Director of Public Works.

*c. Public Works*

- 1. All public service easements must be provided under or immediately adjacent to new public rights-of-way or within other public easements areas acceptable to the Public Works Director.

**d. Noise**

All exterior spaces and interior units shall be designed to achieve desired noise levels specified in the City's General Plan and Noise Ordinance.

**e. Maintenance**

For all developments, the developer shall prepare binding agreements ("CC&R's") addressing issues of common interest in terms of maintenance of common open space, tree planter areas, planting strips, and walks.

**f. Landscaping and Screening**

1. Front setback areas must be planted and landscaped - paved or hardscape areas are not permitted. Choices of landscape materials must be compatible with the architectural design of the development and with streetscape plantings.
2. Side setback areas must be planted and landscaped except where designed to serve as pedestrian walkways. Choices of landscape materials must be compatible with the architectural design of the development and must be coordinated with streetscape plantings.
3. Adjacent to residential areas, attractive screen fencing or walls must be provided along the property line(s) to screen buildings, service areas, and parking areas. A five-foot planting area must be established adjacent to the inside face of the fence or wall with trees at a minimum spacing of 20 feet on center. Alternatively, a decorative foot-high screen wall may be constructed with a five-foot wide landscape planter inside the face of the wall with trees (36-inch box minimum size) planted at least 25 to 30 feet on center with a combination of 15 and five gallon shrubs planted between trees.
4. Utility, Trash, Recycling, Food Waste and Service Equipment, including satellite receiving dishes, BTS equipment cabinets, loading docks, truck parking, trash compaction, and other service functions, must be located away from streets and public areas, and must be enclosed or screened by landscaping, fencing or other architectural means. Trash facilities and recycling containers must always be within structural enclosures
5. Placement of site equipment, such as backflow preventers, HVAC equipment, trash dumpsters, and utility meters, must be screened by landscape materials where possible.

6. Outdoor storage areas must be located away from the street, behind or to the side of buildings. In addition to locating storage areas away from streets, walls must be used to screen stored materials.
7. Lighting along all residential property lines shall not exceed 0.5 foot-candles.

#### **4.3.2 Improvements to Whittier Boulevard**

##### **a. Sidewalks and Landscaped Areas**

1. New development shall provide a six-foot minimum width sidewalk, as well as an eight-foot minimum width planting strip between public sidewalk and street curb. The planting strip shall include irrigated ground cover as well as trees and lights (see subsequent sections for specifications). The Director of Community Development and the City Engineer may allow variable width sidewalks and planting areas to accommodate existing conditions while maximizing compliance with the right-of-way requirements.

##### **b. Tree Planting**

1. Thirty-six-inch box King Palm trees must be planted at a spacing of no more than 45 feet on center within the planting strip.

##### **c. Street Lighting and Furniture**

1. Pedestrian-scaled lighting must be installed as a part of all new development. Street light design must be distinctive to each Plan Area; light types must be coordinated with the predominant architectural styles of its buildings and the primary uses therein, yet complementary to the overall boulevard scheme.
2. Placement: Pedestrian scale lighting must be installed to be consistent with tree planting, at not more than 90 feet on center along the public right-of-way and positioned at or close to the center point between street trees, or as determined to be appropriate by the Director of Community Development.
3. All street furniture and lighting must generally conform in design and character to the following recommended selections:
  - a) Along Whittier Boulevard, double-head post-top lamps e.g. Lumec L80-PCCS-SE-SF80 Luminaire, CRC Arm, and RS53D-15 Pole (see Chapter 7 Capital Improvements for

illustrations), or as determined appropriate by the Director of Community Development. Banner elements should be included where appropriate, as part of a coordinated Plan Area-wide effort.

- b) Along interior pedestrian ways, single-head post-top lamps i.e. Lumec L80-PCCS-SE-SF80 Luminaire, and RS53D-15 Pole (see Chapter 7 Capital Improvements for illustrations), or as determined to be appropriate by the Director of Community Development.
- c) Along the center median, double-headed drop lamps e.g. Lumec RN-20-GRD Luminaire, M20C Arm and R92D-30 Pole (see Chapter 7 Capital Improvements).
- d) Examples of appropriate street furnishings include the Victor Stanley bench, Classic Series Model CR-96; and the Landscapeforms trash receptacle, Presidio Litter, 30-gallon, black color (see Chapter 7 Capital Improvements for illustrations), or others as determined appropriate by the Director of Community Development.

#### **4.3.3 *Street Design Standards (Not Applicable to Whittier Boulevard)***

- 1. Whenever possible, new streets constructed within this Plan Area must be aligned to extend through to existing streets.
- 2. New streets must provide a continuous walkway connected to existing streets and walkways with a minimum eight-foot wide level sidewalk and pedestrian scaled lighting. If existing right-of-way widths allow, curbside parking may be provided on both sides of the street.
- 3. New streets within the area must conform to minimum City standard design criteria and construction specifications, with any exceptions to be approved by the City Engineer. In general, streets within the Plan Area must be designed to address the following issues:
  - a) Safe distance between intersections.
  - b) Safe travel on and turning to/from curved portions of streets.
  - c) Safe sight distances at intersections and along horizontal, curved sections of streets.

- d) Safe sight distances at the driveway approaches entering streets, particularly at approaches to depressed driveways leading to underground garages.

4. Lighting:

- a) Pedestrian scale lighting must be installed not more than 90' on center along the public right-of-way. Luminaires must be no more than 16 feet in height, and must conform in design and character to those designated by the Director of Community Development for Whittier Boulevard (see Improvements to Whittier Boulevard, above).

## 4.4 Center District

The Center District provides opportunities for the redevelopment of vacant and underutilized commercial properties by allowing more compact mixed-use development between the Quad to the west and the existing large-scale commercial uses to the east. By mixing retail, office and residential uses in close proximity, residents will be able to live and work in the same neighborhood. The Plan Area extends along Whittier Boulevard and serves as a link between the Specific Plan area's more intensive commercial centers.



### 4.4.1 Additional Development Standards

#### a. *Parking Structures and Garages*

Development standards for parking structures and garages shall comply with the provisions contained in Whittier Municipal Code Chapter 18.99, "Parking Structure Development Standards and Design Guidelines."

#### b. *Retail and Entertainment Development*

This section applies to larger scale retail/entertainment development projects whose total building area, including usable outdoor space that is equal or greater than 20,000 gross square feet. For determining building area, structure(s) located 20 feet or less apart or multiple structures that are part of a single development projects shall be considered one building.

1. Architectural Design
  - a) Building shall consist of quality architectural features.
  - b) Unarticulated wall surfaces shall not exceed 50 feet in length. Facades exceeding 50 feet in length shall incorporate projections, recesses and offsets to minimize the appearance of long blank walls.
  - c) Architectural elements such as pilasters, columns, canopies, porticos, colonnades, arcades and other architectural elements shall be incorporated.
  - d) Other methods, in addition to those expressed above, include color changes, texture changes and materials changes.

- e) Methods to reduce the likelihood of graffiti, such as creeping vines or other methods shall be incorporated, as appropriate.

2. Buildings with Multiple Tenants

Buildings containing multiple tenants shall provide fenestration for the façade of each individual leasable space at a minimum of 60 percent of the horizontal length of the façade.

- a) Fenestration shall occur at a minimum of 30 inches above finished grade and a minimum of 8 feet in height. Full fenestration of the façade shall be considered a preferred design alternative.

3. Entryways

Building entryways shall be clearly defined and incorporate architectural details.

4. Trash/Service/Delivery Areas

Trash, service and delivery areas shall provide adequate screening and buffering to minimize visual impacts from the public right-of way and adjacent properties.

- a) Minimum wall height for screening and buffering shall be eight feet and shall provide architectural details complementary to the design of the building.
- b) When appropriate, a landscape buffer may be provided along service/delivery area screen walls.
- c) Buffer landscaping shall consist of a complementary mix of trees, shrubs and groundcover.
- d) Where appropriate, drought tolerant landscaping shall be used.

5. Roofs

If any rooftop equipment is installed, it shall be secured to the structure, screened from public view and treated with architectural elements consistent with the overall design of the primary structure.

6. Circulation and Access

A minimum four-foot wide sidewalk shall be provided along the full length of a building's façade. For multi-tenant buildings, a minimum eight-foot wide sidewalk shall be provided along the full length of the building's façade.

- a) As applicable, sidewalks shall provide for the accommodation of turnouts for buses or other forms of public transportation

7. Parking Requirements

See Whittier Municipal Code Chapter 18.48 "Off-Street Parking," for standards and requirements.

8. Requirements for Publicly Accessible Amenities

For retail and entertainment, development applicants shall be required to provide usable exterior publicly-accessible amenities on-site.

These amenities may include any combination of the following:

- Seating or benches
- Direct access to transit/bike facilities
- Public art
- Water features
- Usable landscape (e.g. turf)

The amount, design and place of these amenities shall be determined during the design review process. Project applicants shall also conform to applicable section of the Whittier Municipal Code.

**c. *Mixed-Use Development***

For the purpose of this section, mixed-use projects are defined as development that include any combination of residential and nonresidential uses or structures on a single parcel, or as components of a single development.

1. Mix of Uses

A mixed-use project shall combine either commercial and office uses or commercial and residential uses. Mixed-use projects may provide commercial and/or office space on the ground floor with residential units above.

2. Residential Density

The allowable residential density of a mixed-use project shall be governed by the standards for the applicable Planning Areas specified in this Specific Plan. Residential densities above those permitted by this Specific Plan may be granted, provided that total number of residential units within the Planning Area does not exceed the buildout estimated for this Specific Plan.



3. Residential Dwelling Unit Minimum Size

Minimum interior building areas for residential dwelling units shall comply with Whittier Municipal Code Sections 18.10.060 "Minimum dwelling unit square footage," and 18.06.044 "Bedroom sleeping area":

- a) Studio unit not less than 600 square feet;
- b) Senior unit (age covenant restricted) not less than 450 square feet;
- c) One-bedroom: not less than 750 square feet;
- d) Two-bedroom: not less than 1,000 square feet;
- e) Three-bedroom: not less than 1,250 square feet.
- f) Four-bedroom: not less than 1,500 square feet
- g) Five-bedroom or greater: not less than 1,500 square feet, plus an additional 250 square feet for each additional bedroom with more than four-bedrooms within the same dwelling unit

4. Parking- Mixed Use Projects

Parking standards for mixed use projects shall comply with the standards set forth in the Whittier Municipal Code Chapter 18.48 "Off-Street Parking," in addition to the following standards:

- a) Guest parking shall be accessible, shall be screened from view of the street and shall be clearly identified with the words "GUEST PARKING" painted in the space with minimum 8-inch high letters.
- b) Off-street parking for nonresidential uses shall be provided for each separate use in compliance with the standards as set forth in the Whittier Municipal Code.

5. Parking and Access Standards

- a) All parking spaces required for the residential use shall be provided on site.
- b) Parking spaces to serve residential uses shall be specifically designated and shall be reserved for the exclusive use of the residents.
- c) If structured parking is provided for the proposed development, separate dedicated and accessible parking areas shall be provided for residential and commercial uses.

- d) Separate site access drives shall be provided for the residential uses and commercial uses whenever possible.
- e) Methods for securing residential parking shall be required for residential parking areas, as well as for securing commercial parking areas when businesses are closed.

6. Trash Collection Areas

Trash collection areas shall be contained within an enclosed structure. Trash collection areas shall be designed, located or screened so as not to be readily identifiable from adjacent streets.

7. Loading and Storage Facilities

Loading areas and solid waste storage facilities shall be located as far as possible from the on-site residential units and shall be completely screened from view from adjacent residential portions of the project. The location and design of the solid waste enclosures shall account for potential nuisances from odors and noise from collection vehicles.

8. Exterior Lighting

Parking lot lighting and security lighting for the commercial uses shall be appropriately shielded so as not to spill over into residential areas. Residential units shall also be shielded from illuminated commercial signs.

9. Exterior Equipment

All exterior mounted equipment, including public transportation facilities, shall be screened from view. Special consideration shall be given to the location and screening of noise generating equipment (e.g., air conditioning, exhaust fans, refrigeration units, etc.) Noise reducing screens and insulation may be required where equipment has the potential to impact residential uses.

10. Satellite Dish Systems

Satellite dish system must be roof mounted and screened from view.

11. Outdoor Space for Residential Uses- Mixed Use projects

- a) Outdoor space may be provided as common or private space. Any common outdoor space shall have a minimum level surface dimension of 20 feet and a minimum area of 400 square feet.
- b) Outdoor space intended for use by residents only shall not be accessible from commercial areas.

- c) Open space and courtyards located in the commercial areas may be accessible to residential occupants and visitors.
- d) Landscaping and seating shall be permanently integrated into all publicly-accessible outdoor spaces.

12. Restrictions on Hours of Operation

The City of Whittier may restrict the hours of operation of nonresidential uses to mitigate adverse impacts on the residential uses.

13. Requirements for Joint Owners' Association

For mixed use projects providing residential and non-residential uses, a joint tenant/owners' association shall be formed to ensure the continuous maintenance and replacement of common area elements for the project and each phase of development. Each association shall be managed by a professional property management company. The property management company shall be approved by the City Attorney prior to occupancy. Each association shall be formed according to the type of use (e.g., residential, commercial, office and mixed use) and shall have the power to levy and collect assessments from owners of interests in each phase of development to provide for common area maintenance and replacement and the other purposes of each association. The association's bylaws and governing documents, indemnity, conditions, covenants and restrictions shall include the following:

- Determination of the maintenance and landscaping responsibilities,
- Trash facility responsibilities,
- Parking facility maintenance responsibility,
- Assignment of parking spaces per each use,
- Relationship between uses regarding association representation and voting procedures and, if applicable,
- Mechanisms for the integration of the common area maintenance functions among different associations with the overall project site.

In addition, the governing documents for each such association shall contain other provisions as required by the City in light of the specific design elements of each particular phasing and/or development of the overall project. The conditions, covenants and restrictions of each Association shall provide that the City has the power to enforce the maintenance and land use delegations of the association in the event

that following reasonable notice from the City, the association does not correct any such maintenance and land use compliance deficiencies at the reasonable request of the City. The City shall have the power to enter the property to perform maintenance work and the City shall have the power to recover any costs which the City may incur in connection with the enforcement of the association's maintenance and other governing documents, through the levying of a special assessment as if the association itself levied the special assessment upon its members under the association's conditions, covenants and restrictions.

The governing documents of each association shall be subject to review and approval by the City Attorney as to conformity with this section.

14. Building Design for Mixed-Use Projects

a) Design Standards

A mixed-use project shall be designed and constructed to:

- 1) Be compatible with and complement adjacent land uses;
- 2) Maintain or enhance the character of development in the immediate neighborhood;
- 3) Maintain or increase the existing number of residential units generally and specifically those for seniors and a variety of income levels; and
- 4) Mitigate glare, light, noise, traffic, and other potential environmental impacts to the maximum extent feasible.

b) Separate Entrances

When residential and commercial uses are provided in the same structure, separate entrances shall be provided for each use.

c) Distance between Building

A minimum distance of ten feet shall separate exterior walls of separate buildings containing dwelling units on the same lot. The windows or window/doors of any dwelling unit shall not face the windows or window/doors of any other dwelling unit unless separated by a distance of 10 or more feet except where the angle between the wall of the separate dwelling units is 90 degrees or more. Walls parallel to each other shall be considered to be at a zero degree angle.

d) Sound Mitigation

Residential units shall be designed to be sound attenuated against present and future project noise. New projects, additions to existing projects, or new nonresidential uses in existing projects shall provide an acoustical analysis report, by an acoustical engineer, describing the acoustical design features of the structure required to satisfy the exterior and interior noise standards, as required by the City of Whittier Municipal Code

e) Rooftop Equipment

Rooftop equipment, except solar energy equipment, shall be completely enclosed on all sides or screened from view of public rights-of-way.

f) Landscaping

- 1) All street setback areas and other areas not occupied by buildings, parking, driveways, walkways, and other incidental residential activities shall be fully landscaped with live plant materials and shall be permanently maintained in a neat and orderly manner.
- 2) For the purposes of this section, permanent landscaping shall consist of landscaped areas at the ground level.
- 3) The soil shall be of sufficient depth in areas where trees are to be planted.
- 4) Decorative design elements (e.g., as fountains, sculptures, planters, rocks or other similar elements) may be permitted where they are integral parts of a landscape plan composed primarily of live plant materials.
- 5) Pedestrian walks and vehicular access-ways shall be permitted in landscaped areas.
- 6) Street setback areas shall not be completely paved.
- 7) Permanent and automatic irrigation facilities shall be provided in all permanent landscaped areas except potted containers.
- 8) Landscaping shall be permanently maintained in substantial conformance with the approved plan.

15. Lighting

- a) Lighting for uncovered parking areas, vehicle access-ways and walkways shall not exceed a height of 16 feet, except that the maximum height on the rooftop of any parking structure located on a lot adjacent to any residential zone shall not exceed a height of eight feet.
- b) The overall height shall be measured from the paved parking area surface to the uppermost part of the light standard, including the light globe.
- c) Lighting shall be directed onto the driveways, walkways and parking areas within the development and away from adjacent properties and public rights-of-way. Appropriate shields shall be incorporated into lighting fixtures to ensure lighting does not spill onto adjoining properties.

16. Laundry Facilities

- a) Laundry facilities shall be provided to serve all residential dwelling units on a lot.
- b) Laundry facilities (i.e., constituting washer and dryer appliances connected to utilities), shall be provided in the individual dwelling units or as part of a common laundry facility.
- c) A common laundry room shall be in an accessible location and shall have at least one washer and one dryer for every 10 dwelling units, maintained in operable condition and accessible to all tenants daily.
- d) Common laundry rooms shall be designed in a way to ensure full visibility from the exterior of the room.
- e) Light and power controls shall not be accessible to the general public.

**d. *Live-Work Development***

Live-Work units are intended for the sole use of business operators who live in the same structure that contains the business activity. A live-work unit shall be defined as a business use that is intended to function predominantly as workspace with incidental residential accommodations.

1. Applicability and Allowed Uses

The provisions of this section shall apply to Live-Work units where permitted. The non-residential component of a Live-Work project shall only be a use permitted within the Specific Plan area.

2. Limitation on Use

A Live-Work unit shall not be established or used in conjunction with any of the following activities:

- a) Adult-oriented businesses;
- b) Vehicle maintenance or repair (e.g., body or mechanical work, including boats and recreational vehicles), vehicle detailing and painting, upholstery, etc.);
- c) Storage of flammable liquids or hazardous materials beyond that normally associated with a residential use; and
- d) Other activities or uses, not compatible with residential activities and/or that have the possibility of affecting the health or safety of Live-Work unit residents, because of dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, or other impacts, or would be hazardous because of materials, processes, products, or wastes, as determined by the Community Development Director.

3. Floor Area Requirements

The minimum total floor area of a Live-Work space shall be 1,000 square feet within each unit. All floor area other than that reserved for living space shall be reserved and regularly used for working and display space.

4. Street Frontage Treatment

Each Live-Work unit fronting a public street, and located at street level, shall have a pedestrian-oriented frontage that publicly displays the interior of the nonresidential areas of the structure. The first 25 feet of the floor area depth at the street-level frontage shall not be used for residential, storage, or other purposes that are not related to the business component of the Live-Work unit.

5. Access to Units

Where more than one Live-Work unit is proposed within a single structure, each Live-Work unit shall be separated from other Live-Work units and other uses in the structure. Access to individual units shall be from common access areas, corridors, or hallways. Access to each unit shall be clearly identified to provide for emergency services.

6. Integrated Working and Living Space

The living space within the Live-Work unit shall be contiguous with, and an integral part of the working space, with direct access between the two areas, and not a separate stand-alone dwelling unit. The residential component shall not have a separate street address from the business component.

7. Open Space Requirements

Live-Work development consisting of four or fewer units shall provide a minimum 50 square feet of private open space per unit. Developments exceeding four units shall provide 150 square feet of private or common open space per unit. Common open space shall be accessible to all residential units within the Live-Work development.

8. Occupancy Separation Requirements

Live-Work development shall be designed in a way to ensure property separation requirements between residential and non-residential uses, consistent with the California Building Code, Uniform Building Code, Uniform Fire Code and other applicable standards.

9. Operating Standards

a) Occupancy

A Live-Work unit shall be occupied and used only by a business operator, and/or a household of which at least one member shall be the business operator.

b) Sale or Rental of Portions of Unit

No portion of a Live-Work unit may be separately leased, rented, or sold.

c) Notice to Occupants

The owner or developer of any structure containing Live-Work units shall provide written notice to all Live-Work occupants and users that the surrounding area may be subject to levels of dust, fumes, noise, or other impacts associated with commercial and industrial uses at higher levels than would be expected in more typical residential areas.

d) Nonresidential Employees



Up to two persons who do not reside in the Live-Work unit may work in the unit, unless this employment is prohibited or limited by the provisions of the Whittier Municipal Code or this Specific Plan.

- e) The Development Review approval of a Live-Work unit shall require the Community Development Director to make the following additional findings:
  - 1) The establishment of Live-Work units will not conflict with nor inhibit other uses in the area where the project is proposed; and
  - 2) The structure containing Live-Work units and each Live-Work unit within the structure has been designed to ensure that they will function predominantly as work spaces with incidental residential accommodations meeting basic habitability requirements in compliance with applicable regulations.

**e. Façade Orientation**

- 1. Buildings must be oriented to public streets. Main entrances to buildings shall be located on a building façade or on a building corner facing a public street. Buildings sited at parcels along Whittier Boulevard must face the Boulevard, and shall have at least one primary entrance located on Whittier Boulevard.

**f. Public Works**

All public service easements shall be provided under or immediately adjacent to new public rights-of-way or within other public easements areas acceptable to the Public Works Director. Utility lines under buildings will not be permitted. Modification to existing public and quasi-public infrastructure (sanitary sewer, storm sewer, and water and power lines) shall be made if necessary to accommodate the proposed use without reducing the quality of services to surrounding properties.

**g. Noise**

- 1. All exterior spaces and interior units shall be designed to achieve desired noise levels specified in the City's General Plan and Noise Ordinance.
- 2. Outdoor public address systems and speakers shall not be permitted.

***h. Maintenance***

For all developments, the developer shall prepare binding agreements ("CC&R's") addressing issues of common interest in terms of maintenance of common open space, tree planter areas, planting strips, and walks.

***i. Landscaping, Screening and Lighting***

1. Front setback areas must be planted and landscaped - paved or hardscape areas are not permitted. Choices of landscape materials shall be thematic to the architectural design of the development and must coordinate with streetscape plantings.
2. Adjacent to Residential Areas and along the edges of outdoor storage areas, attractive screen fencing or walls shall be provided along the property line(s) to screen buildings, service areas, and parking areas. A five (5) foot planting area shall be established adjacent to the outside face of the fence or wall with trees at a minimum spacing of twenty (20) feet on center.
3. Utility, Trash and Service Equipment, including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. Rooftop equipment shall be screened on all sides and shall be integrated architecturally in the building design. Placement of site equipment, such as backflow preventers and utility meters, shall be coordinated with the overall site design and screened by landscape materials where possible. Trash facilities must always be within structural enclosures that are architecturally integrated with the building design. The location of recycling containers shall be included in design plans.
4. Lighting along all residential property lines shall not exceed 0.5 foot-candles.

***4.4.2 Improvements to Whittier Boulevard***

***a. Sidewalks***

1. A minimum six-foot minimum width, level concrete sidewalk shall be provided, with an eight-foot maximum width landscape planting strip between face of curb and sidewalk. The Director of Community Development and the City Engineer may allow variable width sidewalks and planting areas to accommodate existing conditions while maximizing compliance with the right-of-way requirements.

**b. *Tree Planting***

1. Tree Planting shall comply with the Whittier Boulevard Streetscape Plan on file with the Community Development Department.

**c. *Lighting***

1. Pedestrian-scaled lighting shall be installed as a part of all new development. Street light design shall be distinctive to each Plan Area; light types must be coordinated with the predominant architectural styles of its buildings and the primary uses therein, yet complementary to the overall boulevard scheme.
2. Placement: Pedestrian scale lighting shall be installed to be consistent with tree planting, not greater than 90' on center along the public right-of-way.
3. \*Special Condition: Auto Dealerships – Illuminated bollards may act as supplementary lighting - see "Signage: Additional Site Elements", below.
4. Design: All street furniture and lighting shall generally conform in design and character to the following recommended selections:
  - a) Along the sides of Whittier Boulevard, single-head drop lamps e.g. Lumec RN20-GRD Luminaire, M20C and M20H Arms, and R92D-30 Pole (see Chapter 7 Capital Improvements for illustrations).
  - b) Along interior District street, single-head post-top lamps e.g. Lumec L80-PCCS-SE-SF80 Luminaire, and RS53D-15 Pole (see Chapter 7 Capital Improvements for illustrations).
  - c) Examples of appropriate street furnishings include the Victor Stanley bench, Classic Series Model CR-96; and the Landscapeforms trash receptacle, Presidio Litter, 30-gallon, black color (see Chapter 7 Capital Improvements for illustrations).

**4.4.3 *Street Design Standards (Not Applicable to Whittier Boulevard)***

1. Whenever possible, new streets constructed within or adjacent to this District shall be aligned to extend through to existing streets.
2. New streets shall ensure a pedestrian realm connected to Whittier Boulevard with a minimum eight-foot wide level sidewalk and pedestrian scaled lighting.
3. New streets within the area shall conform to minimum City standard design criteria and construction specifications, with any exceptions to be

approved by the City Engineer. In general, streets within the District shall be designed to address the following issues:

- a) Safe distance between intersections.
- b) Safe travel on and turning to/from curved portions of streets.
- c) Safe sight distances at intersections and along horizontal, curved sections of streets.
- d) Safe sight distances at the driveway approaches entering streets, particularly at approaches to depressed driveways leading to underground garages.

## 4.5 Neighborhood Spine

The Neighborhood Spine segment provides the opportunity to showcase the high quality of the City's residential neighborhoods.. The Neighborhood Spine runs from Valley Home Avenue - the gateway to the City, to Virginia Avenue on the south side of the thoroughfare, and almost as far west as Russell Street on the north side of Whittier Boulevard.



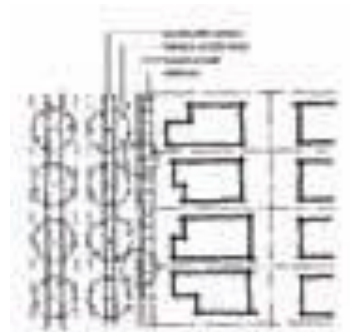
### 4.5.1 Additional Development Standards

#### a. Façade Orientation

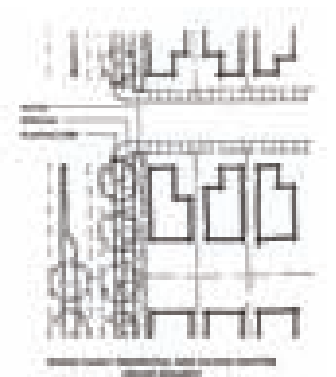
Buildings must be oriented to public streets. Main entrances to buildings shall be located on a building façade or on a building corner facing a public street. Buildings sited at parcels along Whittier Boulevard must face the Boulevard, and shall have at least one primary entrance located on Whittier Boulevard.

\*Exception: Single-Family Residential uses on lots fronting Whittier Boulevard may front Whittier Boulevard if separated from the boulevard by a landscaped median; or may present a side or rear façade to Whittier Boulevard (where development faces interior streets).

- a) Where Single-Family Residential does front Whittier Boulevard, it must be separated from the boulevard by a landscaped median containing a ten-foot planting area planted with buffer landscaping, i.e. a planting of oleander, and parallel access road, as shown below.
- b) Where the side yard of Single-Family Residential faces Whittier Boulevard (and development faces interior streets), it must be separated from the Boulevard by a ten-foot planting area planted with buffer landscaping, e.g.. a planting of oleander, as shown below.
- c) Where the rear yard of Single-Family Residential faces Whittier Boulevard (and development faces interior streets), it must be separated from the Boulevard by a ten-foot planting area planted with buffer landscaping, e.g. a planting of oleander, as shown below.



*Single-family residential fronting Whittier Blvd.*



*Single-family residential with side yard to Whittier Blvd.*

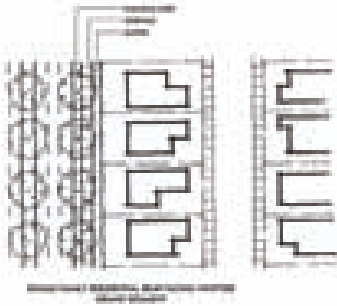
**b. Site Development**

1. Block Pattern

- a) All development shall be configured into a pattern of rectilinear blocks, with new streets and access drives linking at right angles to surrounding City streets. Closure of existing blocks to accommodate new development is discouraged.

2. Driveway Access

- a) A maximum of one two-way curb cut or two one-way curb cuts shall be permitted per 140 feet of frontage, except that every separately owned and operated property may have at least one two-way curb cut or two one-way curb cuts.
- b) Divided driveways with landscaped entry medians are strongly encouraged.
- c) The maximum width of curb cuts shall be 15 feet for a one-way driveway and 30 feet for a two-way driveway.
- d) Ramping driveways shall be located beyond the back of the sidewalk with a maximum grade of 15 percent.
- e) Service access shall be from alleys and rear parking areas wherever possible. Where only curbside service is possible, such service shall be located along streets other than Whittier Blvd.



*Single-family residential with rear yard to Whittier Blvd.*

**c. Open Space**

1. Common, usable outdoor space must be provided for all residential units, at a minimum of 150 square feet per unit. Common open space should be enhanced with paths, plazas, gardens, benches, shade structures and water elements. These improvements should be consistent with the architectural style of the building. Common open spaces should be connected and coordinated with public landscape and hardscape improvements, where existing.

2. Private

Outdoor deck or patio space, in the form of a patio or deck attached to the unit, shall also be provided with at least 60 square feet for each unit. Ground-level open space should be bounded by garden walls, garage walls, and/or the walls of the unit the open space is intended to serve. Required common and private space shall not include required setback areas.

**d. Public Works**

All public service easements shall be provided under or immediately adjacent to new public rights-of-way or within other public easements areas acceptable to the Public Works Director. Utility lines under buildings will not be allowed.

**e. Noise**

All exterior spaces and interior units shall be designed to achieve desired noise levels specified in the City's General Plan and Noise Ordinance.

Outdoor public address systems and speakers shall not be permitted.

**f. Maintenance**

For all developments, the developer shall prepare binding agreements ("CC&R's") addressing issues of common interest in terms of maintenance of common open space, tree planter areas, planting strips, and walks.

**g. Landscaping, Screening and Lighting**

1. Front setback areas must be planted and landscaped - paved or hardscape areas are not permitted. Choices of landscape materials shall be thematic to the architectural design of the development and should be made to coordinate with streetscape plantings.
2. At Non-Residential properties adjacent to Single or Multi-Family Residential uses, attractive screen fencing or walls shall be provided along all side and rear property line(s) to screen buildings, service areas, and parking areas. A minimum five-foot landscape area, planted with trees at a minimum spacing of 20 feet on center, shall be established adjacent to the outside face of fences, walls, and along building walls.
3. At multi-family residential developments, one and a half 24-inch box size trees should be provided for each unit. At single-family developments, three 24-inch box size trees should be provided for each unit. The trees should be planted where they will provide significant shade for common open space areas, including ground level open areas, porches and second-floor balconies; where they will shade units to reduce air conditioning demand in summer months; and where they will enhance privacy between units as well as protect the privacy of abutting lots.

4. Utility, Trash and Service Equipment, including satellite receiving dishes, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. Rooftop equipment shall be screened on all sides and shall be integrated architecturally in the building design. Placement of site equipment, such as backflow preventers and utility meters, shall be coordinated with the overall site design and screened by landscape materials where possible. Trash facilities must always be within structural enclosures that are architecturally integrated with the building design. The location of recycling containers shall be included in design plans.
5. Lighting along all residential property lines shall not exceed 0.5 foot-candles.

#### **4.5.2 Improvements to Whittier Boulevard**

##### **a. Right-of-Way**

1. Between Santa Gertrudes Avenue (south leg) and south City limit, Whittier Boulevard shall be improved with four lanes of through traffic, an eight-foot planting strip, and an eight-foot minimum width sidewalk.
2. In instances where the above cannot be achieved within the existing right-of-way, new construction shall include the dedication of sufficient land to provide the minimum public right-of-way (see Chapter 7 Capital Improvements detailed streetscape recommendations).

##### **b. Sidewalks**

1. In front of residential uses, a minimum six-foot wide level concrete sidewalk shall be provided.
2. In front of non-residential uses, a minimum eight-foot wide level concrete sidewalk shall be provided.
3. The Director of Community Development and the City Engineer may allow variable width sidewalks and planting areas to accommodate existing conditions while maximizing compliance with the right-of-way requirements.



**c. Tree Planting**

1. A 14-foot median shall be provided planted with 36 inch box Camphor (*Cinnamomum camphora*) trees, planted at a spacing of not greater than 45 feet on center. Along the public sidewalk, 36-inch box Purple Leaf Plum (*Prunus cerasifera 'atropurpurea'*) trees shall be planted at a spacing of not greater than 45 feet on center within the planting strip.
2. Exception: Between Santa Gertrudes and the south City limit, a 16-foot median shall be provided with a continuation of planting and lighting.

**d. Lighting**

1. Pedestrian-scaled lighting must be installed as a part of all new development. Street light design must be distinctive to each Plan Area; light types must be coordinated with the predominant architectural styles of its buildings and the primary uses therein, yet complementary to the overall boulevard scheme.
2. Placement: Pedestrian scale lighting must be installed to be consistent with tree planting, at not greater than 90 feet on center along the public right-of-way.
3. Design: All street furniture and lighting shall generally conform in design and character to the following recommended selections:
  - a) Along the sides of Whittier Boulevard, single-head drop lamps e.g. King Luminaire using K206 Marina Luminaire, KA30-T-1-30 Arm, and KBH-17 Pole (see Chapter 7 Capital Improvements for illustrations).
  - b) Along the center median, double-head drop lamps e.g. King Luminaire using K206 Marina Luminaire, KA30-T-1-30 Arm and KBH-30 Pole (see Chapter 7 Capital Improvements for illustrations).
  - c) Examples of appropriate street furnishings include the Victor Stanley bench, Classic Series, ModelCR-96; and the Landscapeforms trash receptacle, Presidio Litter, 30-gallon, black color (see Chapter 7 Capital Improvements for illustrations)

### 4-5-3 Other Street Design Standards

1. Whenever possible, new streets constructed within or adjacent to this Plan Area shall be aligned to extend through to existing streets.
2. New streets shall ensure a pedestrian realm connected to Whittier Boulevard with a minimum five-foot wide level sidewalk and pedestrian scaled lighting.
3. New streets within the area shall conform to minimum City standard design criteria and construction specifications, with any exceptions to be approved by the City Engineer. In general, streets within the Plan Area shall be designed to address the following issues:
  - a) Safe distance between intersections.
  - b) Safe travel on and turning to/from curved portions of streets.
  - c) Safe sight distances at intersections and along horizontal, curved sections of streets.
  - d) Safe sight distances at the driveway approaches entering streets, particularly at approaches to depressed driveways leading to underground garages.
4. Right-of-Way
  - a) Rights-of-way widths must be a maximum of 60 feet, containing a minimum 5-foot wide level concrete sidewalk, separated from the curb by a 5-foot planting strip, on both sides.
5. Roadway Width
  - a) Curb-to-curb widths shall be a maximum of 40 feet, consisting of at least two 10-foot wide travel lanes, and parallel parking where possible. Where on-street parallel parking is not provided, curb-to-curb widths shall be a maximum of 26 feet.
6. Corner radius
  - a) Corner Curb return radius shall be 15 feet.

7. Tree Planting

- a) Round-headed street trees must be planted at a spacing of approximately 50 feet on center along the public right-of-way.

8. Lighting

- a) Pedestrian scale lighting must be installed 50 feet on center along the public right-of-way. Luminaires should be approximately 13 feet in height, and must be no more than 16 feet in height, and must conform in design and character to those designated by the City for Whittier Boulevard (see Improvements to Whittier Boulevard, above).

## 4.6 Nonconformities

This Section indicates how the regulations in this Specific Plan affect development and land uses that were lawfully established and extant as of the effective date of this Specific Plan.

### 4.6.1 *Conforming Buildings and Uses*

Existing buildings and land uses that comply with all applicable requirements of this Specific Plan shall continue to operate, and may be altered or replaced, only in compliance with this Specific Plan.

### 4.6.2 *Nonconforming Buildings and Uses*

#### *a. Nonconforming Uses*

A legal nonconforming use may continue to operate, and may be sold or otherwise transferred in compliance with the City's regulations for nonconformities in Whittier Municipal Code Chapter 18.62 (Nonconforming Uses, Structures, and Sites).

#### *b. Alterations and Expansions of Buildings*

A legal nonconforming building may be continuously utilized, maintained, altered, and/or expanded and may be sold or otherwise transferred, in compliance with the City's regulations for nonconformities in Whittier Municipal Code Chapter 18.62 (Nonconforming Uses, Structures, and Sites), except as provided below:

1. A facade of a legal nonconforming building may be remodeled or reconstructed subject to complying with the design guidelines in Chapter 5 of this Specific Plan to the greatest extent feasible;
2. A legal nonconforming building may be physically expanded with new construction by up to 35 percent of its existing gross floor area footprint with approval of a Conditional Use Permit in compliance with Municipal Code Chapter 18.52 (Variances and Conditional Use Permits). This expansion limitation shall not apply to tenant improvements between buildings on the same property. The calculation for allowable expansion square footage shall be based upon the building's square footage in existence as of the date of adoption of this Specific Plan, as amended. In approving a Conditional Use Permit, the approval authority shall make the additional required findings in Section 4.6.3 (Findings for Conditional Use Permit).

### **4.6.3 Findings for Conditional Use Permit**

#### **a. Required findings**

The approval authority shall make all of the following findings for approving a Conditional Use Permit under this Section:

1. The proposed expansion will not create new nonconforming circumstances that did not previously exist on the property;
2. The design, location, and size of the proposed expansion will be compatible with the existing and future land uses in the vicinity and will allow adequate emergency vehicle access, public protection services (police, fire, etc.), and utilities (e.g., solid waste collection and disposal, storm drainage, wastewater collection, etc.);
3. The proposed expansion of the nonconformity will not adversely affect the public health, safety, and welfare;
4. The site proposed for the development and use has sufficient access to streets which are adequate, in width and pavement type, to carry the quantity and quality of traffic generated by the proposed use;
5. The proposed development and use will not unreasonably interfere with the use, possession and enjoyment of surrounding and adjacent properties; and
6. The proposed development and use will be compatible with the permitted uses of surrounding and adjacent properties.

#### **b. Factors for consideration**

In making the findings or sustaining the findings, the approval authority shall consider, as appropriate, all of the following factors:

1. The proximity to sensitive land uses or activities;
2. The existence of substandard physical characteristics of a building that create a nonconforming condition (e.g., building height, orientation, building size, etc.); and
3. The existence of substandard physical characteristics of a lot that create a nonconforming condition (e.g., lot size, shape, topography, etc.).

#### **4.6.4**    *Loss of Nonconforming Status*

If a legal nonconforming use is discontinued for a continuous period of 180 or more consecutive calendar days, the use shall lose its legal nonconforming status, and the continued use of the property shall comply with the applicable provisions of this Specific Plan. Nonconforming uses shall be abated in compliance with Municipal Code Section 18.62.070 (Abatement - Nonconforming Uses, Structures, and Sites).

## 4.7 Development Hardships

This Section provides a process for a property owner to develop or redevelop a site when the development standards and/or design guidelines in this Specific Plan substantially limit or fully prevent a site's development thereby causing a severe hardship to the property owner for which a zoning variance either does not apply or does not provide the necessary relief.

### 4.7.1 *Site Development*

In cases where the interaction or combination of development standards and/or design guidelines contained within this Specific Plan substantially limits or fully prevents a site's ability to be developed or redeveloped, a Conditional Use Permit may be granted to enable reasonable development, provided that the applicant presents clear and convincing evidence that strict adherence to all applicable development standards and/or design guidelines will substantially limit or fully prevent viable development or redevelopment of the site and the approval authority can make the additional required findings in Section 4.7.2 (Findings for Conditional Use Permit).

### 4.7.2 *Findings for Conditional Use Permit*

The approval authority shall make all of the following findings for approving a Conditional Use Permit under this Section:

1. Conformance with development standards and/or design guidelines will substantially limit or fully prevent development or redevelopment of the site;
2. The project has been designed to comply, to the greatest extent possible, with all applicable development standards and design guidelines within this Specific Plan without substantially limiting or fully preventing development or redevelopment of the site;
3. The site proposed for the development and use has sufficient access to streets which are adequate, in width and pavement type, to carry the quantity and quality of traffic generated by the proposed use;
4. The proposed development and use will not unreasonably interfere with the use, possession and enjoyment of surrounding and adjacent properties;
5. The proposed development and use will be compatible with the permitted uses of surrounding and adjacent properties; and
6. Deviation from the development standards and design guidelines will not adversely affect the public health, safety, and welfare.



## 5.0 Design Guidelines

- 5.1 Gateway Segment and Neighborhood Spine
- 5.2 Shopping Clusters I and II, Gateway Segment (Retail Cluster), and Neighborhood Spine (Retail Cluster)
- 5.3 Workplace District
- 5.4 Center District
- 5.5 Corridor-Wide Design Guidelines

This Chapter contains design guidance for all properties throughout the Whittier Boulevard Specific Plan area, including guidelines for site planning, building design, public space amenities, and signage. Provisions outlined in Chapter 4, Section 4.1 also apply to these Design Guidelines. Compliance with the Design Guidelines shall be required for all new buildings within the Specific Plan area; compliance is also required for exterior alterations of existing structures other than minor repairs as determined by the Director of Community Development. In order to locate and review the community's requirements for new and renovated buildings and site treatments, begin by locating the property in question on Illustration 25: Corridor Plan Areas. Note which Corridor Plan Area the property falls within and then turn to the section for that Plan Area. For an overview of the broad principles that form the basis of the policies for that Plan Area, review the Plan Area Revitalization Strategy. In order to ensure that the property or building on the parcel meets the standard of design quality desired by the City, review the recommendations contained in the Design Guidelines.

### *a. How to Use the Design Guidelines for the Corridor*

Design Guidelines provide guidance for new development in terms of aesthetic and other considerations, such as segment character or design details. They also serve as criteria for design review by City Staff and Planning Commission. They are intended to direct building design to be of the style and quality appropriate to the City of Whittier. While no particular architectural style is prescribed, a review of the existing building styles and architectural context of the City of Whittier is necessary in determining the type of design that will best exemplify the character envisioned for the City's primary Corridor and the development that lines its length.



The recommendations contained within the Design Guidelines set up the structure for buildings that contribute to a distinctive sense of place for Whittier Boulevard, rather than ones that recede as anonymous boxes on its edges. The Design Guidelines are based on the City's architectural heritage, drawing from the specific forms, color and materials that characterize the City's most valued buildings and landscapes, and new construction is directed to take cues from regional and local tradition. New construction and renovations are required to provide well-crafted architectural details, and to be made of quality construction with durable and long-lasting materials. They must relate to their context in terms of material, color, proportion and overall composition. They will be sited and designed to assist in creating a strong pedestrian realm, and to reinforce the street as a pedestrian space.

The Design Guidelines also require that buildings within each segment contribute to that segment's identity as a part of Whittier. Office buildings in the Workplace District (except for existing hospital complexes) must work together to create an identifiable character drawn from the Spanish Colonial and Mediterranean traditions in Whittier, appropriate to its role as a business center. Retail buildings in the Shopping Cluster must contribute to a lively and active streetscape that is uniquely Whittier, combining its various styles of commercial development (including Quaker, eclectic Spanish and Mediterranean, Deco and Googie) to create a shopping destination for its community. Residential buildings along the Gateway Segment and in the Neighborhood Spine must contribute to the City's impression as a welcoming community of quality, building upon its roots in Quaker/Craftsman and Spanish influenced architecture. By drawing from what is best in the City of Whittier, the Design Guidelines will ensure that new buildings support the Revitalization Strategy for the Corridor.

Design Guidelines are organized by Plan Area, and apply to all permitted uses in each Plan Area. Specific guidelines have been formulated for each Plan Area in order to achieve the type and character of design envisioned for that area. For example, buildings within the Workplace District are directed to be designed to achieve an identifiable character and sense of unity, drawn from a variety of styles appropriate to its role as a business center. Buildings within the Shopping Cluster are directed to reflect a hybrid style of retail development, oriented to the pedestrian, but still accessible to and visible from the automobile. Buildings within the Neighborhood Spine, whether functioning in residential, office or other capacities, are directed to contribute to the "neighborhood atmosphere" intended for the area. Additionally, the design of new construction in all Plan Areas is directed to be compatible and respectful of the historic significance of its context and surroundings- please refer to the Historic Resources Ordinance of the City of Whittier. There are also Corridor-Wide Design Guidelines which are to be applied to design within all Plan



*Corridor-wide standards for street lighting*

Areas, such as those pertaining to Site Improvements, Furnishings, Landscape, Lighting, Cellular Antennae & Equipment, Projecting Signs and Drive-Through and Drive-In Facilities, as follows.

## 5.1 Gateway Segment and Neighborhood Spine

- 5.1.1 Building Mass and Increment
- 5.1.2 Architectural Style
- 5.1.3 Façade Composition
- 5.1.4 Roofs
- 5.1.5 Color
- 5.1.6 Building Accessories

### 5.1.1 Building Mass and Increment

#### a. Orientation

1. Buildings should be located on their parcels to reinforce continuous public street and pathway spaces.
2. Active frontages with doors and windows should face upon streets and pathways. Frontages should be of a substantial scale and character.
3. Street façades should avoid being angled in plan relative to front right-of-way lines, particularly where side yard property lines do not meet the front yard property line at a 90-degree angle.
4. New buildings should respect the setbacks of adjacent existing structures. However, variation in setback is encouraged, and long rows of units should be staggered to avoid a monotonous building wall (see Horizontal Mass, below).
5. Individual buildings should not be rotated or angled with respect to existing streets, except at landmark or gateway locations (subject to review). Above the ground floor, angled and curved facades that break the pattern of uniform street corridor walls should be used sparingly for special accent and emphasis



*Buildings should not be rotated against streets*

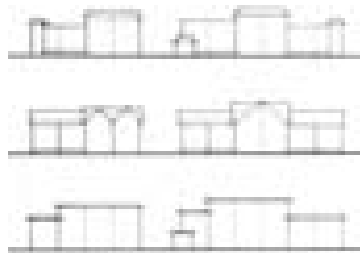


*Height/Width proportion*

**b. Overall Building Massing**

1. Proportion and form of buildings should contribute to the visual effect of “grand buildings on display”.
2. New buildings should be designed to present a strong, formal presence along the thoroughfare.
3. Buildings in the Neighborhood Spine should be of a length and mass appropriate to a “Grand Boulevard”. Individual units should work together to create a more substantial building mass punctuated by strong building elements or portions of greater height.
4. The height of a major building mass should be roughly two-thirds its width.

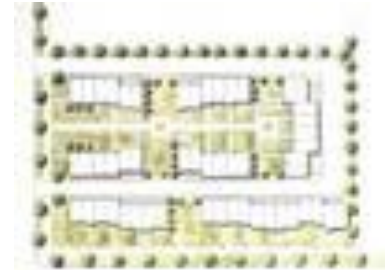
**c. Horizontal Mass**



*Individual façade units should be represented within a larger building mass*

1. Buildings with facades exceeding 50 feet in length should be architecturally subdivided into shorter segments.
2. Façade Module for Multi-Unit Buildings:
  - a) Building facades shall be designed so as to give individual identity to each vertical module of units. Each module of units should incorporate architectural features that help individually distinguish them, such as wall breaks, projections, distinct color schemes and individual roof treatments.
  - b) Long facades should be divided into shorter segments a maximum of 50 feet wide with an optimal average width of thirty 30 feet. Modules should be separated by the methods of Façade Sub-division listed below.
3. Façade Module for Attached Single Family Units: Each building facades should represent a single unit, with a main entrance and primary façade. Where possible, individual facades should vary from unit to unit while maintaining a common language throughout each development.
4. Methods of Façade Sub-division:
  - a) Apply a vertical slot or recess between facades with a six-inch minimum recess depth and a 15-inch minimum width.

- b) Apply a vertical pilaster between facades with a three-inch minimum protrusion and a 15-inch minimum width. The maximum horizontal protrusion of pilasters into the public right-of-way should be six inches.
- c) Project a part of the building volume that from the façade; as a horizontal mass that punches out horizontally or a vertical tower that holds several stacked rooms.
- d) Vary the setbacks of building walls, or alternate portions of the building wall from the main façade.
- e) Insert a tower with a roof extending above the main building volume, into the facade.
- f) Attached units that are part of the same building should vary in setback where possible. Setbacks may range within a maximum of five feet from unit to unit.



*Varied setbacks reduce the impression of a long building mass*

5. Individualized Roof Forms

- a) Use individual roofs to break up the form. For example, a single building could be roofed by several separate gables, or by a single roof gable with a series of smaller gabled dormers.
- b) Flat roofs should be provided with decorative shaped parapets or cornice treatments at street facades; these can be subdivided into recognizable segments with shifts in height and design.
- c) Roof forms should help to create buildings appropriate for a wide road such as Whittier Boulevard. Individual units should maintain separate, identifiable roof forms where appropriate in scale.



*Individual roof forms break up larger buildings*

6. Window/Façade Composition

From one façade segment to the next, use different window sizes, orientations (e.g. horizontal or vertical proportions), and/or operating types (e.g. single-hung, multi-pane, etc.) to create variety. Windows should maintain consistency in shape and in location across the faced; while variation is recommended, the overall effect should still create a harmonious pattern across the facade.

7. Wall Color and Material

From one façade to the next, combine a change in plane with a change in color or material; for example, a townhouse unit clad in wood siding adjacent to a brick or stucco unit. Care should be taken so that relationships between adjacent facades are maintained. Abrupt changes in the primary façade material are not recommended.

8. Storefronts at Neighborhood Retail Clusters should maintain the increment and character of individual storefronts for each establishment.

- a) Ground floor storefronts should maintain a horizontal increment of approximately 30 feet typical and 50 feet maximum.
- b) Each storefront should have a distinct façade with a unique character, and should not be a “rubber stamp” repetition of those adjacent to it.
- c) Storefronts longer than 50 feet should be architecturally subdivided using the methods described above.

*d. Vertical Mass*

1. Setbacks and/or architectural subdivision are recommended means for reducing the appearance of building height and bulk. Methods of breaking down vertical mass include:

- a) Building volumes and additions at the first floor, including entry porticos and front porches.
- b) Architectural elements can be used to accentuate the horizontal layers of a building. Ground level emphasis and horizontal detailing, such as moldings or cornices, can accentuate the floors of a building.
- c) Upper story setbacks are recommended, either as full-length “stepbacks” of upper floor setbacks, or partial indentations for upper story balconies, outdoor decks, and/or aesthetic setbacks.

*e. Corner Buildings*

1. Buildings located on corner parcels should acknowledge both street frontages, with facades articulation on each. A modest

articulation of the building mass is recommended to join the two street facades. Treatments would include:

- a) A building base that extends beyond the building face toward both street facades.
- b) An “embedded” corner tower (formed with architectural trim and ornament, not with volume protrusion).
- c) A building protrusion or bay that “wraps” the corner.



*Corner towers allow buildings to acknowledge both street frontages*

**f. Main Entrance**

- 1. Primary entrances to multi-unit buildings should front onto the street, and interior entrances should front onto common open spaces, and interior pedestrian paths. Entrances should be used to break down the scale and create the impression of individualized units.
- 2. Location and Number

Individual entrances for each unit are strongly encouraged. At multi-unit buildings, one main entrance for every six units is required. This entrance shall be located on the front façade.

- a) Exception: In shallow lot situations, attached residences may have individual entrances fronting onto a linear outdoor hardscape courtyard or green courtyard space that provides access to the street. In such instances, the front street façade of the building should maintain a strong presence that is highly detailed and dominated by window or façade openings, and a courtyard gateway treatment or other common entrance indication for the entry space should create a common architectural gateway for the project.
- b) Exception: Courtyard multi-family buildings, a form of housing typical to southern California where individual entrances front onto a central common space, may maintain a single facade entrance. This entrance must be designed to be prominent, indicating that several residences exist beyond it.



*Street entrance to courtyard units should be designed to be grand and prominent*

- 3. Grade Separation: A change in grade from street level to entrance is recommended to protect the privacy of residential units.



*Residential entrances along the Boulevard should be raised and above street level*



*Individual entries are recommended for residential units*

- a) Along Whittier Boulevard, it is recommended that the ground floor of the residential building be raised to no less than three feet above grade.
- b) Stairs, stoops and porches are recommended to increase the privacy threshold between street and residence.
- c) The privacy threshold may be further increased by using landscaped slopes or changes in grade, low walls, or gates to separate private front yards from the public sidewalk.

#### 4. Design of Residential Entrances

Main entrances should be prominent and easy to identify. Each entrance shall have articulation indicated by a clear entry sequence, leading from the sidewalk to the front door, and should include entry elements consistent with their building style, as detailed below:

- a) Stoops, Open Porches, and Entrance Vestibules should face the street at varied intervals which correspond to the vertical modules of attached building units. These should be wide enough for people to sit on and make entries inviting.
- b) At least two of the following three items shall be incorporated at each entry point: address sign, doorbell, and mailbox.
- c) Open porches should have attractive bulkheads or balustrade railings and a roof that complements the pitch and materials of the main roof.
- d) Low Hedges, Fences and/or Entry Gates may be used to define the edge between the public street and private property. Chain link fences should not be used.
- e) Ornamental lighting of porches, walks, yards and driveways highlights entrances and enhances security.
- f) Freestanding landscape elements such as trellises, arbors, and special landscape materials can add character to yard spaces and/or accent the entry sequence.



## 5. Design of Office Entrances

Adjacent to residential uses, office building entrances should maintain entrances that are compatible with a residential character. Doorways and entries should be highly detailed and scaled to the individual; and several smaller individual entrances can be used. In all cases, the entrance feature should be designed as an easily noticeable change from the typical facade treatment. Recommendations include:

- a) Project a portion of the building from building façade above the facade. Such an entrance feature may be covered by means of a portico (formal porch) projecting from or set into the building face.
- b) Punctuate the entry by means of a small roof overhang over the entrance.
- c) Use a single arch or series of arches to indicate entry. Arcaded entry porches or passageways are also encouraged.



*Within neighborhoods, office entrances should be compatible with a residential character*

## 6. Design of Storefront Entrances at Retail Clusters

Main entrances should typically be at the front (street) façade of the building and should maintain a clear entry sequence from the sidewalk to the front door. Entries to contiguous shops in the cluster should be spaced a maximum of 30 feet apart at street frontages.

### ***g. Additions and Accessory Buildings***

1. Additions and accessory structures should be constructed as an integral part of the development of which they are a part.
2. Additions and accessory structures should be consistent with the prevailing architectural style of the primary structure and should incorporate the following guidelines:
  - a) The existing siding should be carried onto the addition or building.
  - b) The windows should be of the same style as the main house, including opening mechanisms and trim.
  - c) The existing roof line should be carried onto the addition. Shed-roof additions are not permitted, unless integral to the style of the house. For detached structures, the roof style should be the same as that of the main building.
  - d) Overall proportion should be maintained.

- e) Integrate substantial design elements (i.e. columns, beams, roof design) into carport structures to convey a more permanent concept.

***h. Garage and Vehicular Entrances***

1. Whenever possible, garage entrances within the main building should have entrances located to the rear or side of the property to minimize visual impact to the street.
2. For residential buildings, single-car garage doors are strongly recommended to avoid a car-dominant appearance to the street or alley. Where double car widths are used, doors may not exceed a width of 20 feet maximum, and elements such as trellises should be used to break up the length of the door.
3. Garage doors should not be located at front facades. Where garage doors must front the street, the garage door should be recessed at least two feet into the wall of the unit in which it is located, and no more two garages may be lined consecutively on a front façade. The garage shall not constitute greater than 60 percent of the front or street-facing wall of any unit
4. Detached garages should be located at the rear of the property or along the interior side lot lines behind the front unit.
5. Garage or studio doors at live-work facades should be compatible with a residential character. They should be treated with windows, surface panels, and other forms of architectural detailing to reduce their impact and scale. Large featureless doors should be avoided. Glazed multi-panel doors are recommended to create a residential scale.
6. Roll-up doors should be detailed to conceal door housings and tracks, and provide an attractive and finished appearance for all exposed components.
7. Garage entrances for commercial buildings should be located to the side or rear of the building. Roll-up security doors at storefronts should be detailed to conceal door housings and tracks, and provide an attractive and finished appearance for all exposed components.

## 8. Alleys

Alley access is required where available. Alleyways leading to residential garages must be located to the rear of buildings and should maintain a high level of quality and safety.

- a) To maximize open space, garages and carports should face onto the alley and be located no further from the alley than is required for adequate vehicle access.
- b) Alleys are required to be well-lit. Lighting elements may be freestanding or attached to buildings, and will be required to be lit during evening hours.
- c) Alleys should be planted with trees, at a minimum of every 75 feet.
- d) Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers, or scored and colored concrete. Garage aprons and individual entryways should be differentiated from the alley by special paving or other treatments.



*Alleys should be improved with special paving and landscaping*

### ***i. Entrances to Parking Podiums***

1. Vehicle entrances to parking podiums should be treated with architectural articulation to “mark” a frequently used common entrance for residents and guests. Treatments should include architectural frames or pergolas consistent with the architectural style of the building, attractive design and color of metal door grillework, decorative doorframe ornament, ornamental lighting, etc.
2. Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers, or scored and colored concrete

## **5.1.2 Architectural Style**

### ***a. Building Style***

1. Residential homes in Whittier range in style; however, the most prominent styles are reminiscent of the City’s Quaker/Craftsman, Spanish Colonial, Mission Revival and Mediterranean traditions. New residential buildings should build upon these roots in Quaker/Craftsman and Spanish-influenced architecture. They may also include elements of other styles found in Whittier such as Queen Anne Victorian, Tudor, and Ranch styles.



*The Bailey House, a historic Craftsman home in Whittier*



*A Mediterranean styled residence*

2. Quaker/Craftsman features include:
  - a) Sloping, pitched and gabled roofs
  - b) Wide eaves with exposed beams and roof rafters
  - c) Wood framing, often exposed supports
  - d) Simple volumes and severe lines
  - e) Decorative braces
  - f) Porch with square columns
  - g) Gabled dormers
  
3. Spanish Colonial/Mission Revival and Mediterranean features include:
  - a) Low-pitched or hipped roofs, flat roofs with parapets
  - b) Red roof tiles, wood shingles or clay tiles.
  - c) Thick stucco walls, some brick, wood, or wood over brick
  - d) Arcaded entry porch
  - e) Arches, especially above doors, porch entries and main windows
  - f) Second-story balconies
  - g) Spiral and twisted columns, large square pillars and pilasters
  - h) Decorative wrought iron railings and wood balustrades
  - i) Ornamental effects including molded decoration, carved wood and stonework, or cast ornament
  - j) Outdoor spaces including central fountains, open courtyards, and arched loggias.

### **5.1.3 Façade Composition**

#### **a. Building Base**

1. All buildings should create a base treatment that assists in visually establishing a human scale for pedestrian users and passers-by.
2. Height: At least one base treatment should occur within the scale of an individual person, specifically, a base between nine inches to six feet in height.
3. Design: A building base may be created by any of the following treatments:

- a) A visibly thicker and continuous base portion of the wall along the ground, where the wall above the base sets back.
- b) A material and/or color change of the base wall relative to the building wall above. The base material should generally be heavier (e.g. of darker color and/or a stronger material) than portions of the building above.
- c) A horizontal architectural feature at or below the first story mark, such as an intermediate cornice line or protruding horizontal band.
- d) For storefronts at Neighborhood Retail Clusters, a ground level arcade with columns, one to two stories in height may be used. This arcade may be either recessed into the building volume or attached to the exterior, but all portions of the structure shall be located on private land. Arcades should be designed as follows:
  - The line of columns should be flush with the façade above, and should not be recessed.
  - Column spacing should be regular and related to the structural bay of the building.
  - Columns should be sized to visually appear capable of supporting the building mass above. Generally, wood columns should be a minimum of eight inches thick. Stucco or masonry columns should be a minimum of one-foot in depth, and proportional in both width and depth to the column spacing.
  - The arcade ceiling (soffit) should not be a flat, unarticulated surface. It should be treated as a visible surface and incorporated into the architectural composition. Light fixtures, expressed beams, and ornamental surface patterns such as coffers should be used to articulate the ceiling.
- e) For storefronts at Neighborhood Retail Clusters, a continuous ground floor horizontal recess (similar to an arcade, but without columns) may also be used along any façade. Lower floor recess depth should be no greater than the one-fourth of the height of the recess - e.g., for a recess 12 feet high clear, a maximum depth of three feet. Deeper ground floor setbacks should be configured as an arcade with columns- see above. As stated above, the soffit or underside surface of the overhang should be architecturally treated with light fixtures and ornamental surface patterns such as coffers or trim.



*Timber detailing is part of the Quaker/Craftsman tradition of Whittier*



*Stucco should create the appearance of thick wall with deeply inset openings*

## **b. Walls**

1. If the building mass and pattern of windows and doors is complex, simple wall surfaces are recommended (e.g. stucco). If the building volume and the pattern of wall openings are simple, additional wall texture and articulation should be employed.
2. Building Materials: New construction should take cues from regional and local tradition, such as Spanish and Mediterranean influences, and Quaker/Craftsman styles. Authentic materials and methods of construction should always be used; simulated finishes, e.g. artificial stone using concrete form liners simulating naturalistic lines and shapes such as rubblestone, should not be used.
3. Primary Materials: Materials to be used as the primary cladding on buildings include:
  - a) Wood: Horizontal sidings such as clapboard and tongue-in-groove, vertical siding such as board and batten, and other horizontal sidings such as smaller wood shingles and shakes may be suitable. The larger, more rustic styles of shingles and shakes should not be used. Trim elements should be used, and traditional Craftsman styling such as timber detailing and exposed bracing are recommended.
  - b) Stucco or EIFS: Stucco, cement plaster or stucco-like finishes such as EIFS are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition, and sealant colors should be coordinated with surface and other building colors.
  - c) Brick: Full size brick veneer is preferable to thin brick tile. Brick veneers should be mortared to give the appearance of structural brick. Brick veneer applications should use wrap-around corner and bullnose pieces to minimize a veneer appearance. An anti-graffiti coating is recommended.
4. Accent Materials: Accent materials may be used as to add interest and variety at a more intimate scale, for example along architectural elements such as cornices, or on portions of buildings or walls. Accent materials include wood, stucco, and brick as listed above, and also include:
  - a) Ceramic tile: Tile should be limited in use to a facade cladding or decorative wall accent material. Size options

include field tiles of various shapes, accent tiles, trim elements, edge and bullnose tiles; finish options include both unglazed and glazed tile finishes. Bright colors should be carefully reviewed with manufacturers for colorfastness of pigments. Grout color should be coordinated with tile and other building colors. An anti-graffiti coating is recommended for unglazed tiles.

- b) Stone and stone veneers: Stone should be used only as a base or as a special decorative material for wall panels or sills in combination with stucco or EIFS materials.
- c) Profile, Corrugated, and Other Sheet, Rolled and Extruded Metal Surfaces are not recommended.

5. Base Materials: Materials that may be used along the bases of buildings (and on portions of buildings, such as columns, pilasters, or piers) to impart a sense of permanence and solidity include:

- a) Precast Concrete: Textures, pigments, and special aggregates should be used to create rich surfaces. Precast concrete copings and trim are recommended for use with other materials such as poured-in-place concrete, concrete block, brick, stone, stucco and EIFS. The location of joints between castings and expansion joints should be incorporated into the facade composition. Grout and sealant colors should be coordinated with castings and other building colors. An anti-graffiti coating is recommended.
- b) Poured-in-Place Concrete: Concrete walls should generally be clad with stucco or other finish materials; poured concrete may be exposed as an architectural base or a sitework material. Where exposed, the location of formwork tie-holes, expansion joints and control joints should be incorporated into the facade composition. Textured form liners, pigments, stains, and special aggregates should be used to create rich surfaces. An anti-graffiti coating is recommended.
- c) Concrete Block: Concrete blocks of various block sizes, surface textures, and colors should be used as an architectural base or a sitework material; plain stack bond concrete block walls are not recommended. Decorative treatments should be used, such as alternating courses of differing heights, different surface textures (precision face and split face) and patterns of colored blocks; and cap and trim pieces should be used. Grout colors should be coordinated with block and other building colors. An anti-graffiti coating is recommended.

**c. Openings and Façade Elements**

1. A mixture of order and variety in window and door opening composition is recommended. Attached residences should vary from unit to unit, but should maintain unifying elements such as a common window header line or sill line, and/or aligned vertical centerlines of windows and doors.
2. Elements that add human scale, such as bay windows, entrance vestibules, porches, balconies, dormers, etc. should be used. Buildings should not have large, blank or monotonous surfaces; designs should include sufficient detailing, texture, color differentiation and three-dimensional articulation to create appropriately scaled, interesting facades. Special architectural features that relieve flatness of facades, such as recessed windows with authentic muntins, architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are recommended.
3. For storefronts at Neighborhood Retail Clusters, display windows should encompass a minimum of 60 percent of the storefront façade surface area. An even greater percentage of transparency is recommended for auto showrooms. Large glass areas should be relieved by piers and pilasters, columns, cornices, and other forms of surface relief that can add visual interest and scale. Where greater privacy is desired for restaurants or professional services, windows should be divided into smaller panes.
4. Balconies and Add-On Volumes (building bays):
  - a) The depth of cantilever may not exceed five feet from the face of the building wall.
  - b) No individual balcony, window bay or other protruding volume should not exceed 25 feet in width along a facade. The minimum spacing between adjacent balconies and/or window bays should be three feet.



*Balconies and porches can provide private space to units while giving interest to the facade*



**d. Windows**

**1. Design and Configuration**

- a) All windows within a building, large or small, should be related in operating type, proportions, or trim. Other unifying architectural elements should be used, such as common sill or header lines.
- b) Window frames should not be flush with walls. Built-up sills and trim should be used to frame openings. Projecting “lug” sills are recommended for a strong appearance. Glass should be inset a minimum of three inches from the exterior wall and/or frame surface to add relief to the wall surface; this is especially important for stucco buildings.
- c) True divided light windows or sectional windows are recommended. Snap-in muntins and those located within double-paned glass should not be used.
- d) Shaped Frames and Sills should be used to enhance openings and add additional relief. They should be proportional to the glass area framed, as where a larger window should have thicker framing members.
- e) Special Windows – Individual elements such as bays or dormers should be used to add interest and a domestic character to the facade. Decorative treatments on windows or balconies, such as wood or metal grilles on windows or balconies, wood balcony columns and balustrades, and simple detailed trim are recommended.
- f) Frames, sills and dividers should be designed in dark accent colors, to contrast with wall surfaces and make openings stand out from the façade.
- g) If Aluminum Sliding Windows are used, select heavier window products with visually thicker (one and one-half inches or greater) extrusions and frame members. Other detailing recommendations include:
  - Add built-up trim surrounds around the top, sides, and bottom of windows, including projecting lug sills
  - Use window frame and extrusion colors and finishes to complement the overall color scheme. Avoid color combinations that call excessive attention to the window frame members, such as white or natural aluminum frames on tan stucco.

## 2. Glazing

- a) Clear glass is recommended. Reflective glazing should not be used. Non-reflective films, coatings, low emissivity glass, and external and internal shade devices should be used for heat and glare control.
- b) If tinted glazing is used, light tints and green, gray and blue hues are recommended to complement the waterfront character of the area.
- c) Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

### *e. Doors*

1. Doors should match the materials, design and character of the display window framing. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.
2. Adjacent to residential uses, doorways and entries should be highly detailed and scaled to the individual; additional attention to detail is appropriate

### *f. Parking Podiums*

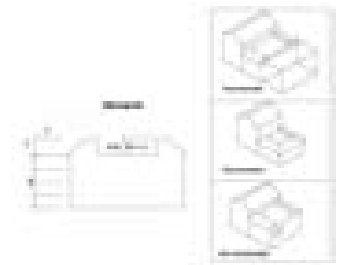
1. Parking podiums should be designed to serve as an architectural base for the buildings mounted above them. Methods of establishing this relationship include:
  - a) Alignment of architectural elements and axes.
  - b) Extension of lines and rhythms between parking podium and the building above.
  - c) Use of complementary materials and colors.
2. Concrete Wall Treatments: Blank concrete walls are not recommended. Detailing and design elements should be used to break up a windowless or monotonous façade.
  - a) For poured-in-place walls, treatments such as protruding cornices, decorative courses, form liners to create surface texture, decorative scoring, and integral color and/or inset tiles are recommended to provide additional surface articulation. A flat, unarticulated concrete wall surface is not recommended for exposed exterior podium walls.

- b) For concrete block walls, use of courses of different block heights, special surface textures (split-face block, combinations with precision face, etc.) and composition of different block colors are recommended to create variety.
  - c) Podium wall textures, colors, and dimensional modules should be coordinated with those of the residential architecture above the podium.
3. For parking podiums exposed for a full story or more, please refer to Whittier Municipal Code Chapter 18.99 "Parking Structure Development Standards and Design Guidelines."

#### 5.1.4 Roofs

##### a. Roof Types

- 1. Roof type selection should be made with consideration for the neighborhood context of building forms. Roof types should be selected with consideration for views from above.
- 2. All continuous sloping roof forms (i.e. without flat horizontal portions) are encouraged. These include pitched, gable, hip, and pyramidal, roofs.
- 3. Roof or cornice line variations may be used to mark main building entrances, groupings of units, and individual units. Special forms such as domes, conical roofs and pyramidal roofs are encouraged at entry towers.
- 4. Mansard roofs are acceptable in limited circumstances:
  - a) The maximum slope should be three feet of run for every two feet of rise.
  - b) The minimum height of mansard roofs (from eave to roof peak) should be one typical building story height or 25 percent of the building façade height as measured to the eave, whichever is smaller.
  - c) Mansard roofs should fully enclose the perimeter of a building. Where a break in the horizontal run of mansard roof occurs, an architectural termination is recommended (e. g. the mansard roof intersects into a tower).



*Guidelines for mansard roofs*

5. Flat roofs with parapet walls should be treated with one or more of the following conditions:
  - a) An architecturally profiled cornice and/or expressed parapet cap should be used to terminate the top of parapet wall.
  - b) Surface mounted cornices, continuous shading elements, or trellises should be used to strengthen a parapet wall design.
  - c) A single layer, flush sheet metal parapet cap (i.e. a simple inverted U of sheet metal over the top of a parapet wall) without a substantial built-up edge should not be used, as these installations often display warped sheet metal ( oil-canning ) and a low-quality appearance. If used, sheet metal parapet caps should provide a formed (compound folded) overhanging edge termination and a heavy gage sheet metal thickness selected to avoid oil-canning distortion.
  
6. Roof Overhangs: Roof overhangs are encouraged.
  - a) At roof overhangs, vertical roof edge fascia over 18 inches in height is not encouraged, unless they are vertically subdivided by additional horizontal layers, stepbacks, trim, and other detailing.
  - b) Brackets, corbels and other expressed roof overhang supports (whether structural or nonstructural) are encouraged to add richness to detailing. The spacing module of repeating supports should relate to the building's structural bay spacing or window mullion spacing.
  - c) The soffit or underside surface of the roof overhang should be designed as a visible feature and incorporated into the overall architectural composition. Soffit beams, coffers, light fixtures and other design articulation are encouraged.
  - d) In Spanish Colonial or Mediterranean styled residences, vertical roof edge fascia over 12 inches in height are not encouraged, unless they are broken down by additional horizontal layers, stepbacks, trim, and other detailing. Roof overhangs should be utilized to hide roof supports, brackets and timbering should not be expressed.

**b. Roof Materials**

1. Terra Cotta or Concrete Tile: Projects using Mediterranean or Spanish Mission Revival architectural style should use authentic terra cotta barrel tiles and avoid simulated products.
2. Metal Seam Roofing: Finishes should be anodized, fluorocoated or painted. Copper, zinc, and other exposable metal roofs should be natural or oxidized.
3. Corrugated Metal Roofing: The structural support detailing of corrugated metal roofing should insure that metal roof edges and panels will not sag, bend, or be vulnerable to impacts and denting. This is important at locations where undersides and edges of corrugated metal roofing are visible.
4. Tar and Gravel, Composition, or Elastomeric Roofs (flat roof locations): Use of these roof materials should be avoided at locations prominently viewable from nearby uphill residential neighborhoods. When used, these materials should be screened from view from adjacent buildings and sites by parapet walls.
5. Asphalt shingles: Projects using asphalt shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements.
6. Wood shingles or shakes: These should only be used in limited circumstances and where appropriate, such as in Quaker/Craftsman styled residences.



*Special detailing can add to the profile of red tile roofs*



*Wood shingles are acceptable when used with Quaker/Craftsman architecture*

**c. Equipment and Screening**

1. Roof mounted equipment such as cooling and heating equipment, antennae and receiving dishes should be screened by architectural enclosures that are derived from or strongly related to the building's architectural expression, or enclosed within roof volumes.
2. In the design of screening enclosures, use dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the facade composition. Materials, architectural styles, colors and/or other elements from the facade composition should also be used to strongly relate the screening to the building's architecture.

**d. Drainage**

1. The location, spacing, materials, and colors of downspouts, gutters, scuppers, and other roof drainage components should be incorporated into the architectural composition of the facade and roof. Downspouts should be concealed within walls or located to harmonize with window spacing and facade composition.

**5.1.5 Building Accessories**

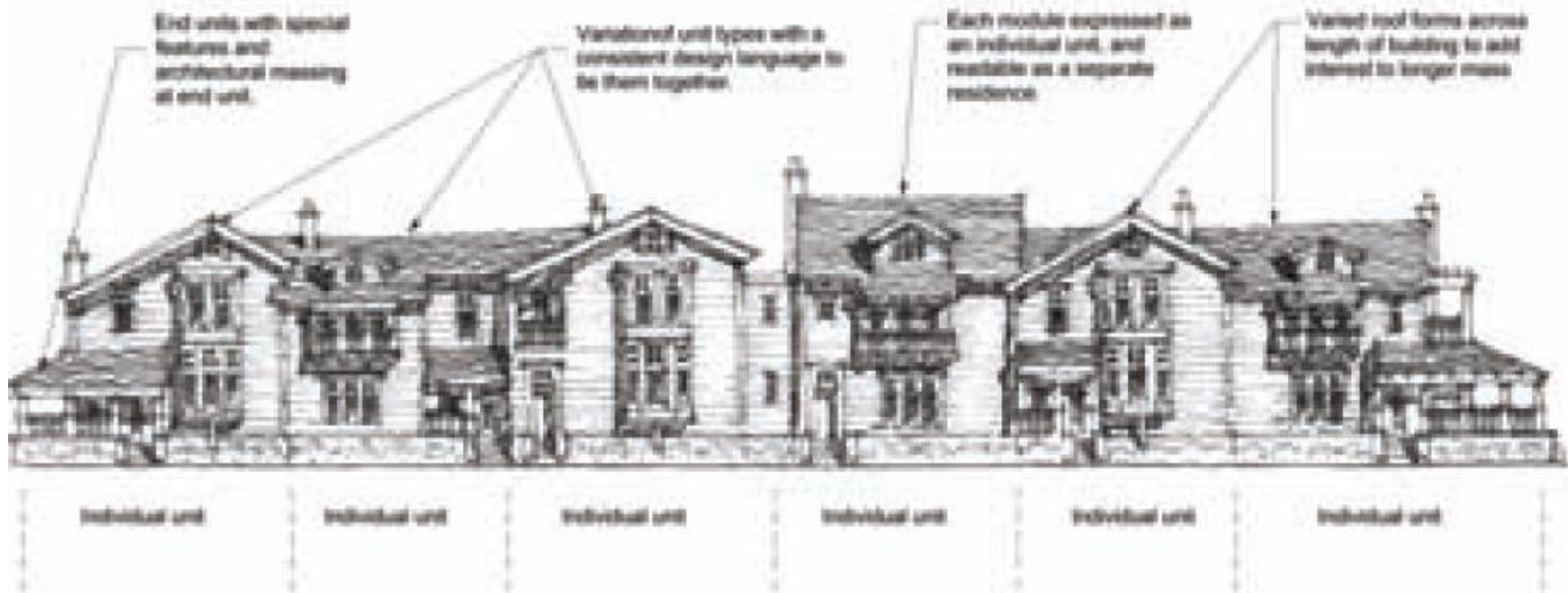
**a. Awnings, Trellises, Canopies and Other Building-Mounted Accessories**

1. Awnings: Fabric awnings using colored fabric mounted over a metal structural frame are encouraged. Internally illuminated fabric awnings with signage are not recommended.
2. Trellises and Canopies: Materials, colors, and form should be derived from the building architecture. For example, a white painted trellis used with a white building trim scheme is appropriate.
3. Height and Projection: Trellises, canopies and awnings that overhang sidewalks and public ways should provide a minimum of seven feet and six inches clear height above grade. Those above common building entrances should be a minimum of nine feet above grade. At retail clusters, trellises, canopies and awnings may extend horizontally up to six feet into the right-of-way or one-half of the sidewalk width from the building to the curb face, whichever is less.

**5.1.6 Color**

1. In keeping with the character of the City of Whittier, light muted and soft colors including earth tones or Tuscan influenced colors such as deep golds, and yellows, rich browns, and warm terra cottas, are recommended for wall surfaces. Large expanses of white should be avoided. Muted and soft colors are particularly recommended for wall surfaces (excluding trim). Accent colors, used for trim, awnings, and other accessories, should use dark tones to contrast with wall colors, and may include brighter and darker colors; for example, neutral or light wall colors with medium tone, more saturated hues for trim. Colors of adjacent buildings should be taken into consideration.

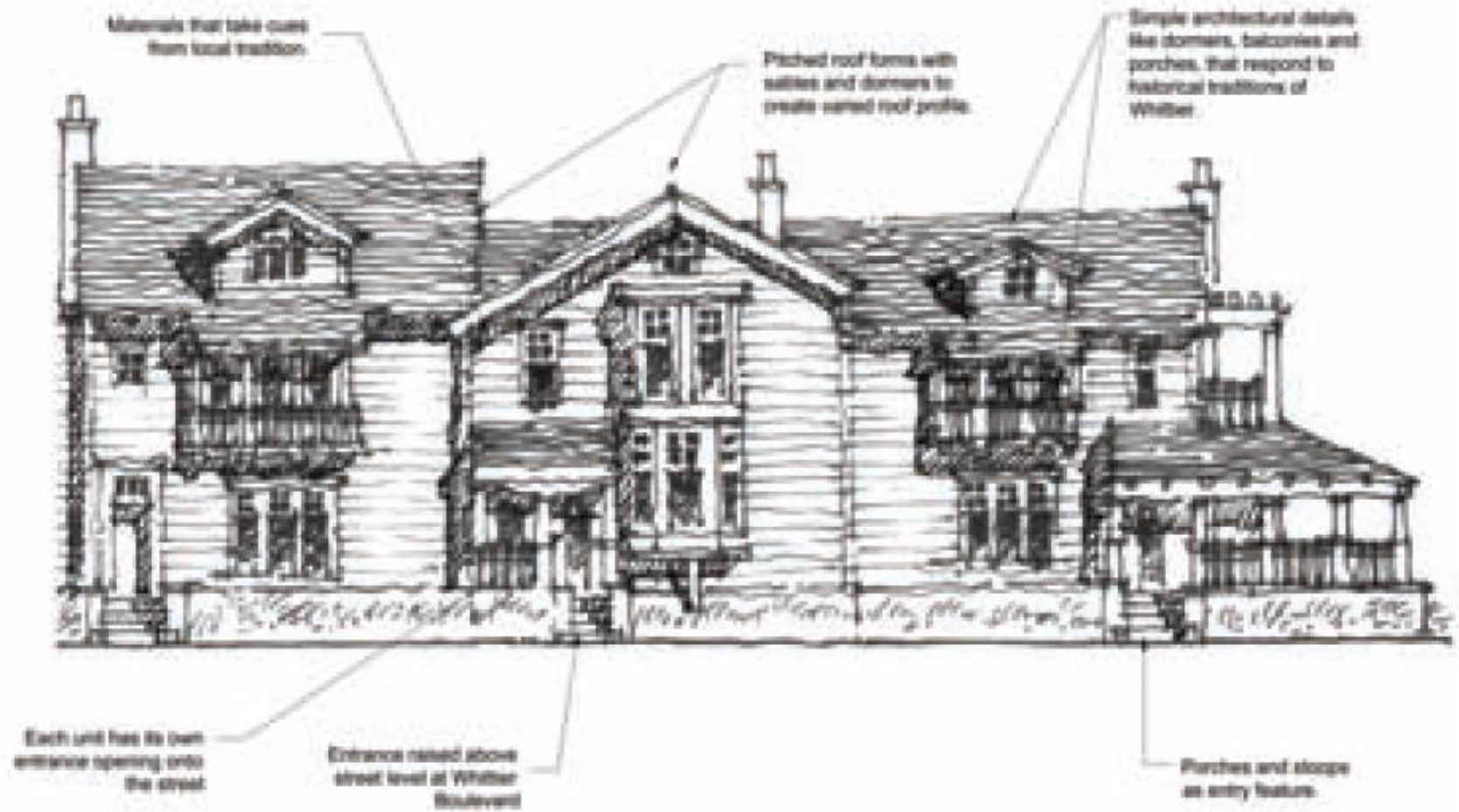
2. Secondary color can be used to give additional emphasis to architectural features such as building bases or wainscots, columns, cornices, capitals, and bands.
3. Bright colors should be used sparingly. Typical applications are fabric awnings, banners, window frames, or special architectural details. A restrained use of bright colors allows display windows and merchandise to catch the eye and stand out in the visual field.
4. Fluorescent colors should not be used as a permanent architectural color.



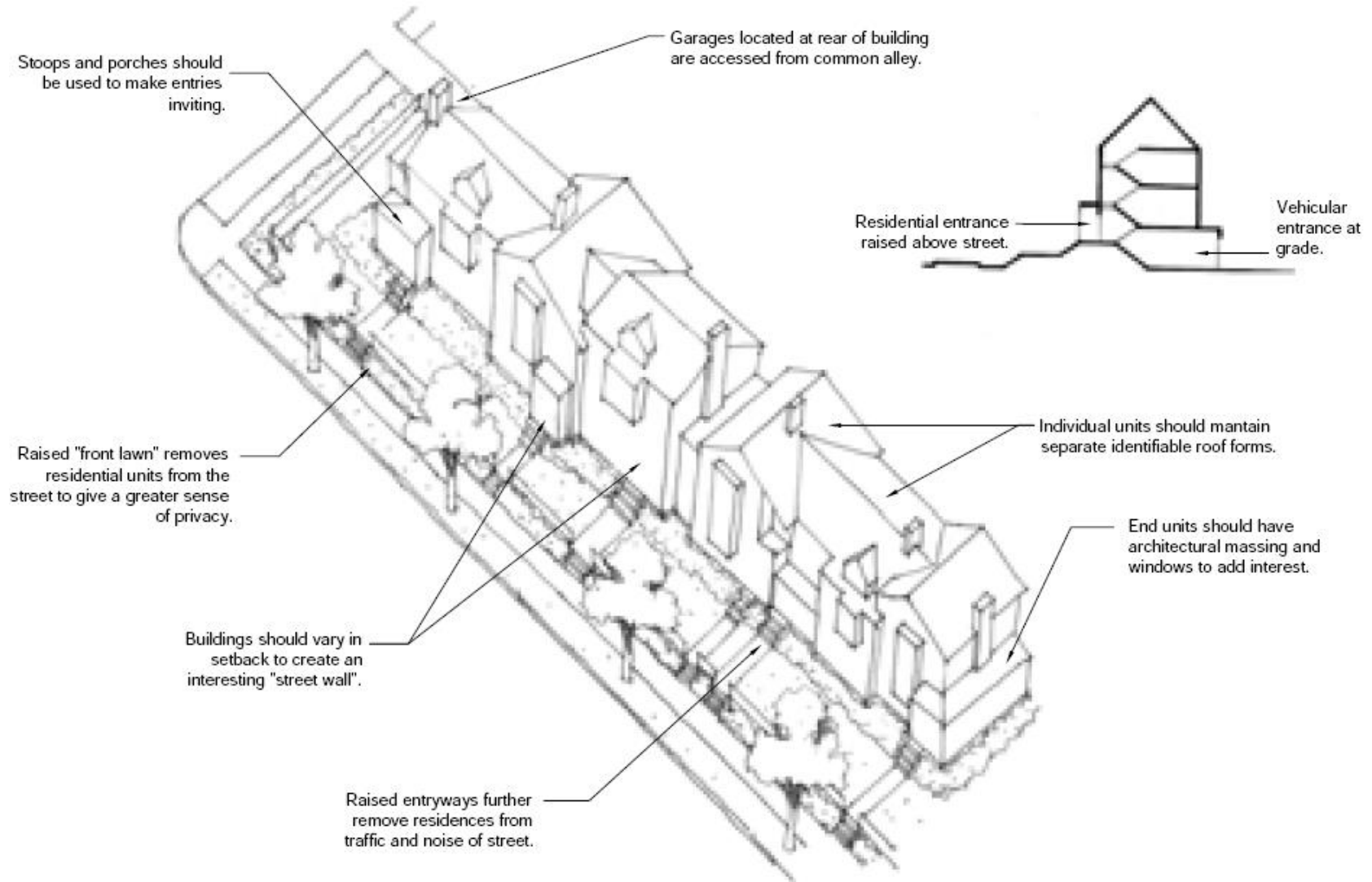
Building gives an overall impression of unity, yet expresses difference between individual units, to create a larger mass, appropriate for a major corridor.

*Illustration 27: Design Guidelines for Neighborhood Spine –  
Townhouse 1*

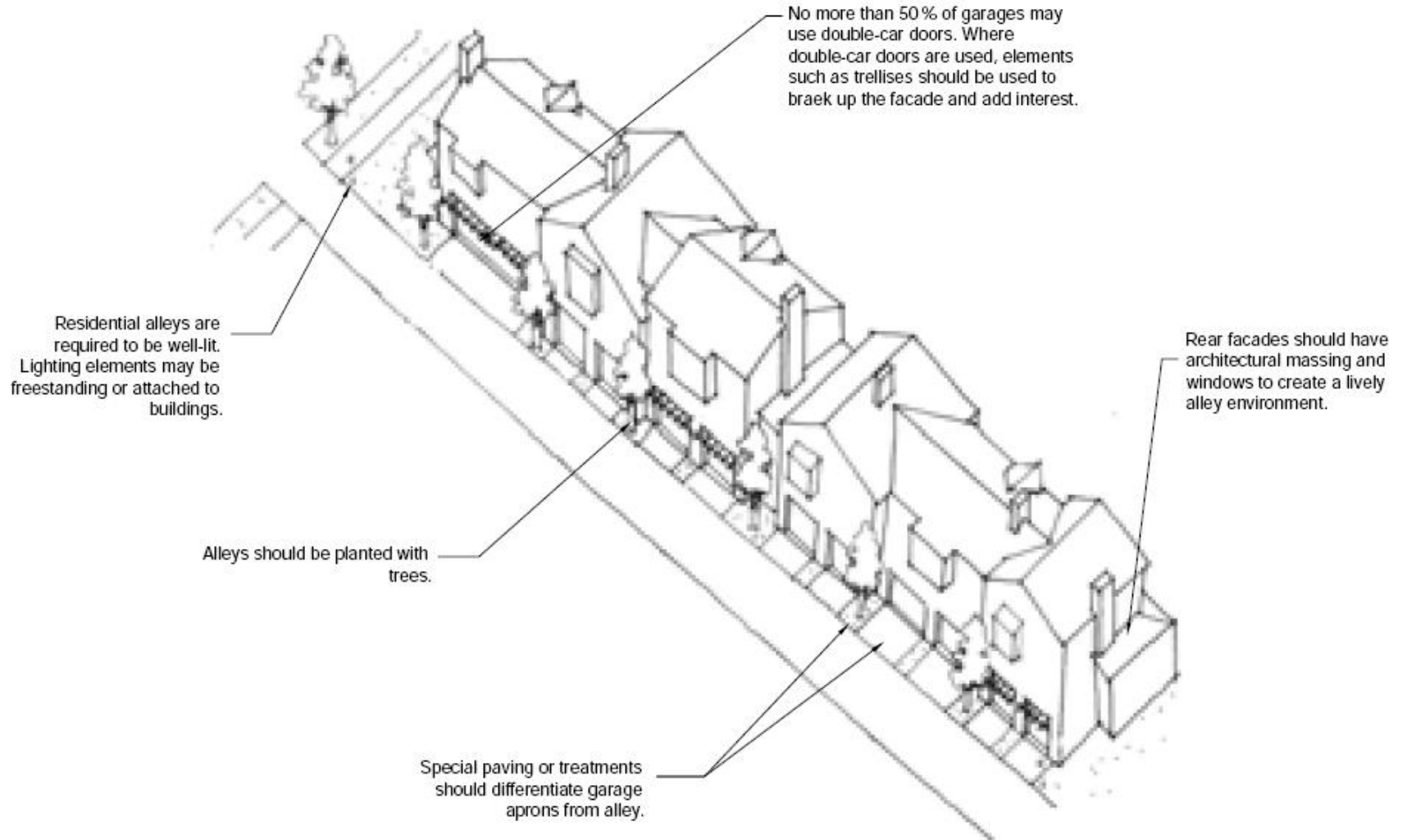




*Illustration 28: Design Guidelines for Neighborhood Spine –  
Townhouse 2*



*Illustration 29: Design Guidelines for Neighborhood Spine –  
Townhouse Front Condition*



*Illustration 30: Design Guidelines for Neighborhood Spine-Townhouse Rear Condition*

## 5.2 Shopping Clusters I and II, Gateway Segment (Retail Cluster), and Neighborhood Spine (Retail Cluster)

- 5.2.1 Building Mass and Increment
- 5.2.2 Architectural Style
- 5.2.3 Façade Composition
- 5.2.4 Roofs
- 5.2.5 Color
- 5.2.6 Building Accessories

### 5.2.1 Building Mass and Increment

#### a. Orientation

1. Building should be located on their parcels to reinforce continuous public street and pathway spaces.
2. Active frontage with doors and windows should face upon streets and pathways. Frontages should be of a substantial scale and character to support a “grand boulevard” street corridor space.
3. Street facades should avoid being angled in plan relative to front right-of-way lines, particularly where side yard property lines do not meet the front yard property line at a 90-degree angle.
4. Individual buildings should not be rotated or angled with respect to existing streets, except at landmark or gateway locations (subject to review by the Community Development Director). Above the ground floor, angled and curved facades that break the pattern of uniform street corridor walls should be used sparingly for special accent and emphasis.



Street facades should not be angled



Buildings should respect street pattern



Proportions diagram

#### b. Overall Building Massing

1. Proportion and form of buildings should contribute to the visual effect of “grand buildings on display.”
2. Buildings in the Shopping Cluster should be designed to be visible to both cars and pedestrians (i.e. a longer mass punctuated by strong building elements or portions of greater height).
3. Shopping Cluster buildings should maintain a “boulevard” appearance, with a greater width than height. The height of a

major building mass should be no more than two-thirds its width, as illustrated by the proportions diagram.

**c. Horizontal Mass**

1. To create interest along their length, facades should be architecturally subdivided into shorter segments.

2. A single continuous segment of façade should be a maximum of 120 feet long, unless the building façade facing the street and any parking areas is broken up at regular intervals with protruding or recessing architectural features to provide depth and architectural interest. For multi-tenant retail buildings, building walls should be further subdivided at every 50 to 75 feet to express the variety of retail offerings in Whittier. Methods of subdivision are listed below:

a) Apply a vertical slot or recess between facades with a six-inch minimum recess depth and a 15-inch minimum width.

b) Apply a vertical pilaster between facades with a three-inch minimum protrusion and a 15-inch minimum width. The maximum horizontal protrusion of pilasters into the public right-of-way should be six inches.

c) Vary the setbacks of building walls; for example, a pattern of alternating thirty-foot segments of zero-setback wall and thirty-foot segments of wall set back three feet. Retail uses are required to be built to the property line; however, portions of the building may protrude or recede from the public right-of-way.

3. Window/Façade Composition

From one façade segment to the next, use different window sizes, orientations (e.g. horizontal or vertical proportions), and/or operating types (e.g. single-hung, multi-pane, etc.) to create variety. Windows should maintain consistency in shape and in location across the facade; while variation is recommended, the overall effect should still create a harmonious pattern across the facade.



*Long retail facades can be broken into repeating modules separated by a vertical pilaster or column, like this auto dealership*



*Towers and building volumes can give mass and interest to typical retail buildings*



*Showrooms should be designed as grand spaces, with large expanses of glass*



*Individual roof forms and volumes*



*Individual storefront facades*

#### 4. Towers or Building Volumes

- a) Use towers, building protrusions, and vertical volumes to break up long facades and add interest to low building volumes. Prominent architectural elements can be used to add to building identity, and provide an opportunity to incorporate signage into building architecture.
- b) Special features or building elements, such as the building mass of an auto showroom, can be used to break up a long facade if designed as a horizontal or vertical volume protruding from the larger building mass. Showrooms should be made distinguishable from the larger building mass through shape, scale, or design.

#### 5. Individualized Roof Forms

- a) Use individual roofs to break up the form. . For example, a single building could be roofed by several separate gables, or by a single roof gable with a series of smaller gabled dormers.
- b) Flat roofs should be provided with decorative shaped parapets or cornice treatments at street facades; these can be subdivided into recognizable segments with shifts in height and design.

#### 6. Multi-Tenant Retail Buildings

Storefronts should maintain the increment and character of individual storefronts for each establishment. Ground floor storefronts should maintain a horizontal increment of approximately 30 feet typical and 50 feet maximum. Each storefront should have a distinct façade with a unique character, and should not be a “rubber stamp” repetition of those adjacent to it. Storefronts longer than 50 feet should be architecturally subdivided using the methods described above.

#### **d. Vertical Mass**

- 1. Stepbacks (i.e. upper level setbacks) and/or architectural subdivision are recommended means for reducing the appearance of building height and bulk.
- 2. A thicker, broader first floor, a series of arches wrapping the building at its base, or a change in material or treatment, can decrease the perceived bulk of buildings. Arcades, loggias, and colonnades at the building base are particularly encouraged.

3. Architectural elements can be used to accentuate the horizontal layers of a building. The use of horizontal detailing, such as moldings or cornices to accentuate the floors of a building, is encouraged.
4. Upper story setbacks are recommended, either as full-length "stepbacks" of upper floors, or partial indentations for upper story balconies, outdoor decks, and/or aesthetic setbacks.

**e. Special Treatment**

1. The architectural treatment of buildings located at special sites or on corners should acknowledge their location.
2. Corner Buildings: A modest articulation of the building mass is recommended for most corner sites. Treatments would include:
  - a) A rounded or angled facet on the corner, maximum eight feet wide on the diagonal.
  - b) A pilaster on the corner.
  - c) Location of the building entrance at the corner.
  - d) An "embedded" corner tower (formed with architectural trim and ornament, not with volume protrusion).

3. Special Sites

For sites at a major or "gateway" intersections, important community spaces or at unique corners where sites create acute or obtuse angles, a prominent architectural corner treatment of the building mass is encourage. Such treatments may include:

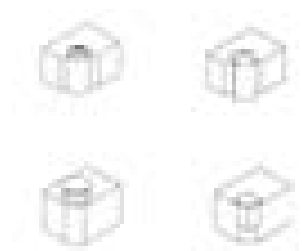
- a) Creation of a prominent entry at the corner
- b) A special architectural "turning" of the corner with a major facade change.
- c) Creation of a corner tower with a landmark roof form.
- d) Use of symmetrical designs at the two flanking facades.
- e) Special attention at building facades, including fenestration over at least 25 percent of the facade's surface



*A strong horizontal band can accentuate the architectural levels of a building*



*At minor corners*



*At important sites and special corners*



*Corner entrances can serve both the street and the parking area*



*30-ft storefront bay increment*

## **f. Main Entrance**

1. The main entrance of a building should typically be at the front (street) façade of the building. This is particularly important for retail buildings and storefronts, in order to maintain the activity of public street spaces.
2. Location
  - a) Where a business has a side parking lot as well as a street fronting façade, the main entrance may be located at the front corner of the building next to parking so that the entrance remains on the street as well as providing convenient access to customer parking.
  - b) Where a major building is set back from the street, a clear view must be maintained from the street to the retail entrance.
  - c) Where a major building is set back from the street, small “liner” shops or buildings could be used to ensure entries along the street.
3. Spacing
 

At multi-tenant retail buildings or storefronts, entries to contiguous shops and/or building lobbies should be spaced a maximum of 30 feet apart at street frontages, matching the typical storefront bay increment described above.
4. Function
 

Entrances should provide shelter from weather and shade from the sun by one or a combination of:

  - a) An overhang created by a recess in the façade.
  - b) A projecting awning or canopy. A permanent architectural awning is recommended, utilizing metal, glass or other materials from the building architecture.
  - c) Minimum vertical clearance of these elements should be eight feet above grade. If the front facade of an entrance tower or entrance volume is located at the edge of right-of-way, a projecting awning or canopy may extend up to eight feet into the right-of-way or two-thirds the paved sidewalk width, whichever is less.



## 5. Design of Retail Entrances

Main entrances should be prominent and easy to identify. They should have one or more of the following treatments, as consistent with their building style:

- a) Marked by a taller mass above, such as a tower, or within a volume that protrudes from the rest of building surface;
- b) Located in the center of the façade or storefront, as part of a symmetrical composition;
- c) Accented by special architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures;
- d) Indicated by a recessed entry. Recommended treatments include special paving materials such as ceramic tile; ornamental ceiling treatments, such as coffering; decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware.
- e) Punctuated by a change in roofline or a major break in the surface of the subject wall.
- f) A major archway or series of arches. These can be designed as part of the building wall, leading to a recessed doorway; or as ornament that is overlaid or inset flush to the building wall.



*A grand single archway can be used to denote entry*

## 6. Design of Residential Entrances

Where residential units are located above retail, entries to housing should be separated from storefronts and clearly distinguishable as a residential entrance. Methods of achieving differentiation include:

- a) Design and detail the entrance feature with residential styling, using wood doors, stained glass or small door windows.
- b) Raise the residential entry above street level.
- c) Create overhangs, entrance porticos or porches directly in front of residential doorways.



*Design of residential entrances*

## 7. Design of Office Entrances

The entrance feature should be designed as an easily noticeable change from the typical façade treatment. Recommendations include:

- a) Project a portion of the building from building façade, at partial or full height, or above the façade. Such an entrance feature may be covered by a means of a portico (formal porch) projecting from or set into the building face.
- b) Punctuate the entry by means of a change in roofline or a break in the surface of the subject wall.
- c) Create an entrance tower projecting above the roofline.
- d) Use a series of arches to indicate entry. Arcaded entry porches or passages are also encouraged.
- e) Recess the entry within a single large arched or cased decorative opening. Arches can be inset in to the building wall or designed as ornament on the building wall around the front entry.

### ***g. Rear Entrance***

#### 1. Location

A rear building entrance or a secondary side entrance should be visible and easy to find, particularly for customers accessing them from parking lots.

#### 2. Design

- a) A primary side or rear building entry for customers or employees should be easily visible and locatable. It should not be more architecturally prominent or larger than the front entry.
- b) Secondary entries should be enhanced with detailing, trim and finish consistent with the character of the building and the primary entry so that they are attractive and easy to identify. The design of the side or rear entry should be architecturally related to the front entry.

## ***5.2.2 Architectural Style***

### ***a. Building Style***

1. Retail in Whittier and along the Boulevard has a rich tradition made up of many styles and eras, that expand beyond the previously mentioned building styles of Quaker Craftsman and Spanish Colonial. A vibrant mix of design, particularly in retail storefronts, can reflect this diversity, and add to a lively and

varied streetscape along the Boulevard, while still allowing for an overall cohesive building aesthetic within the district. While specific architectural styles are not dictated by this Specific Plan, several styles predominate in Whittier and should be emulated to help keep Whittier’s unique “sense of place”. Examples of architecture types that are appropriate for the Retail Core include:

- a) *Spanish Eclectic*- This style mixes many styles derived from the Mediterranean world - late Moorish architecture, medieval Spanish church architecture, the Pueblo Mission, and the adobe and Spanish Colonial buildings of Southern California. The amalgamation of Spanish-inspired styles combines to create a festive architecture typified by colorful detail, decorative railings, carved stonework, red tile roofs and parapets.
- b) *Googie*- Googie architecture thrived in the auto-oriented culture of the 1950s and 1960s, and buildings of this style have captured the attention of drivers on Whittier Boulevard ever since. It is typified by bold and colorful signs, strong shapes and angles, sweeping cantilevered roofs, and pop-culture imagery.
- c) *Art Deco* - Deco styles show up on commercial and civic architecture throughout the City. The combination of streamlined modern styling and patterns from ancient cultures such as ancient Greece and Rome, India, and Mayan and Aztec civilizations. Cubic forms and zigzag designs, with highly stylized doorways are common.
- d) *Contemporary* – Facades that are reflective of contemporary times and building materials may be acceptable, particularly in auto showroom facades at Auto Sales Center. These forms should be simple and functional, with minimal decoration applied to the façade. Details include large expanses of window and wall, plate glass, large-paneled or tinted windows, metal accents and accessories.
- e) Elements of other styles that occur throughout the City may be appropriate as well, including Craftsman, Victorian, Mission, Modern and Italianate. Alternative styles are permissible, provided they meet the requirements listed throughout these guidelines. Skyscraper-like “high tech” styles with unarticulated surfaces and insubstantial materials should be avoided.
- f) The designer is expected to employ variations in form, building details and siting in order to create visual interest. The use of standardized “corporate” architectural styles



*Googie storefront design is meant to catch the eye of both cars and pedestrians*



*Art Deco styling can be used to give style to individual storefronts*



*Industrial styling can be well-suited to auto-oriented retail buildings*

associated with franchises is discouraged. Corporate architecture should be personalized and modified to fit within the City's unique character.

### 5.2.3 Façade Composition

#### a. Building Base Treatment

1. All buildings should create a base treatment that assists in visually establishing a human scale for pedestrian users and passers-by.

2. Scale

Base treatment may occur at two different scales

- a) At the scale of an individual person, at some point between nine inches and six feet in height.
- b) For taller buildings (three to five stories), a larger scale base treatment at the scale of the building should be provided, from one to two stories in height, relating proportionally to the total building height.

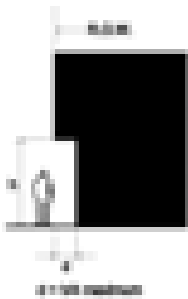
3. Design

Base treatment should extend around all sides of the building, and not just be a "false front." A building base may be created by any of the following treatments:

- a) A visibly thicker and continuous base portion of the wall along the ground, where the wall above the base sets back.
- b) A material and/or color change of the base wall relative to the building wall above. The base material should generally be heavier (e.g. of darker color and/or a stronger material) than portions of the building above.
- c) A horizontal architectural feature at or below the first story mark, such as a series of arched openings, an intermediate cornice line or protruding horizontal band.
- d) A ground level arcade with columns, one to two stories in height. This arcade may be either recessed into the building volume or attached to the exterior, but all portions of the structure must be located on private land. Arcades should be designed as follows:
  - The line of columns should be flush with the façade above, and should not be recessed.



*Building base treatment may occur at two different scales*



*A continuous ground floor horizontal recess*

- Column spacing should be regular and related to the structural bay of the building.
  - Columns should be sized to visually appear capable of supporting the building mass above. Generally, wood columns should be a minimum of eight inches thick. Stucco or masonry columns should be a minimum of one foot in depth, and proportional in both width and depth to the column spacing.
  - The arcade ceiling (soffit) should not be a flat, unarticulated surface. It should be treated as a visible surface and incorporated into the architectural composition. Light fixtures, expressed beams, and ornamental surface patterns such as coffers should be used to articulate the ceiling.
- e) A continuous ground floor horizontal recess (similar to an arcade, but without columns) along any façade. Lower floor recess depth should be no greater than the one-fourth of the height of the recess - e.g., for a recess 12 feet high clear, a maximum depth of three feet. Deeper ground floor setbacks should be configured as an arcade with columns- see above. As stated above, the soffit or underside surface of the overhang should be architecturally treated with light fixtures and ornamental surface patterns such as coffers or trim.

**b. Building Top Treatment**

1. All buildings should create a base treatment that assists in visually establishing a human scale for pedestrian users and passers-by.

2. Design

Design of the building “top” should take advantage of the visual prominence of a building’s silhouette. Techniques for clearly expressing a top may include, but are not limited to:

- a) Cornice treatments.
- b) Roof overhangs with brackets.
- c) Stepped parapets
- d) Richly textured materials (e.g. tile, masonry or fluted concrete).



*Building “top”*

- e) Different colored materials. It is recommended that a change in plane accompany a change in material color – colored “stripes” are not acceptable as a treatment for “top” expression.



*Upper-story balconies are recommended*

- 3. Upper-story uses with bay windows and balconies are encouraged to provide informal surveillance, and create a pleasant sense of enclosure, especially around plazas and along streets.
  - a) Lobbies for upper-story uses should clearly be expressed through gables, awnings, special materials, or other architectural treatments.
  - b) Bay windows and balconies are encouraged and should not appear to be cantilevered for more than six inches without visible blocking, brackets, corbels or posts.

### **c. Openings and Façade Elements**

- 1. New and renovated buildings should be “four-sided” buildings, designed as to be visible from fronts, backs and sides. While special ornamental treatments may be focused on front and entry facades, all buildings will be expected to maintain quality architectural articulation and finishes, including windows, around all visible sides of buildings.
- 2. Windows
  - a) A mixture of order and variety in window and door opening composition is recommended. Unifying patterns should include a common window header line or sill line, and/or aligned vertical centerlines of windows and doors.
  - b) In new façade design, features of adjacent and nearby facades such as cornice lines, windowsill or header lines, rhythm of window spacing, materials types, and colors should be observed for opportunities to create harmonious visual relationships.
  - c) Storefront and display windows should encompass a minimum of 60 percent of the storefront facade surface area. An even greater percentage of transparency is recommended for auto showrooms. Large glass areas should be relieved by piers and pilasters, columns, cornices, and other forms of surface relief that can add visual interest and scale. Where greater privacy is desired for restaurants or professional services, windows should be divided into smaller panes.

- d) For auto-serving uses, windows should encompass at least 25 percent of the linear frontage facing the street should contain windows (excluding clerestory and glassblock) to enhance the street's security and appearance.
- e) In general, upper stories (above the storefront) should have a window-to-wall area proportion that is smaller than that of ground floor storefronts, typically 30 percent to 50 percent the facade surface area of upper stories.
- f) Commercial clerestory windows are defined as a continuous horizontal band or row of windows across the upper portion of the storefront. They are recommended as locations for neon, painted-window, and other relatively non-obtrusive types of signs.
- g) Pilasters, columns, cornices, and other forms of surface relief should be used to add visual interest and scale.



*Unified façade with variety in composition*



*Clerestory windows can be inset with glass block or other translucent materials*

3. Protruding Buildings Volumes, Overhangs, Cantilevered Balconies and Window Bays

- a) Balconies and window volumes are recommended to add interest to upper stories (above retail).
- b) The depth of cantilever may not exceed five feet from the face of the building wall.
- c) No individual balcony, window bay or other protruding volume should exceed 15 feet in width along a facade. The minimum spacing between adjacent balconies and/or window bays should be three feet.



*Balconies are recommended above retail facades*

**d. Windows**

1. Design and Configuration

- a) Window frames should not be flush with walls. Plaster reveals and wainscoting should be used to create the appearance of deep-set doors and windows. For individual window openings in walls, window glass should be inset a minimum of three inches from the exterior wall surface to add relief to the wall surface - especially in stucco or EIFS walls.
- b) True divided light windows or sectional windows are recommended where a divided window design is desired. Snap-in muntins and those located within double-paned glass should not be used.



*Inset windows with metal framing and grilles on a Spanish Colonial building*



*Stylized detailing on an Art Deco facade*



*This door matches its Art Deco façade in both styling and detail*

- c) Shaped frames and sills should be used to enhance openings and add additional relief. They should be proportional to the glass area framed, as where a larger window should generally have thicker framing members.
- d) Decorative treatments on windows or balconies are recommended if consistent with building style; for example, wood or metal grilles and railing on Spanish Colonial buildings, or stylized detailing around the windows of Art Deco facades.
- e) Frames, sills and dividers should be designed in dark accent colors, to contrast with wall surfaces and make openings stand out from the façade.
- f) Large expanses of glass should not be used in buildings adjacent to residential uses. Windows should be subdivided and separated by mullions.
- g) Where large expanses of glass are used, for example in showroom walls, they should be visually subdivided into smaller panels. Curtain wall cladding systems (wall surface systems entirely of glazing and mullions) are not recommended— glass facades should be separated by architectural piers, columns or walls.

## 2. Glazing

- a) Clear glass is recommended. Reflective glazing should not be used
- b) For heat and glare control, nonreflective films, coatings, low emissivity glass, and external and internal shade devices should be used for heat and glare control.
- c) If tinted glazing is used, light tints and green, gray and blue hues are recommended.
- d) Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.

## e. Doors

- 1. Doors should match the materials, design and character of the display window framing. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.



2. Ornament on the entrance feature, such as carved doors, stonework or ornament, and ornate detailing, creates noticeable detail for pedestrians and drivers.
3. Doorways leading to residential units (above retail) should be distinguishable from those leading to retail establishments. Doorways should be recessed for privacy; additional attention to detail is appropriate.

**f. Walls**

1. If the building mass and pattern of windows and doors is complex, simple wall surfaces are recommended (e.g. stucco). If the building volume and the pattern of wall openings is simple, additional wall texture and articulation should be employed.

2. Building Materials

New construction should take cues from regional and local tradition, using materials that are common throughout the area. Authentic materials and methods of construction should always be used; simulated finishes, e.g. artificial stone using concrete form liners simulating naturalistic lines and shapes such as rubblestone, should not be used.

3. To avoid the false appearance of lightweight veneers, material changes should not occur at external corners. Material changes may occur at “reverse” or interior corners or as a “return” at least two feet from external corners.

4. Primary Materials

Materials to be used as the primary cladding on buildings include:

- a) Stucco or EIFS: Stucco, cement plaster or stucco-like finishes such as EIFS are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition, and sealant colors should be coordinated with surface and other building colors
- b) Brick: Full size brick veneer is preferable to thin brick tile. Brick veneers should be mortared to give the appearance of structural brick. Brick veneer applications should use wrap-

around corner and bullnose pieces to minimize a veneer appearance. An anti-graffiti coating is recommended.

- c) Wood siding: Vertical siding, such as board and batten, and horizontal siding, such as clapboard and tongue-in-groove, are both recommended. Trim elements should be used. Plywood siding, and rustic finishes such as cedar shakes or shingles, should not be used.

## 5. Storefront and Accent Materials

Accent materials may be used as to add interest and variety at a more intimate scale, for example, at individual storefronts, along architectural elements such as cornices, on portions of buildings or walls. Materials recommended for storefronts and accent materials include stucco, brick and wood, as listed above, and also include:



*Wood paneling can add accent to storefronts*

- a) Ceramic tile: Recommended as a facade cladding or decorative wall accent material. Size options include field tiles of various shapes, accent tiles, trim elements, edge and bullnose tiles; finish options include both unglazed and glazed tile finishes. Bright colors should be carefully reviewed with manufacturers for colorfastness of pigments. Grout color should be coordinated with tile and other building colors. An anti-graffiti coating is recommended for unglazed tiles.
- b) Wood paneling: Wood panels may be inlaid as accent materials. Vertical and horizontal sidings as mentioned above are also acceptable. Trim elements should be used.
- c) Stone and stone veneers: Recommended as a base or special decorative materials for wall panels or sills in combination with stucco or EIFS materials.
- d) Profile, Corrugated, and Other Sheet, Rolled and Extruded Metal Surfaces: Highly textured surfaces should not be used. Where used, sheet metal should be detailed with adequate thickness to resist dents and impacts, and should have trim elements to protect edges. For auto showroom construction, a combination of glass and metal is recommended to best reveal the display items located within. Materials reflecting the automobile, including steel, chrome and aluminum, are particularly appropriate for use in the Auto Sales Center.

## 6. Base Materials

Materials that may be used along the bases of buildings (and on portions of buildings, such as columns, pilasters or piers) to impart a sense of permanence and solidity include:

- a) **Precast Concrete:** Textures, pigments, and special aggregates should be used to create rich surfaces. Precast concrete copings and trim are recommended for use with other materials such as poured-in-place concrete, concrete block, brick, stone, stucco and EIFS. The location of joints between castings and expansion joints should be incorporated into the facade composition. Grout and sealant colors should be coordinated with castings and other building colors. An anti-graffiti coating is recommended.
- b) **Poured-in-Place Concrete:** Concrete walls should generally be clad with stucco or other finish materials; poured concrete may be exposed as an architectural base or a sitework material. Where exposed, the location of formwork tie-holes, expansion joints and control joints should be incorporated into the facade composition. Textured form liners, pigments, stains, and special aggregates should be used to create rich surfaces. An anti-graffiti coating is recommended.
- c) **Concrete Block:** Concrete blocks of various block sizes, surface textures, and colors should be used as an architectural base or a sitework material; plain stack bond concrete block walls are not recommended. Decorative treatments should be used, such as alternating courses of differing heights, different surface textures (precision face and split face) and patterns of colored blocks; and cap and trim pieces should be used. Grout colors should be coordinated with block and other building colors. An anti-graffiti coating is recommended.

### 5.2.4 Roofs

#### a. Roof Type

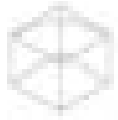
1. Roof type selection should be made with consideration for the neighborhood context of building forms. Roof types should be selected with consideration for views from above.
2. All continuous sloping roof forms (i.e. without flat horizontal portions) are encouraged. These include pitched, gable, hip, and pyramidal, roofs.



*Recommended roof types*

3. Curved roofs, such as barrel vaults, should be limited to use in prominent or special buildings, or above special rooms or volumes within larger buildings.

4. Roof or cornice line variations may be used to mark main building entrances, individual storefronts, and building bay increments. Special forms such as domes, conical roofs and pyramidal roofs are encouraged at entry towers or to mark or accent special rooms such as lobbies and auditoriums.



*Special forms*

5. Mansard roofs are acceptable in limited circumstances:

- a) The maximum slope should be three feet of run for every two feet of rise.
- b) The minimum height of mansard roofs (from eave to roof peak) should be one typical building story height or 25 percent of the building façade height as measured to the eave, whichever is smaller.
- c) Mansard roofs should fully enclose the perimeter of a building. Where a break in the horizontal run of mansard roof occurs, an architectural termination is recommended (e. g. the mansard roof intersects into a tower).



*Mansard roof limitations*

6. Flat roofs with parapet walls should be treated with one or more of the following conditions:

- a) An architecturally profiled cornice and/or expressed parapet cap should be used to terminate the top of parapet wall.
- b) Surface mounted cornices, continuous shading elements, or trellises should be used to strengthen a parapet wall design.
- c) Sheet metal parapet caps should provide a formed (compound folded) overhanging edge termination and a heavy gage sheet metal thickness selected to avoid oilcanning distortion. Single layer, flush sheet metal parapet caps should not be used.



*Individual roof forms, like this Googie-styled roof, can give expression to storefronts*

7. Multi-Tenant Retail Buildings

- a) Small roofs, including those applied to facades and used to identify individual storefronts, should match the principal building in terms of style, detailing and materials. They should also contribute expressive and interesting forms that add to the overall character of the district.
- b) Cornices may be used at the top of storefronts to differentiate them from upper levels of the building. A cornice may also be the roofline for a freestanding storefront

building. The cornice line may be interrupted and/or varied with other shapes to provide an interesting roofline profile.

## 8. Roof Overhangs

Roof overhangs are encouraged. The following guidelines should be followed:

- a) At roof overhangs, vertical roof edge fascia over 18 inches in height are not encouraged, unless they are broken down by additional horizontal layers, stepbacks, trim, and other detailing.
- b) Brackets, corbels and other expressed roof overhang supports (whether structural or nonstructural) are encouraged to add richness to detailing. The spacing module of repeating supports should relate to the building's structural bay spacing or window mullion spacing.
- c) The soffit or underside surface of the roof overhang should be designed as a visible feature and incorporated into the overall architectural composition. Soffit beams, coffers, light fixtures and other design articulation are encouraged.

### **b. Roof Materials**

#### 1. Recommended roof materials include:

- a) Terra Cotta or Concrete Tile: Red tile roofs are encouraged for Mediterranean or Spanish Revival architectural styles. Projects should use authentic terra cotta barrel tiles and avoid simulated products.
- b) Metal Seam Roofing: Finishes should be anodized, fluorocoated or painted. Copper, zinc, and other exposable metal roofs should be natural or oxidized.
- c) Corrugated Metal Roofing: The structural support detailing of corrugated metal roofing should insure that metal roof edges and panels will not sag, bend, or be vulnerable to impacts and denting. This is important at locations where undersides and edges of corrugated metal roofing are visible.
- d) Slate or slate-like materials: in weathering or unfading colors of Black, green, purple, and gray slates are appropriate. Mottled and weathered textures are also acceptable if authentic slate material. Overt textured simulation should be avoided. High-quality flashing, i.e. copper, stainless steel,

terne coated stainless, lead coated copper, lead sheet, should be used.

- e) Tar and Gravel, Composition, or Elastomeric Roofs (flat roof locations): When used, these materials should be screened from view from adjacent buildings and sites by parapet walls.
- f) Asphalt Shingles: Projects using asphalt shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements. Lightweight asphalt shingles should not be used.
- g) Not Recommended: Wood shingles or shakes.

**c. *Equipment and Screening***

- 1. Roof mounted equipment such as cooling and heating equipment, antennae and receiving dishes should be screened from view of streets, parking lots, connecting walkways and freeways.
- 2. Mechanical equipment screening should be integrated as part of a project's site and building design. Screening enclosures should be:
  - a) Derived from or strongly related to the building's architectural expression, behind parapets or by recessing equipment into hips, gables, parapets or similar features, or enclosed within roof volumes, so the enclosure is designed as part of the overall mass of a building.
  - b) Designed in dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the facade composition. Materials, architectural styles, colors and/or other elements from the facade composition should also be used to strongly relate the screening to the building's architecture.
  - c) Screened through the use of parapets, screen walls, equipment wells, mechanical room enclosures and similar design features. Picket fencing, chain-link fencing and metal boxes shall be avoided.

**d. *Drainage***

- 1. The location, spacing, materials and colors of downspouts, gutters, scuppers, and other roof drainage components should be incorporated into the architectural composition of the facade and roof. Downspouts should be concealed within walls or

located to harmonize with window spacing and facade composition.

### 5.2.5 *Building Accessories*

#### *a. Awnings, Trellises, Canopies and Other Building-Mounted Accessories*

1. Covered outdoor spaces, awnings and arcades are encouraged to protect pedestrians from summer heat and winter rain. Where an arcade is not provided, a separate awning or other architectural feature should be used for each business to enhance the individual identity of small shops.

- a) Awnings: Fabric awnings using colored fabric mounted over a metal structural frame are encouraged. Internally illuminated fabric awnings with signage should not be used.
- b) Trellises and Canopies: Materials, colors, and form should be derived from the building architecture. For example, a white painted trellis used with a white building trim scheme is appropriate.

2. Height and Projection

- a) Trellises, canopies and awnings that overhang sidewalks and public ways should provide a minimum of seven feet and six inches clear height above grade. Those above common building entrances should be a minimum of nine feet above grade. Trellises, canopies and awnings may extend horizontally up to six feet into the right-of-way or one-half of the sidewalk width from the building to the curb face, whichever is less.

3. Placement of Trellises, Canopies and Awnings

These items should be located above the display windows and below the storefront cornice or sign panel. For a sequence of storefronts or windows, a line of discrete awnings or canopies for each storefront or building bay should be used, rather than one continuous run-on awning. They should avoid covering up intermediate piers, pilasters, or other architectural features.

4. Accessories

- a) Colorful banners should be used to add variety to the street. Ornamental brackets and poles add further interest.



*Individual awnings should be located over each storefront window*



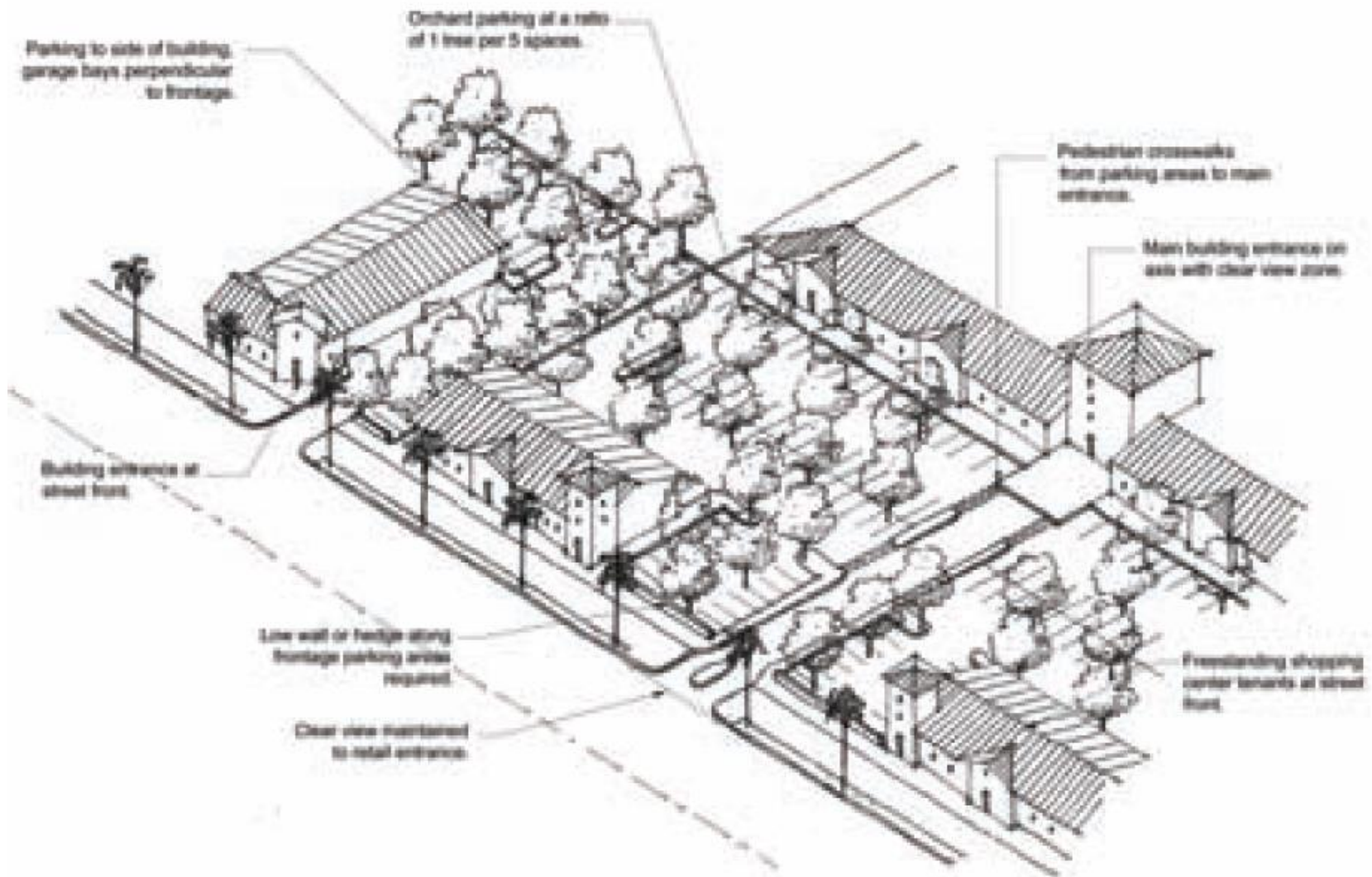
*Building detail, accessories, banners, signage and landscaping combine to create a lively Auto Row storefront*

- b) Hanging flower or plant baskets suspended from ornamental brackets of metal or wood are recommended for storefronts.
- c) Small wall-mounted ornamental window-case displays can show menus and merchandise.
- d) Ornamental wall mounted outdoor lighting (sconces) can be used to accent entries or rhythms of repeating pilasters.

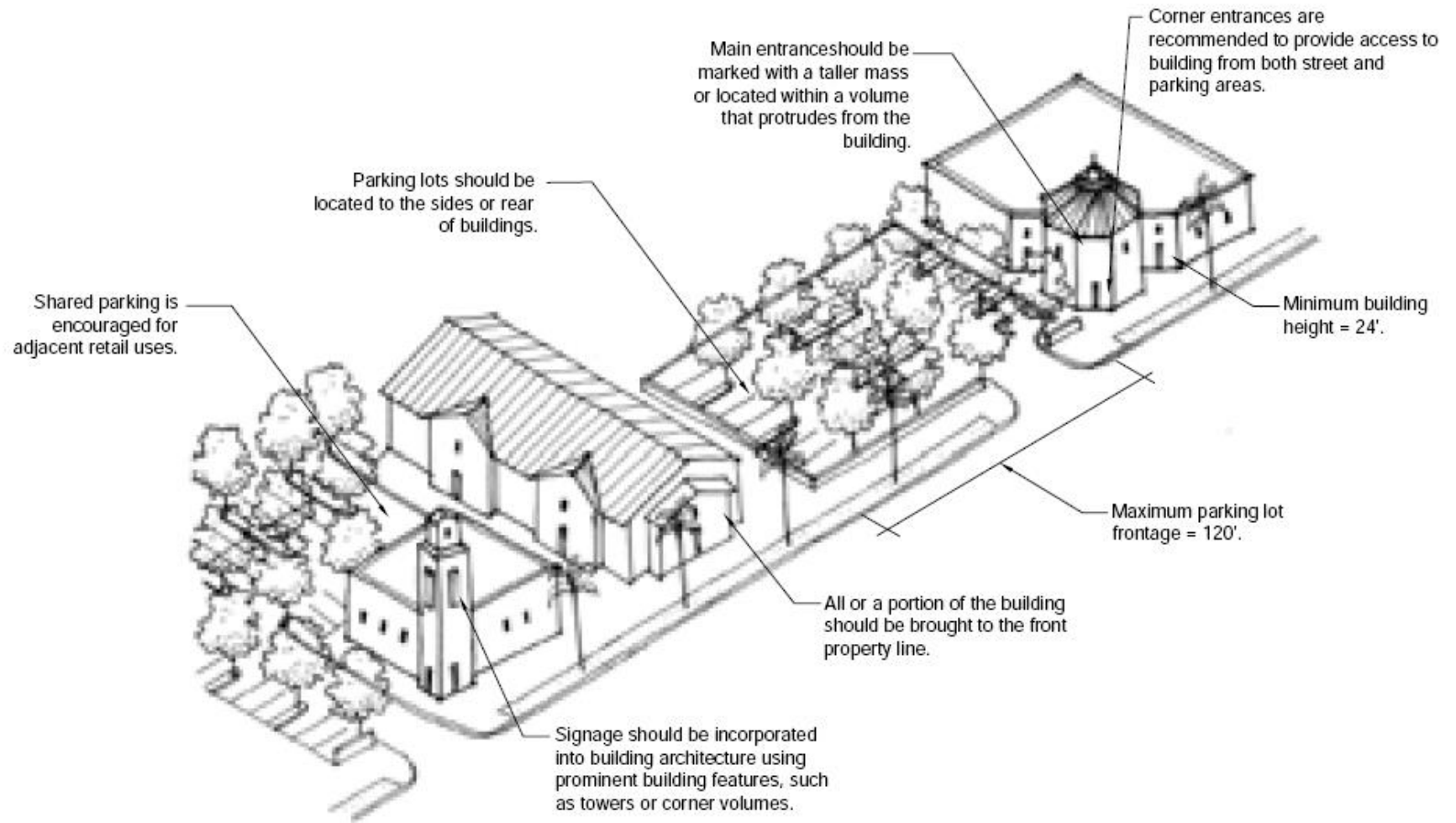
### 5.2.6 *Color*

In keeping with the character of the City of Whittier, light muted and soft colors including earth tones or Tuscan influenced colors such as deep golds, and yellows, rich browns, and warm terra cottas, are recommended for wall surfaces. Large expanses of white should be avoided.

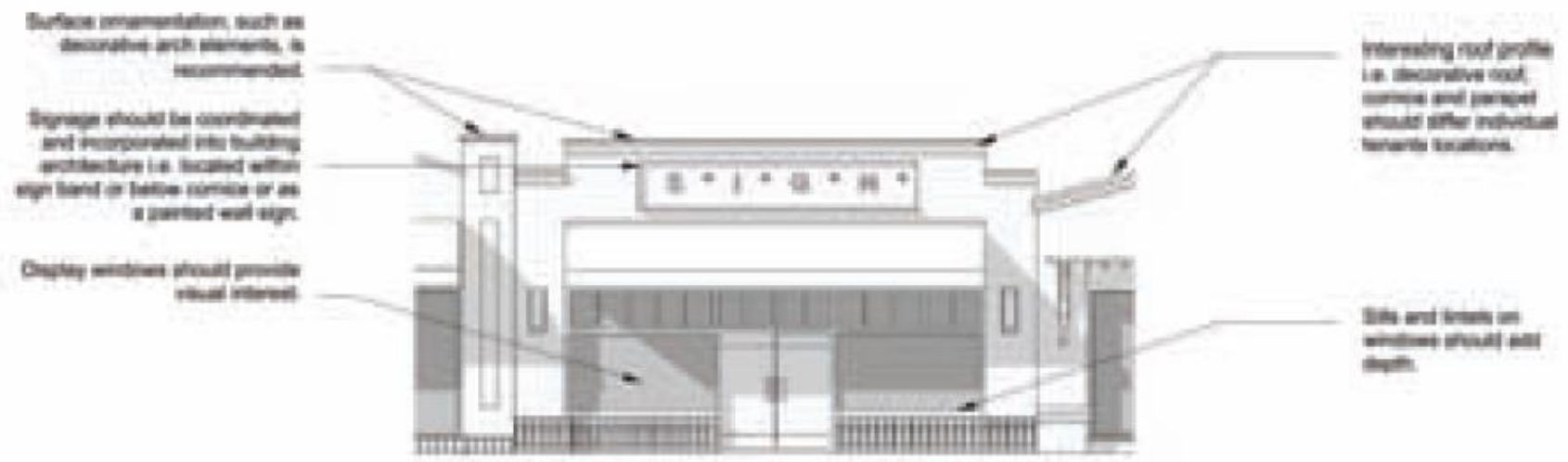




*Illustration 31: Design Guidelines for Shopping Clusters- Shopping Center Development on Whittier Boulevard*



*Illustration 32: Design Guidelines for Shopping Clusters- Individual Retail Stores on Whittier Boulevard*



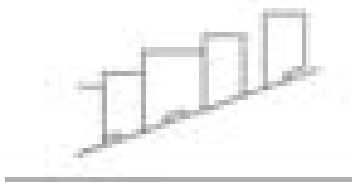
*Illustration 33: Design Guidelines for Shopping Clusters- Store Fronts*

## 5.3 Workplace District

- 5.3.1 Building Mass and Increment
- 5.3.2 Architectural Style
- 5.3.3 Façade Composition
- 5.3.4 Roofs
- 5.3.5 Color

### 5.3.1 Building Mass and Increment

#### a. Orientation



*Facades should be parallel to street*



*Height/width proportion*

1. Buildings should be sited to front the street, to reinforce continuous public street and pathway spaces.
2. Active frontages with doors and windows should face upon streets and pathways. Frontages should be of a substantial scale and character to support a “grand boulevard” street corridor space.
3. Street façades should be parallel in plan relative to front right-of-way lines, particularly where side yard property lines do not meet the front yard property line at a 90-degree angle. Facades should be parallel to street.
4. Residential development within the Workplace District should follow the building orientation Design Guidelines for residential development in the Neighborhood Spine

#### b. Overall Building Massing

1. Proportion and form of buildings should contribute to the visual effect of “grand buildings on display”.
2. Workplace buildings should maintain a “boulevard” appearance, with a greater width than height. The height of a major building mass should be no more than two-thirds its width, as illustrated by the proportions diagram at right.
3. At large-scale retail establishments, buildings should be designed in a way that will reduce the massive scale and uniform and impersonal appearance and will provide visual interest consistent with the community’s identity, character, and scale.
4. Residential development within the Workplace District should follow the building massing Design Guidelines for residential development in the Neighborhood Spine.

**c. Horizontal Mass**

1. To create interest along their length, facades should be architecturally subdivided into shorter segments. Methods of subdivision are listed at right.
2. A single continuous segment of facade should be a maximum of 120 feet long. Building masses may be broken or subdivided into segments of this length by:
  - a) Building volumes that project from the building façade; for example, a room whose massing punches out of the building wall.
  - b) Segments of wall that are set back; for example, a pattern of alternating 30-foot segments of zero-setback wall and 30-foot segments of wall set back three feet.
  - c) A tower with a roof extending above the main building volume, inserted into the facade.
3. Within these segments, building walls should be further subdivided at every 40 to 60 feet by:
  - a) A vertical slot or recess between facades with a 12 inches minimum recess depth and two feet minimum width.
  - b) A vertical pilaster between facades 12 inches minimum projection depth and two feet minimum width. The resulting projections should be sized proportionally to the height and width of the building facade.
4. At Large-Scale Retail Establishments, development should break up large expanses of frontage walls, such as arcades, display windows, entry areas, or awnings, across at least 50 percent of the facade.
5. Large-Scale Retail Establishments are encouraged to include additional, separately owned stores inset into front facades. Smaller retail stores should include separate, exterior customer entrances and window displays to contribute to the visual interest of exterior facades.



*Use building massing such as towers to break-up long facades*



*Break-up wall expanses at big box stores*



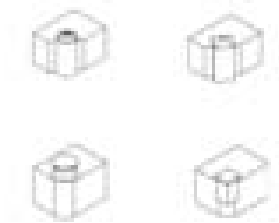
*Expression of building levels can reduce impact of building height*

**d. Vertical Mass**

1. Building levels should be expressed, through setbacks and architectural detail, to break down the height of buildings to relate to a pedestrian scale.

2. A thicker, broader first floor, a series of ground-level archways, an entry arcade, or a porch entry element should be used to decrease the perceived bulk of buildings. The use of arcades, loggias, and colonnades at the building base can also serve to ground the building.
3. Upper story setbacks, such as upper story balconies or insets, can also decrease the perceived bulk of buildings. This setback should be of a depth of at least four feet.
4. Architectural elements can be used to accentuate the horizontal layers of a building. Ground level emphasis and horizontal detailing, such as moldings or cornices, can accentuate the floors of a building.

**e. Special Treatment**



*Treatments at important sites and corners*

1. The architectural treatment of buildings located at special sites or on corners should acknowledge their location.
2. Where building corners face upon gateway intersections, circles (e.g. at the Five Corners intersection), important squares, or at building corners where sites create acute or obtuse angles, a landmark architectural treatment is encouraged. Such treatments may include:
  - a) Creation of a prominent entry at the corner.
  - b) A special architectural “turning” of the corner with a major facade change.
  - c) Creation of a corner tower with a landmark roof form.
  - d) Use of symmetrical designs at the two flanking facades.
  - e) Special attention at building facades, including fenestration over at least 25 percent of the facade’s surface.

**f. Main Entrance**



*Location of Awnings: Height=8 feet minimum to provide clearance; Depth=no more than 1/3 of the right-of-way*

1. A highly visible main entrance should be located on the front facade facing a public street. It may be centered on the facade, at the end of the facade at a corner, or at some point in between - as long as it is directly accessed from a public street.
2. Scale
  - a) The front entrance feature should be of a substantial presence and scale to be visible from the street; i.e. grand entrances at multiple story height.

- b) For large buildings with a single entrance, entrances are recommended to occupy between one-eighth and one-fourth of the total building frontage; i.e. 240-foot long building frontage, the front entrance feature should be between 30 and 60 feet wide.
3. Function: Entrances should provide shelter from weather and shade from the sun by one or a combination of:
- a) An overhang created by a recess in the facade.
  - b) A projecting awning or canopy. A permanent architectural awning is recommended, utilizing metal, glass or other materials from the building architecture.
  - c) Awnings should be located to provide optimal clearance for passersby, at a minimum of eight feet above grade, and to intrude into no more than one-third of the paved sidewalk width, or four feet into the right-of-way, whichever is less.
4. Design of Workplace Entrances: The entrance feature should be designed as an easily noticeable change from the typical facade treatment. Recommendations include:
- a) Project a portion of the building from building façade, at partial or full height, or above the facade. Such an entrance feature may be covered by means of a portico (formal porch) projecting from or set into the building face.
  - b) Punctuate the entry by means of a change in roofline or a break in the surface of the subject wall.
  - c) Create an entrance tower projecting above the roofline, or create an inset entry using twin (bell) towers to frame the entryway.
  - d) Use a series of arches to indicate entry. Arcaded entry porches or passages are also encouraged.
  - e) Recess the entry within a single large arched or cased decorative opening. Arches can be inset in to the building wall or designed as ornament on the building wall around the front entry.
5. Design of Live-Work and Residential Entrances: Entrances to units should be accessible from a public sidewalk, and should include residential entry elements consistent with their building style, such as:
- a) Porches or entrance vestibules,
  - b) Fences and/or entry gates, and
  - c) Special landscape materials to soften the front façade.



*Entry can be signified by a series of arches*



*Live-work entrances should convey a residential character*



*Retail entrances should be highly visible*



*A secondary entrance should provide access from secondary, side or rear parking lots*

d) Appropriate lighting and building identification signage.

6. Design of Retail Entrances: Main entrances to principal buildings should be at the front or street façade of the building, and have a clearly defined, highly visible customer entrance.

a) At Retail Clusters: Main entrances should maintain a clear entry sequence from the sidewalk to the front door. Entries to contiguous shops in the cluster should be spaced a maximum of 30 feet apart at street frontages.

b) At Large-Scale Retail Establishments: Main entrances to principal buildings should be defined by features such as towers, canopies or porticos, arcades, arches, wing walls, and integral planters. All sides of a principal building that directly face an abutting public or private right-of-way should feature at least one customer entrance.

### ***g. Alternative Entrances***

1. Entrances that provide alternatives to the main entrance should be visible and easy to find, particularly for customers accessing them from parking lots.

2. Location: A secondary side entrance is encouraged where the building has frontage on two major public streets. Where the building is associated with an adjacent parking lot, a side or rear building entrance should be provided to allow direct access to the building from that lot.

3. Design

a) A primary side or rear building entry for customers or employees should be easily visible and locatable. It should not be more architecturally prominent or larger than the front entry.

b) Secondary entries should be enhanced with detailing, trim and finish consistent with the character of the building and the primary entry so that they are attractive and easy to identify.

## ***5.3.2 Architectural Style***

### ***a. Building Style***

1. Except for existing hospital complexes, buildings in the Workplace District should work together to create an



identifiable character drawn from the Spanish Colonial, Mission Revival and Mediterranean traditions in Whittier, appropriate to its role as a business center. Elements of Art Deco and Contemporary architecture may be appropriate as well; see below for characteristics.

2. Spanish Colonial/ Mission Revival and Mediterranean features include:

- a) Low-pitched or hipped roofs, flat roofs with parapets
- b) Red roof tiles, wood shingles or clay tiles.
- c) Thick stucco walls, some brick, wood, or wood over brick
- d) Arches, especially above doors, porch entries and main windows
- e) Towers or tall building volumes
- f) Spiral and twisted columns, large square pillars and pilasters
- g) Decorative wrought iron railings and wood balustrades
- h) Ornamental effects including molded decoration, carved wood and stonework, or cast ornament
- i) Patterned tile floors and wall surfaces
- j) Outdoor spaces including central fountains, open courtyards, and arched loggias.

3. Art Deco features include:

- a) Smooth and even surfaces of wall, like stucco or painted brick
- b) Zigzags, chevrons, and other stylized and geometric motifs occurring as decorative elements on façades
- c) Some classical motifs and styling
- d) Highly stylized doorways
- e) Towers and other vertical projections above the roof line

4. Contemporary features include:

- a) Orthogonal angles
- b) Simple, functional forms
- c) Large expanses of windows (curtain walls should not be used in this District, however)
- d) Industrial or other materials such as steel, metal and glass.



*Mission Revival frequently uses arches above doors and thick columns at colonnades and entryways*



*Art Deco building with classical styling*

### 5.3.3 Façade Composition

#### a. Building Base Treatment



*Building base treatment*



*A building base can be indicated by horizontal features at the ground level*

1. All buildings should create a base treatment that assists in visually establishing a human scale for pedestrian users and passers-by.
2. Scale: Base treatment should occur at two different scales.
  - a) At the scale of an individual person – A base treatment should occur at some point between nine inches and six feet in height.
  - b) At the scale of the buildings- For taller buildings (three to five stories), a larger scale base treatment should be provided from one to two stories in height, relating proportionally to the total building height.
3. Design: Base treatment should extend around all sides of the building, and not just be a false front'. A building base may be created by any of the following treatments:
  - a) A visibly thicker and continuous base portion of the wall along the ground, where the wall above the base sets back, and openings within the base are seen to be more deeply recessed.
  - b) A material and/or color change of the base wall relative to the building wall above. The base material should generally be heavier (e.g. of darker color and/or a stronger material), with a lighter quality at stories above (e.g. predominantly masonry at the ground, larger windows and more glass above).
  - c) A horizontal architectural feature at or below the first story mark, such as a series of arched openings, an intermediate cornice line, or a protruding horizontal band.
  - d) A horizontal notch or recess above the first or second story.
  - e) A ground level arcade with columns, one to two stories in height. This arcade may be either recessed into the building volume or attached to the exterior, but all portions of the structure should be located on private land. Arcades should be designed as follows:
    - 1) The line of columns should be flush with the façade above, and should not be recessed.

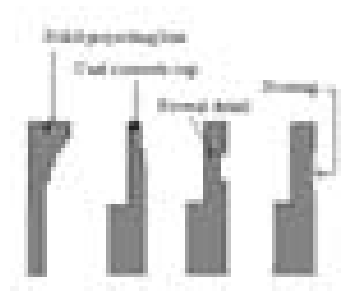
- 2) Column spacing should be regular and related to the structural bay of the building.
- 3) Columns should be sized to visually appear capable of supporting the building mass above. Generally, wood columns should be a minimum of eight inches thick. Stucco or masonry columns should be a minimum of one foot in depth, and proportional in both width and depth to the column spacing.
- 4) The arcade ceiling (soffit) should not be a flat, unarticulated surface. It should be treated as a visible surface and incorporated into the architectural composition. Light fixtures, expressed beams, and ornamental surface patterns such as coffers should be used to articulate the ceiling.



*A ground level arcade can provide sheltered access to offices*

**b. Building Top Treatment**

1. All buildings should create a base treatment that assists in visually establishing a human scale for pedestrian users and passers-by.
2. Design: Design of the building “top” should take advantage of the visual prominence of a building’s silhouette. Techniques for clearly expressing a top may include, but are not limited to:
  - a) Cornice treatments
  - b) Roof overhangs with brackets
  - c) Richly textured materials (e.g. Tile, masonry or fluted concrete)
  - d) Different colored materials. It is recommended that a change in plane accompany a change in material color – colored “stripes are not acceptable as a treatment for “top” expression.



*Acceptable top design techniques*



*Windows and balconies form a pattern of repeating elements on the facade*

### **c. Openings and Façade Elements**

1. Workplace buildings should be “four-sided” buildings, designed as to be visible from fronts, backs and sides. Windows and other façade elements should be provided to the sides and rear of the building; blank walls should be avoided.
2. Along public street frontages, buildings should include windows, arcades, awnings or other acceptable features for least 60 percent of the building façade length.
3. The spacing and size of windows, mullions, recesses, wall panels, pilasters and building bays should be based on a module derived from the building’s structural spacing.
4. On large wall surfaces, openings should be designed as a pattern of repeating elements. This pattern should be based on the building module (above), and carried across windowless walls to relieve blank, uninteresting surfaces.
5. Windows or façade openings should be recessed or raised. Plaster reveals and wainscoting should be used to create the appearance of deepset doors and windows.
6. Pilasters, columns, cornices, and other forms of surface relief should be used to add visual interest and scale. In new façade design, features of adjacent and nearby facades such as cornice lines, window sill or header lines, rhythm of window spacing, materials types, and colors should be observed for opportunities to create harmonious visual relationships.
7. Additional elements should be used at large-scale retail buildings to add visual interest at the pedestrian scale, such as wall offsets, reveals, projecting ribs, color or texture changes.
8. Protruding Buildings Volumes, Overhangs, Cantilevered Balconies, and Window Bays:
  - a) Balconies, upper story arcades and loggias are recommended to add interest to upper stories (above retail).
  - b) The depth of cantilever may not exceed five feet from the face of the building wall.
  - c) No individual balcony, window bay or other protruding volume should exceed 25 feet in width along a facade. The minimum spacing between adjacent balconies and/or window bays should be three feet.

**d. Windows**

1. Design and Configuration:

- a) Window frames should not be flush with walls. For individual window openings in walls, window glass should be inset a minimum of four inches from the exterior wall surface to add relief to the wall surface - especially in stucco or EIFS walls.
- b) True divided light windows or sectional windows are recommended where a divided window design is desired. Snap-in muntins and those located within double-paned glass should not be used.
- c) Shaped frames and sills should be used to enhance openings and add additional relief. They should be proportional to the glass area framed, as where a larger window should have thicker framing members.
- d) Decorative treatments on windows or balconies, such as wood or metal grilles on windows or balconies, wood balcony columns and balustrades, and simple detailed trim are recommended if consistent with building style.
- e) Frames, sills and dividers should be designed in dark accent colors, to contrast with wall surfaces and make openings stand out from the façade.



*Decorative treatment include awnings and window grilles*

2. Glazing

- a) Clear glass is recommended. Reflective glazing should not be used. Non-reflective films, coatings, low emissivity glass, and external and internal shade devices should be used for heat and glare control.
- b) If tinted glazing is used, light tints and green, gray and blue hues are recommended to complement the waterfront character of the area.
- c) Fritted glass, spandrel glass and other decorative treatments are recommended to add privacy and aesthetic variety to glass where desired.
- d) Curtain wall systems should not be used.

*e. Doors*

1. Doors should match the materials, design and character of the display window framing. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are recommended.
2. Ornament on the entrance feature, such as carved doors, stonework or ornament, and ornate detailing, creates noticeable detail for pedestrians and drivers. Doors may be flanked by columns, decorative fixtures or other details.
3. Adjacent to residential uses, doorways and entries should be highly detailed and scaled to the individual; additional attention to detail is appropriate.

*f. Walls*

1. If the building mass and pattern of windows and doors is complex, simple wall surfaces are recommended:
  - a) Materials: New construction should take cues from the history and tradition of the City, as well as from the industrial character of the area. Authentic materials and methods of construction should always be used; simulated finishes, e.g. artificial stone using concrete form liners simulating naturalistic lines and shapes such as rubblestone, should not be used.
  - b) To avoid the false appearance of lightweight veneers, material changes should not occur at external corners. Material changes may occur at "reverse" or interior corners or as a "return" at least four feet from external corners, with extended returns provided for large buildings.
2. If the building volume and the pattern of wall openings is simple, additional wall texture and articulation should be employed.
3. Primary Materials: Materials to be used as the primary cladding on buildings include:
  - a) Stucco or EIFS: Stucco, cement plaster or stucco-like finishes such as EIFS are acceptable finishes. Attention should be paid to detail and trim elements for a high quality installation. Highly textured surface textures are not recommended. The pattern of joints should be architecturally coordinated with the overall facade composition. In general, joints should be regularly spaced.

Exposed EIFS surfaces less than 12 feet above grade should be specified as a high impact type with a reinforced skin. Both stucco and EIFS surfaces less than 12 feet above grade should be treated with anti-graffiti coating and weather sealing to resist stains. Ceramic tile, metal or other cleanable, impact resistant surfaces should be used at protruding corners and surfaces where exposure to dirt and impacts will be common. Sealant colors should be coordinated with surface and other building colors.

- b) Brick: Full size brick veneer is preferable to thin brick tile. Brick veneers should be mortared to give the appearance of structural brick. Brick veneer applications should use wrap-around corner and bullnose pieces to minimize a veneer appearance. An anti-graffiti coating is recommended.
- c) Wood siding: Vertical siding, such as board and batten, and horizontal siding, such as clapboard and tongue-in-groove, are both recommended. Trim elements should be used. Plywood siding, and rustic finishes such as cedar shakes or shingles, should not be used.
- d) Construction materials such as tilt-up concrete, smooth-faced concrete block, prefabricated steel panels, and other similar materials should not be used.

4. Base Materials: Materials that may be used along the bases of buildings (and on portions of buildings, such as columns, pilasters, or piers) to impart a sense of permanence and solidity include:

- a) Precast Concrete: The location of joints between castings and expansion joints should be incorporated into the facade composition. Options in terms of special textures, pigments, and special aggregates should be exploited to create rich surfaces and harmonize with beach town character. For example, wall surfaces may be textured to emulate the character of horizontal wood cladding with horizontal parallel lines or clapboard-like surfaces. Precast concrete copings and trim are recommended for use with other materials such as poured in-place concrete, concrete block, brick, stone, stucco and EIFS. Grout and sealant colors should be coordinated with castings and other building colors. An anti-graffiti coating is recommended.
- b) Poured-in-Place Concrete: Should be exposed as an architectural base or a sitework material, and concrete walls should generally be clad with stucco or other finish materials. Where exposed, the location of formwork tie-holes, expansion joints and control joints should be

incorporated into the facade composition. Options in terms of textured form liners, pigments, stains, and special aggregates should be exploited to create rich surfaces and harmonize with beach town character. For example, wall surfaces may be textured to emulate the character of horizontal wood cladding with horizontal parallel lines or clapboard-like surfaces. Accents such as cast-in-place ceramic tile inserts may be used for decorative effect. An anti-graffiti coating is recommended.

- c) **Concrete Block:** Concrete blocks of various block sizes, surface textures, and colors should be used as an architectural base or a sitework material. Plain stack bond concrete block walls are not recommended. Use of cap and trim pieces is strongly recommended (these may also be precast concrete products). Decorative treatments should be used, such as alternating courses of differing heights, different surface textures (precision face and split face) and patterns of colored blocks. Grout colors should be coordinated with block and other building colors. An anti-graffiti coating is recommended.
5. **Accent Materials:** Accent materials may be used to as a special material for architectural detailing, wall panels and sills. Ceramic tile and stone are acceptable in limited locations. Materials such as steel and metal surfaces may be appropriate if used in a contemporary or “high-tech” styled building.

### 5.3.4 Roofs

#### a. Roof Design

- 1. Use variation in roof lines to reduce the scale of large structures, particularly at Large-scale Retail Establishments. Roofs should include at least two of the following features:
  - a) Three or more roof planes.
  - b) A change in height every 100 linear feet in the building length.
  - c) Elements such as parapets, overhanging eaves, or sloped roof volumes.



*Roof variation on big-box retail*

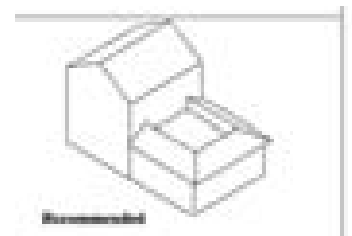


**b. Roof Types**

1. Roof type selection should be made with consideration for the Spanish Eclectic/ Mediterranean tradition of the region. Roof forms should create interest and vary in pitch and height.
2. Low-pitched, sloping roof forms are encouraged. These include pitched, hipped, and gable, and pyramidal roofs.
3. Flat roof forms are also acceptable; these should be designed with parapet walls should be treated with one or more of the following conditions:
  - a) An architecturally profiled cornice and/or expressed parapet cap should be used to terminate the top of parapet wall.
  - b) Surface mounted cornices, continuous shading elements, or trellises should be used to strengthen a parapet wall design.
  - c) A single layer, flush sheet metal parapet cap (i.e. a simple inverted U of sheet metal over the top of a parapet wall) should not be used, without a substantial built-up edge, to avoid oilcanning distortion.
4. Special forms such as domes, conical roofs and pyramidal roofs are encouraged at towers or to mark or accent special rooms such as lobbies and auditoriums.
5. Protrusions from roof forms are also recommended; arched dormers and tower elements act to break up large roof forms.
6. Mansard roofs are acceptable under the following circumstances:
  - a) The maximum slope should be three feet of run for every two feet of rise.
  - b) The minimum height of mansard roofs (from eave to roof peak) should be one typical building story height or 25 percent of the building façade height as measured to the eave, whichever is smaller.
  - c) Mansard roofs should fully enclose the perimeter of a building. Where a break in the horizontal run of mansard roof occurs, an architectural termination is recommended (e.g. the mansard roof intersects into a tower).



*Roof forms should vary in pitch and height*



*Mansard roofs should extend around the full perimeter of the building, or terminate in another building wall*



*Roof overhangs should not be excessive*

### **c. Roof Overhangs**

1. In keeping with the Spanish Eclectic/Mediterranean tradition of the region, overhanging eaves are recommended but should not be excessive.
2. At roof overhangs, vertical roof edge fascia over 12 inches in height is not encouraged, unless they are broken down by additional horizontal layers, stepbacks, trim, and other detailing. Roof overhangs should be utilized to hide roof supports, brackets and timbering should not be expressed.
3. The soffit or underside surface of the roof overhang should be designed as a visible feature and incorporated into the overall architectural composition. Soffit beams, coffers, light fixtures and other design articulation are encouraged.
4. Roof overhangs are encouraged over arcades, loggias, and colonnades. Roof overhangs should not be excessive.

### **d. Roof Materials**

1. Recommended roof materials include:
  - a) Terra Cotta or Concrete Tile: Red tile roofs are encouraged for Spanish Colonial, Mission Revival and Mediterranean styled buildings. Projects should use authentic terra cotta barrel tiles and avoid simulated products.
  - b) Metal Seam Roofing: Finishes should be anodized, fluorocoated or painted. Copper, zinc, and other exposable metal roofs should be natural or oxidized.
  - c) Corrugated Metal Roofing: The structural support detailing of corrugated metal roofing should insure that metal roof edges and panels will not sag, bend, or be vulnerable to impacts and denting. This is important at locations where undersides and edges of corrugated metal roofing are visible.
2. Tar and Gravel, Composition, or Elastomeric Roofs (flat roof locations): Use of these roof materials should be avoided at locations prominently viewable from nearby uphill residential neighborhoods. When used, these materials should be screened from view from adjacent buildings and sites by parapet walls.
3. Not Recommended: Asphalt shingles, wood shingles or shakes should not be used.

### **e. Equipment and Screening**



*Authentic red tiles are encouraged*

1. Roof mounted equipment such as cooling and heating equipment, antennae and receiving dishes should be screened from view of streets, parking lots, connecting walkways and freeways.
2. Mechanical equipment screening should be integrated as part of a project's site and building design. Screening enclosures should be:
  - a) Derived from or strongly related to the building's architectural expression, or enclosed within roof volumes, so the enclosure is designed as part of the overall mass of a building.
  - b) Designed in dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the facade composition. Materials, architectural styles, colors and/or other elements from the facade composition should also be used to strongly relate the screening to the building's architecture.
  - c) Screened through the use of parapets, screen walls, equipment wells, mechanical room enclosures and similar design features. Picket fencing, chain-link fencing and metal boxes should be avoided
  - d) Residential parking facilities, lighting, trash enclosures and similar accessory structures should be designed in accordance with Design Guidelines for the Neighborhood Spine.

**f. Drainage**

1. The location, spacing, materials, and colors of downspouts, gutters, scuppers, and other roof drainage components should be incorporated into the architectural composition of the facade and roof. Downspouts should be concealed within walls or located to harmonize with window spacing and facade composition.

### 5-3-5 Color

1. In keeping with the character of the City of Whittier, light muted and soft colors including earth tones or Tuscan-influenced colors such as deep golds, and yellows, rich browns, and warm terra cottas, are recommended for wall surfaces. Large expanses of

white should be avoided. Muted and soft colors are particularly recommended for larger building surfaces (excluding trim). Accent colors, used for trim, awnings, and other accessories, should use dark tones to contrast with wall colors, and may include brighter and darker colors. Colors of adjacent buildings should be taken into consideration.

2. Secondary color can be used to give additional emphasis to architectural features such as building bases or wainscots, columns, cornices, capitals, and bands.
3. Bright colors should be used sparingly. Typical applications are fabric awnings, banners, window frames, ceramic tiles or special architectural details.

## 5.4 Center District

- 5.4.1 General Area-Wide
- 5.4.2 General Commercial
- 5.4.3 Special Use Commercial
- 5.4.4 Residential
- 5.4.5 Public Space and Amenities

### 5.4.1 General Area-Wide

#### a. General Design

The design of development in the Center District should follow the following general design guidelines:

1. Consider the area's scale and character and demonstrate sensitivity to the influences of the surrounding area, especially the existing residential neighborhoods.
2. The siting or placement of buildings should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale and character.
3. Provide site access, parking and circulation that are arranged in a logical and safe manner.
4. Developments should integrate and encourage use of alternative modes of transportation including bicycles and buses by providing safe, convenient and attractive facilities.
5. Materials and technologies that minimize environmental impacts, reduce energy and resource consumption, and promote long-lasting development are highly encouraged.
6. Areas along current and planned transit routes should be enhanced with pedestrian and bicycle facilities and landscaping.
7. Buildings at street corners should incorporate design features which highlight the intersection these features may include architectural elements such as distinctive corner massing and vertical design elements or prominent pedestrian spaces such as plazas.



*Providing racks and shelters encourages bicycle use*



*Prominent vertical element anchors the building at the corner*

8. Buildings location and massing should be consistent throughout the corridor to frame and define public space.

**b. Compatibility**

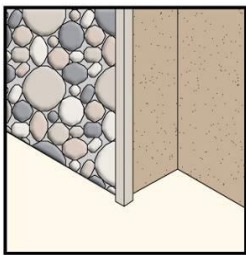
1. Commercial and residential uses should be buffered from each other as much as possible. Building orientation, landscaping and increased setbacks should be used to provide adequate separation between incompatible uses.
2. When adjacent uses can mutually benefit from connection, appropriate linkages (e.g. common landscape areas, building orientation, pedestrian paseos and unfenced property lines) are recommended.



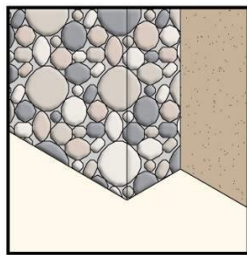
*Building mass is reduced by roof projection and wall plane breaks*

**c. Architectural Design Elements**

1. Architectural Imagery
  - a) Articulate building forms and elevations to create interesting roof lines, building shapes, and patterns of shade and shadow while maintaining compatibility with surrounding buildings.
  - b) To reduce mass and bulk, facades should be “broken” by vertical and horizontal variations in wall and roof planes, building projections, projecting ribs, reveals, balconies, doors and window bays, and similar design elements.
  - c) Design features must be consistent on all elevations of a structure. Side and rear elevations visible from public accessible spaces should receive the same design considerations as the primary public elevation.



Inappropriate



Appropriate

*Material changes should occur at inside corners*

2. Materials and Colors

- a) Limit the number of building materials used on a façade. As a general rule, use no more than two different materials (excluding glass windows) on a single façade.
- b) Appropriate building materials and finishes include:
- c) Appropriate accent or detail materials include:
- d) Inappropriate building materials that should be discouraged on facades include:
- e) Materials and finishes should be durable and weather resistant.



*Scuppers are designed and placed as architectural elements*

- f) Material choice and location should minimize reflective surfaces or glare.
- g) Changes in material should generally occur when there is a change in the plane of the façade. If possible, the change in material should occur on inside corners of the building. If a change is proposed along the line of a single plane, a pronounced expansion joint or trim piece should be used to define a clear separation.
- h) Gutters, scuppers and downspouts should be integrated into the exterior design and not “tacked on.” These items should be finished to blend in with the background material or be integrated into the architectural design.
- i) The color of exterior materials and finishes should generally be light, warm earth tones. Darker colors may be used as accent colors on window and door frames, building trim and details.
- j) Color applications on a façade should generally be limited to one or two main colors and one to two accent colors that complement the main color(s) of the structure.
- k) Painted building surfaces should have a matte finish. Trim work may have a glossy finish.



*Decorative brackets under eaves*

### 3. Roofs

- a) Appropriate roof forms include low-pitched hip and gables or flat roofs with a continuous parapet. Curved roofs may be used to articulate specific building components such as an entry awning or tower. Mansard, gambrel, bonnet and saltbox roofs are not appropriate.
- b) Pitched roofs with overhangs should have decorative brackets under the eaves.
- c) Appropriate roof materials for pitched roofs include barrel or S-tiles in earth tones. Dark, earth tone colored standings seam metal may be used for in limited quantities, such as over building entries.



*S-tile*

#### **d. Lighting**

- 1. Exterior lighting should be designed as part of the overall architectural style of the building(s) and should highlight interesting architectural features. The lighting of full facades or roofs is discouraged.



*Standing seam metal*

*Appropriate roof materials*



*Bollards provide lighting along pedestrian walkway*



*Inappropriate*



*Appropriate*

*Lighting should be pedestrian-scaled*

2. Accent lighting, when provided, should complement the building color and materials.
3. Light fixtures and structural supports should be architecturally compatible with the adjacent building(s).
4. Lighting fixtures with exposed bulbs should not be used.
5. The latest technical and operational energy conservation concepts should be considered in lighting designs.
6. Vehicle entrances, driveways, parking and service areas, pedestrian entrances, walkways, and activity areas should have a sufficient level of lighting to provide security and safety.
7. Lighting should be provided at regular intervals to prevent the creation of light and dark pockets.
8. Pedestrian-scaled lighting for sidewalk and street illumination is encouraged.
9. Lighting should not be animated.
10. Overhead service wires or exposed conduit should be avoided.

**e. Landscaping**

1. Utilize landscaping as an integral component to overall project design.
2. Landscape designs emphasizing water-efficient or drought tolerant plants are encouraged.
3. Vines and climbing plants on buildings, trellises, perimeter walls, and fences are encouraged, both to provide attractive appearance and to minimize graffiti.
4. Trees and shrubs should be selected based on their mature size and root characteristics. Plants with root systems that uplift hardscape materials should be avoided.
5. Trees and shrubs should not be planted so close together that they create maintenance problems at maturity.



**f. Walls and Fences**

1. Walls and fences should be kept as low as possible while performing their intended function. Walls should be kept to a minimum height to avoid a “fortress” appearance.
2. The design of fences and walls, as well as the materials used, should be consistent with the overall development’s design.
3. Fences and walls should have an articulated design. Articulation can be created by having regularly spaced posts, changes in height and by using different building materials at the base, posts or the cap of the fence/wall.
4. Fences and walls should be painted to match or complement the color of the building. However, walls constructed with stone or brick may be unpainted in order to display the natural color of the materials.



*Vines on building walls*



*Wrought-iron details enhance fence*

**5.4.2 General Commercial**

This section provides design guidelines and concepts that are applicable to commercial projects within the Center District including retail, service, and office uses. It should also be noted that the General Commercial guidelines found below will be utilized for review of the specific commercial projects found in the Specific Commercial Use Guidelines subsection.

**a. Site Planning and Design Details**

1. Building Siting
  - a) Buildings should be oriented to face either a public street, private street or pedestrian outdoor space and provide pedestrian access from the public sidewalk.
  - b) Building siting and design should encourage pedestrian activity.
  - c) When possible and appropriate, interior spaces are encouraged to extend into the outdoors, both physically and visually. This may be achieved through awnings and overhangs, outdoor dining spaces or other features.
  - d) Service areas should not be oriented onto publicly accessible spaces.



*Plaza is adjacent to the public right of way*



*Overhang and outdoor dining extends space to exterior*



*Stairway at far end of courtyard provides access from residential areas*



*Landscaping and pavement differentiate pedestrian path from vehicular circulation*

## 2. Pedestrian Activity Areas

- a) Commercial development should provide outdoor pedestrian activity and gathering areas such as courtyards and plazas which are accessible to the public.
- b) Pedestrian activity areas should be visible and accessible from the public street.
- c) Pedestrian activity areas should provide site amenities such as seating areas, public art, water features and other appropriate amenities that encourage pedestrian utilization.
- d) Pedestrian activity areas should provide a sufficient level of shade for users. Landscaping, canopies or other methods of providing shaded areas are strongly encouraged.

## b. *Parking and Circulation*

### 1. Site Access

- a) Site access and internal circulation should promote safety, efficiency, convenience and minimize conflict between vehicles and pedestrians.
- b) The number of site access points to a parking lot should be minimized and located as far as possible from adjacent roadways. Parking lot access points should not interfere with function of adjacent roadways.
- c) Use of common or shared driveways between adjacent uses is strongly encouraged.
- d) When commercial development is adjacent to residential uses, commercial access should not front onto residential uses.
- e) Loading and service areas should be separate from the primary public access.
- f) Pedestrian access from surrounding residential neighborhoods and parks should be provided. This access should be designed to promote safety by providing unobstructed sight lines into the access way from surrounding public areas and be well-lit.
- g) Use special paving, lighting and/or landscape treatment to define site entries.

2. Pedestrian Circulation

- a) Safe, convenient pedestrian links should be designed between parking areas and businesses.
- b) Unobstructed visibility and clear delineations between pedestrian paths and vehicular travel aisles should be provided. Use of landscaping, walkways, and decorative hardscape to delineate pedestrian circulation is encouraged.
- c) Access to transit stops should be integrated into the pedestrian circulation network.
- d) Developments are encouraged to provide bicycle storage facilities such as racks or lockers.
- e) Bicycle storage should be easily accessible from the street, transit stops and pedestrian routes.

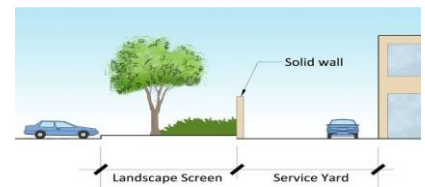


*Bicycle rack integrated into site*

**c. Architectural Design Elements**

1. Building Façades

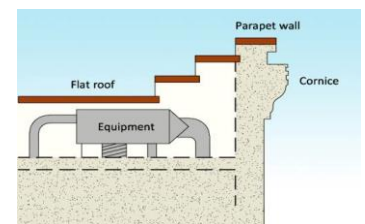
- a) Primary building entries should provide a prominent sense of entry for easy identification. The use of architectural projections, columns, entry lobbies or other design elements are strongly encouraged.
- b) The size of doors and windows should relate to the scale and proportions of the overall structure. Monumental entries that are not scaled to the pedestrian are discouraged.
- c) The use of security grilles on windows is discouraged because they communicate a message of high crime and are difficult to integrate into the building design. If security grilles are necessary, they should be placed inside the building behind the window.



*Wall and landscaping screen service area from public parking area*

2. Roofs

- a) Roofs should be given design consideration and treatment consistent to that of the rest of the building exteriors.
- b) Roofline elements, including parapet walls, should be developed along all elevations.
- c) Roof form and rooflines should be continuous in design throughout a commercial development.



*Parapet wall fully screens rooftop equipment*

3. Storage, Refuse and Equipment Screening



*Landscaping and wall reduce visual impact of parking lot*

- a) Storage, refuse and equipment areas should be screened from publicly accessible spaces and/or neighboring residential uses. Landscaping and/or architectural enclosures can be used to screen these areas.
- b) Screening should be compatible with the design of adjacent architecture. Enclosures should use forms, materials and color applications similar to the primary building(s).
- c) Refuse storage areas that are visible from upper stories of adjacent structures should provide an opaque or semi-opaque horizontal cover or screen to reduce unsightly views. The horizontal screen/cover should be integrated into the enclosure design and compatible with adjacent development.
- d) Refuse storage enclosures should be located so that the doors do not interfere with landscaping and pedestrian and vehicle circulation.
- e) Dimensions of refuse enclosures should not exceed the reasonable space required for anticipated uses.
- f) Utility equipment should be located at the rear of building. When equipment is required to be located along street frontages, it should be screened from public view.
- g) Rooftop equipment should be fully screened from public view by parapet walls or roof elements.

**d. Landscaping**



*Locate parking to the side and rear of the building*

- 1. Landscaping should enhance the quality of commercial developments by framing and softening the appearance of buildings, screening undesirable views, buffering incompatible uses and providing shade.
- 2. Areas not utilized by structures, storage, paved walks, plazas, driveways or parking should be landscaped.
- 3. Landscaping should be used to separate parking from buildings and to reduce the visual impact of paved surfaces.
- 4. Parking lots should be separated from the street frontage by a landscape buffer to reduce visual impacts.
- 5. Landscaping at the base of buildings is encouraged to soften the transition between building and parking lot.

**e. Site Furniture**

1. Site furnishings (i.e. benches, bicycle racks, bollards, trash receptacles and newspaper racks) should be compatible with the design of adjacent buildings.
2. Site furnishings should not create pedestrian/vehicular conflicts.
3. Light poles designed to accommodate special event banners are encouraged.

### 5.4.3 Special Use Commercial

The guidelines contained in this Subsection provide supplementary design guidance addressing the more challenging development types within the Center District. Certain types of development present design challenges that require unique solutions.

#### a. Office

Office uses have physical and functional characteristics that are not typical of commercial development. Office uses are typically within multi-story buildings that are larger in scale. There are fewer public entries and higher utilization of on-site parking. Within the buildings, the types of tenants are usually consistent.

1. Site Organization
  - a) Parking should not be located between the front of the building and the street. Surface parking should be located at the rear of the site or the side of the building.
2. Building Design
  - a) Office development should incorporate variations in vertical and horizontal wall planes to reduce scale and massing.
  - b) Primary building entries should be well defined and provide a "sense of entry" for the building. Use of architectural features such as columns and awnings is encouraged.
  - c) Office buildings should have the primary entry visible from the public street and be accessible from pedestrian pathways or parking areas.
  - d) Entry lobby interiors should be well-designed and of high-quality when visible from the building's exterior.
  - e) Development occurring at corner locations should provide creative architectural and site design features. Art objects, plazas and other appropriate features are encouraged.



*Light pole with special event banners*



*Incorporation of vertical offsets and material changes and defined entries*

## **b. Drive-through Businesses**

Drive-through businesses include restaurants, banking institutions with drive-up teller/ATM access, pharmacies and other similar facilities. Drive-through businesses have additional design considerations related to on-site circulation, noise impacts and vehicular access.



*Landscaping separates drive-through from adjacent areas*



*Second floor residential component utilizes same materials as first floor commercial uses, but smaller scale glazing is used*

### 1. Site Organization

- a) The primary visual presence along the major street frontage should be the building, not a drive-through lane or parking.
- b) Menu board speaker placement should be located to reduce excessive noise and reduce impacts to surrounding areas. Use of visual feedback systems that do not have a speaker are encouraged.
- c) Drive-through lanes should accommodate vehicle stacking at the menu board and pickup windows without impacting other on-site circulation.
- d) Drive-through aisles should be separated from adjacent streets and parking areas. Landscaping or low masonry walls should be utilized.

### 2. Building Design

- a) Outdoor eating areas are encouraged. Outdoor eating areas should provide details such as low walls, fountains, trellis elements, etc.
- b) Franchise identifying features should only be located on the main structure.
- c) Exterior doors, equipment rooms, and service/employee entries should be designed with complementary architectural treatment.

## **c. Public Assembly Facility**

Public Assembly Facilities include buildings where large groups of people gather and utilize large common spaces. Places of assembly include religious institutions and meeting halls. These uses typically have significant on-site parking requirements and are characterized by higher profile architectural design.

### 1. Site Organization

- a) The location and orientation of buildings, parking lots, driveways and entries should be designed to minimize noise and traffic impacts on adjacent properties.
- b) Avoid locating parking between the front of the building and the street. Parking should be located at the rear and/or side of the property.
- c) Exterior spaces, plazas and courtyards should be designed to minimize noise impacts on adjacent properties.
- d) Screening and buffering should be provided between places of assembly and adjacent residential uses.

2. Circulation and Parking

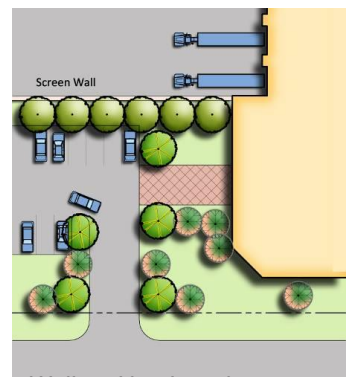
- a) Parking should be located in close proximity to the primary entrance. A safe pedestrian path should be provided from all parking areas to the main entrance.
- b) Parking should be screened from public view by walls, landscaping or other appropriate methods.
- c) Passenger pickup and drop-off areas should not interfere with on-site and off-site vehicular and pedestrian circulation.

**d. Mixed-Use**

Mixed use projects are defined as developments that combine commercial/office and residential uses or structures on a single lot, or as components of a single development. The uses may be combined either vertically within the same structure, or spread horizontally on the site in different areas and structures.

1. Site Organization

- a) Parking facilities for residential uses and commercial uses should be separated.
- b) Commercial loading areas and refuse storage facilities should be placed as far as possible from residential units and be completely screened from adjacent residential development.
- c) Parking area lighting and security lighting for the commercial uses should be shielded so as not to spill over into residential areas. Residential units should also be shielded from illuminated commercial signs.
- d) Commercial spaces should have the primary entry visible from the public street and be accessible from pedestrian pathways or parking areas.



*Wall and landscaping screen loading area from public view*



*Transparency between first floor retail and sidewalk*

## 2. Building Design

- a) Separate entrances should be provided when residential and commercial uses are provided in the same structure.
- b) Distinctive architectural features should be used to differentiate the commercial entrances from the residential entrances.
- c) The architectural imagery and use of materials should be consistent throughout the entire mixed-use project. However, differences in materials and/or architectural details may occur to differentiate the residential portion of the project from the commercial portion of the project.
- d) The design of storefronts should be consistent with the design guidelines for general commercial development. The residential portion of a mixed-use project should be consistent with the design guidelines for multi-family development.
- e) Transparency between the commercial spaces on the ground floor and the street is highly encouraged.

### e. *Parking Structures*

Refer to Whittier Municipal Code Chapter 18.99, "Parking Structure Development Standards and Design Guidelines."

### 5.4.4 *Residential*

This section provides design guidelines and concepts applicable to residential projects within the Center District.



*Unit entries that relate to the street are encouraged*

### a. *Site Planning*

1. Developments should relate to the adjacent street and neighborhood context. Developments that ignore the street and create an isolated enclave are discouraged.
2. Developments should generally be oriented parallel to public or internal streets.
3. Doors should be visible from the street or other public areas and windows should allow residents to have "eyes on the street" for natural surveillance.
4. Clustering of multi-family units should be a consistent site planning element. Whenever possible, buildings should be configured around courtyards, gathering areas and open spaces.



5. Pedestrian circulation should be considered when designing a multi-family development, not only within the site, but to and from the site as well.
6. Windows and entries should be placed to maximize natural surveillance of the site. Corridors should be visible from as many units as possible.

**b. Building Scale and Massing**

1. Architectural elements such as recessed or projecting balconies, porches or other elements that add visual interest, human scale and character to the neighborhood are encouraged.
2. Varied building heights are encouraged to provide visual interest and give the appearance of a collection of smaller structures. The development's building height should create a transition from the heights of adjacent development, rather than abrupt height changes.

**c. Building Entries**

1. Courtyard doors or gates used as building entries should be attractively designed as an important architectural feature of the building or development.
2. Individual unit entries should have a strong relationship with a fronting street, internal walkway or courtyard as appropriate to the overall siting concept. A transition area from the public space or walkway to the private dwelling unit entry such as a porch, steps or landscaped walkway, should be provided.

**d. Stairs**

1. Building facades that enclose stairways should include residential-type windows to reduce the visual bulk of the stairwell and enhance safety. Building facades enclosing elevator shafts should use architectural treatments to reduce visual mass.
2. Where prefabricated stairs are used, additional design features such as screen walls, enhanced railings or accent colors should be used to enhance appearance. The additional design features should be consistent with the overall building design.

**e. Building Materials and Color**



*Raised-panel, recessed garage doors with trim add to articulated façade*



*Balconies, off set roofs and recesses add interest*



*Detached garages and trash enclosures utilize the same materials and colors as the primary buildings*

1. The development's dwelling units, community facilities and parking structures should be unified by a consistent use of building materials, textures and colors.
2. Garages should incorporate architectural detailing, such as patterned garage doors or painted trim.
3. Carports, detached garages and accessory structures should be designed as an integral part of the development's architecture. They should be similar in material, color, and detail to the primary building(s) of the development.

**f. Roofs**

1. Roof pitches and materials should appear residential in character and should consider the prevailing roof types in the neighborhood, including hipped or gabled roofs.
2. Roofs should be given design consideration and treatment equal to the building facades.
3. Carport roofs should be compatible with the roof pitch and materials of the primary building(s). Avoid flat, unarticulated roofs.
4. Roofs should allow for solar panels where appropriate.

**g. Mechanical Equipment and Vents**

1. The following should be screened from views from publicly accessible spaces:
  - Electric and water utility meters
  - Heating/ventilation/cooling equipment
  - Irrigation and pool pumps
  - Rooftop mechanical equipment
  - Other mechanical equipment
2. Appropriate methods of screening include fencing, landscaping, roof parapets and architectural enclosures. The design of screening devices should be compatible with the primary building(s).
3. Mechanical equipment should be located as to minimize noise impacts on residential units.

**h. Outdoor Recreation and Open Space**

1. Residents should have access to usable open space for recreation and social activities. Open spaces should be conveniently located for the majority of the units.
2. Open spaces and courtyards should be designed to be as visible from as many dwelling units as possible or along main walkways.
3. Open space areas should be sheltered from the noise and traffic of adjacent streets or other incompatible uses.
4. A series of connected open space areas of varying shape, appearance and usage are encouraged.
5. Open space should be configured and sized to be usable areas and not merely leftover areas.
6. Open space intended for private use should be provided adjacent the units it serves.
7. Boundaries between private and common open spaces should be clearly defined by low walls or plant materials.
8. Outdoor recreation and open space areas should be visible from as many units as possible and from private open space areas. Direct convenient access from ground level, private open space to the communal play area is encouraged.
9. Recreation areas should be located away from public streets, parking or entry areas unless physically separated by walls, fencing or dense landscaping.
10. Hard surface areas for outdoor activities should be provided. These active recreation areas should be separated from vehicular use areas.
11. Seating areas should be provided adjacent to outdoor recreation areas. Seating location should consider comfort factors including sun orientation, shade and wind.



*Courtyard seating along main path*

*i. Miscellaneous Site Elements*

1. Site Furniture

- a) Site furnishings (i.e. benches, bicycle racks, bollards, trash receptacles and newspaper racks) should be compatible with the design of adjacent buildings.
- b) Site furnishings should not create pedestrian/vehicular conflicts.

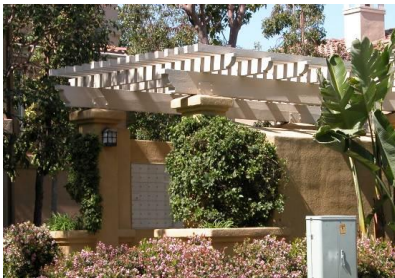
2. Refuse Storage Areas

- a) Refuse storage areas should be located within parking garages or to the rear of buildings and screened from publicly accessible areas.
- b) Refuse storage areas should be located convenient to the residential units.
- c) Refuse containers should be covered.
- d) Architectural enclosures should be used to store outdoor refuse storage areas.
- e) The design of enclosures should be architecturally compatible with other buildings on the site, and their design should use similar forms, materials and colors.
- f) Refuse storage areas that are visible from upper stories of adjacent structures should provide an opaque or semi-opaque horizontal cover or screen to reduce unsightly views. The horizontal screen/cover should be integrated into the enclosure design and should be compatible with the adjacent development.
- g) The enclosure should be located so that the doors do not interfere with landscaping and pedestrian and vehicle circulation.
- h) Dimensions of refuse enclosures should not exceed the reasonable space required for anticipated use.

3. Mailboxes

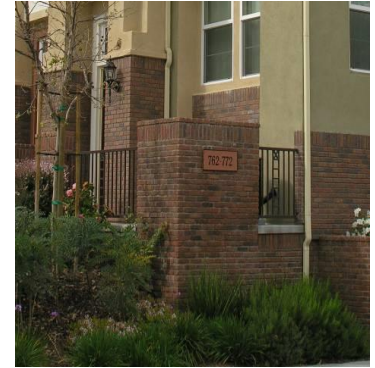
- a) Mailboxes should be located in highly visible, conveniently accessible areas.
- b) Incorporation of design features, such as a built frame consistent with the primary building's architectural design, is encouraged.

4. Signage Guidelines



*Consolidated mailboxes with trellis above*

- a) Signage should be consistent with the overall design of the development including color, materials and form.
- b) Clear legible entry signs should be provided to identify the development. Internal circulation signs and visitor parking areas should also be clearly indicated. A directory that shows the location of buildings and individual dwelling units within the development is encouraged.
- c) Building numbers and individual unit numbers should be readily visible, in a consistent location, well-lighted at night, and compatible with the overall design of the development.



*Clear signage assists in identifying units*

**j. Landscaping**

- 1. Use of landscaping is encouraged to define and accent specific areas such as building and parking lot entrances and the main walkways to community facilities.
- 2. Plant materials should be used to define the edge between public and private space, buffer adjacent uses when appropriate, and screen service areas.

**k. Parking and Circulation**

- 1. Large surface parking areas, where cars would dominate views and increase perceived density, should be avoided. Surface parking should be divided into a series of small parking areas with convenient access that relates to adjacent dwelling units.
- 2. Parking areas should be located in the development's interior and not along street frontages. Carports and tuck-under parking should not be visible from a public street.
- 3. Cross circulation between vehicles and pedestrians should be minimized. A clearly marked walkway should be provided from the parking areas to the main entrances of the buildings.
- 4. Access to transit stops should be integrated into the pedestrian circulation network.
- 5. Bicycle storage such as racks or lockers should be provided and be easily accessible from the street and the pedestrian routes.
- 6. Sight lines from dwelling units to the parking area should be provided.

**l. Lighting**



*Lighting should be pedestrian-scaled*

1. Light standards should be residential/pedestrian in scale and be spaced appropriately for the fixture, type of illumination and pole height.
2. Lighting in parking areas should be arranged to prevent direct glare into adjacent dwelling units.
3. When appropriate, wall-mounted lighting may be incorporated. Wall-mounted lights should be architecturally compatible and pedestrian scaled.

### **5.4.5 Public Space and Amenities**

This section is intended to provide design guidance on publicly accessible spaces including walkways, plazas and courtyards, as well as site amenities or features.

#### **a. Plazas and Courtyards**



*Fountain is a focal point in plaza*

1. A plaza or courtyard should have an articulated edge (buildings, benches, landscaping, etc.) to provide a sense of arrival.
2. Site amenities such as seating, lighting, planters, drinking fountains, distinctive paving, art work, and bicycle racks should be provided.
3. Plazas should incorporate focal points such as sculptures or water features when space permits.
4. Furniture and fixtures used in the plaza areas should complement the building architecture.
5. Soft and hard-surfaced areas should be incorporated into the overall plaza design.
6. Decorative paving used in the plaza areas should complement the paving pattern and colors used elsewhere on site.

#### **b. Transit Stops**



*Transparent bus shelter*

1. Transit stops should be located outside of the driving lane in clearly delineated turn outs.
2. Shelters should be designed to compliment the building architecture and be as transparent as possible from the ground level up in all directions to increase unobstructed visibility.
3. Clearly defined pedestrian walkways or paths should be provided from transit stops to adjacent commercial or residential areas.

**c. Walls and Fences**

1. Walls and fences are generally used for security purposes to define ownership, to mitigate nuisances such as noise, and to screen areas from public view. Walls and fences should be kept as low as possible while performing their functional purpose.
2. Landscaping should be used in combination with walls to soften otherwise blank surfaces. Vines planted on walls are strongly encouraged to hide flat wall surfaces to help reduce graffiti.

**d. Lighting**

7. Pedestrian scale lighting is strongly encouraged. The style and color of lighting should be consistent with the character of a public space.

**e. Site Amenities**

1. Site amenities form elements of commonality, which help to establish the identity of an area and provide comfort and interest to its users. Individual site amenities within an area should have common features, such as color, material, and design to provide a cohesive environment and more identifiable character.
2. Trash receptacle design should coordinate with other streetscape furnishings.
3. Pots and planters should be located where pedestrian flow will not be obstructed.
4. Pots and planters should be durable and have natural color tones that complement the adjacent structures.
5. Bicycle racks should be selected that are durable. Based on their performance, "loop racks" and "ribbon bars" are encouraged, and should be sized according to parking requirements. Bicycle racks that are sculptural or also serve as public art may be used.
6. The design of newspaper boxes should be consolidated into one rack. The rack should be attractive on all sides of property anchored.
7. Visual features, such as fountains, should be incorporated into public spaces to attract pedestrians.



*Pots located out of pedestrian circulation area*



*Sculptural bike rack*

8. Bollards are intended to separate pedestrians from vehicular traffic areas and to sometimes to light sidewalk surfaces. Bollard design should coordinate with other streetscape furnishings. In locations where emergency access may be necessary, removable bollards are encouraged.

**f. Street Furniture**

1. Seating is an important amenity that should be provided throughout commercial areas.
2. The design and selection of street furniture should include considerations for the security, safety, comfort and convenience of the user.
3. Unified street furniture “look” is encouraged. The color and appearance of street furniture products should be selected to complement other design elements.
4. Where possible, furnishings should be grouped together.
5. A greater number and type of furnishings should be provided in higher-use pedestrian traffic areas. Furnishings should not obstruct pedestrian circulation.



*Seating is adjacent to, but not obstructing pedestrian path*



*Tree grate*



*Tree guards*

**g. Landscaping**

1. Tree grates should occur along street edges and plazas where a continuous walking surface is needed. Grate sizes should be a minimum of four feet in diameter. Knockouts must be provided to enlarge the inside diameter for supporting a larger tree trunk as the tree grows.
2. Tree guards should extend vertically from tree grates, and serve to protect trees in highly active areas. Tree guards should be narrow and painted in a similar color and relate to other site furnishings.



## 5.5 Corridor-Wide Design Guidelines

- 5.5.1 Site Improvements
- 5.5.2 Site Furnishings
- 5.5.3 Open Space, Landscape and Plant Materials
- 5.5.4 Lighting
- 5.5.5 Cellular Antennae and Equipment
- 5.5.6 Projecting Signs
- 5.5.7 Drive-Through and Drive-In Facilities

### 5.5.1 Site Improvements

#### **a. Building Orientation**

1. Individual buildings should not be rotated or angled with respect to existing streets, except at landmark or gateway locations. Exceptions shall be subject to review by the Director of Community Development.

#### **b. Surface Grading**

1. Unnecessary grading should be minimized. Where grading is unavoidable, consider the following guidelines:
2. Cross slopes should not exceed two percent in landscaped or sidewalk areas. Optimum slope for paved areas is 1.5 percent, depending on roughness of paving surface.
3. Follow the natural contours as much as possible, and contour slopes to blend with the existing terrain.
4. Large manufactured slopes should be avoided in favor of several smaller slopes.
5. Significant natural vegetation should be incorporated and retained into the project.
6. Graded slopes should be landscaped for aesthetic and slope stability purposes.
7. On-site water retention basins should be used.
8. Mounding earth to elevate buildings, or “berming” earth against the side of buildings, is not recommended.



*Special materials for pedestrian surfaces*

**c. Pedestrian Surfaces**

1. Recommended materials for pedestrian surfaces are listed below. In general, a maximum of two materials should be combined in a single application.
2. Stone, such as slate or granite.
3. Brick pavers.
4. Concrete unit pavers.
5. Poured-in-place concrete with any of the following treatments: integral pigment color; decorative aggregate; decorative scoring or stamped pattern; or ornamental insets, such as tile. An integral color pigment or dust-on hardener pigment is recommended.
6. Decomposed granite.

**d. Driveways**

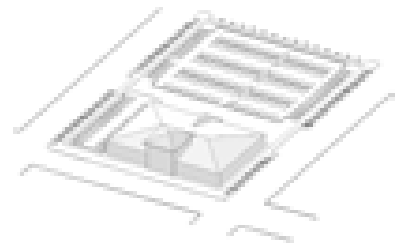
1. Any of the pedestrian surface materials mentioned above are recommended for driveway paving, except decomposed granite. For large areas, plain or pigmented asphalt and concrete are also acceptable.
2. Pedestrian areas and crossings should be clearly demarcated, and may be emphasized by any of the following:
  - a) Special paving.
  - b) A recognizable scoring pattern.
  - c) "Bands" of pavers along the crosswalk edge.
  - d) Inset decorative elements.

**e. Parking Lots**

1. Surface parking lots should be designed as an integral feature of the overall site development plan.
2. All parking areas should be designed with convenient safe and efficient pedestrian connections to buildings entry areas, transit stops, and to other pedestrian routes.
  - a) Pedestrian systems should provide a clear route to the main building entrance and be designed to include sidewalks and

walkways of a minimum five-foot width, separated from vehicle areas by curbing and trees.

- b) The main pedestrian route from parking to building entrance should be easily recognizable and accessible for patrons, designated by special landscaping, such as a shaded promenade.
  - c) Pedestrian routes should be designed to enhance and connect pedestrian and transit facilities, e.g. plazas and courtyards at building entries, seating areas, shaded transit stops, public art, fountains and information kiosks.
  - d) Design of pedestrian systems should be integrated into the design of the building, connecting to building elements such as entrances, awnings, canopies and arcades.
3. Large expanses of uninterrupted parking should be avoided; well-distributed smaller lots and structured parking are preferable.
    - a) Parking areas greater than 40,000 square feet in size should be subdivided into smaller sub-lots.
    - b) Sub-lots should be distinguishable and separated from each other by a tree-lined parking access road providing access to each individual sub-lots. Space-defining elements such as trellises, columns, walls, arbors, and hedges should also be used to define and enhance the appearance of lots and surroundings. These elements should be consistent in design and materials with the principal building(s) and other site features.
  4. Landscaping for parking lots should be organized to ensure clear visibility from the street to the building's main entrance. A maximum "clear zone" of no more than 120 feet should be maintained.
  5. "Orchard Planting" is recommended for all surface lots to provide shade and vegetation throughout the parking area. Trees should be planted at a ratio of no less than one tree per five spaces. Trees should be planted close to parking rather than widely spaced between parking aisles, as shown below.



*Sub-lots surrounding commercial buildings*



*"Clear zone" to primary retail entrance*



*Orchard parking strategy*

## 5.5.2 Site Furnishings

### a. Fences



*Combine thick and thin structural elements, like thick stucco walls in combination with thin wrought iron*



*Walls and fences for residential frontage should be softened by plants or textured materials*

1. Fences should be consistent with style, materials and design of the principal building(s).
2. Frontage Fences
  - a) Overall height of frontage fences (at front yards) should not exceed four feet in height. Front yard fences are recommended to maintain an open character and permit visibility.
  - b) For visual interest, a combination of thick and thin structural elements is recommended, with thicker elements for supports and/or panel divisions. Fence posts and/or support columns may be built up with additional trim, caps, finials, and/or moldings for this purpose.
3. Screening Fences:
  - a) Overall height of screening fences (at side and rear yards) should not exceed 12 feet in height.
  - b) Screening fences located to the sides and rear of properties may be simple and relatively unornamented. However, they should be visually compatible with adjacent ornamental fence designs and adjacent building architecture. Related colors, a cap or top articulation, and related post spacing should be used at screening fences to enhance compatibility.
  - c) Adjacent to residential properties, screening fences should maintain a character and scale appropriate to residential neighborhoods; more detailed fencing types and additional ornamentation may be required.
4. Materials and Colors
  - a) Fences should be built with attractive, durable materials. Wrought and cast iron, ranch-styled and wood fences are compatible with the residential character of Whittier.
  - b) For iron or metal fences, recommended materials include wrought iron, cast iron, welded steel or aluminum. Metal gages should be selected to be adequate for resisting bending and denting from casual impacts or petty vandalism. Metal fences should be mounted on a low masonry wall, and/ or between masonry piers. Galvanizing pretreatment beneath recommended paint (a “duplex”

system) is recommended for maximum finish life and rust resistance of steel. A powder coat system is also acceptable, though it will generally not be as durable as the recommended wet paint system. A UV-protectant clear coat over paint is recommended for prevention of fading of dark or fugitive colors.

- c) For painted wood picket fences, a protective coating should be applied. White and light colors are recommended.
- d) Chain-link fencing, corrugated-metal fencing and “tennis windscreens” are not permitted

### **b. Walls**

1. Wall elements should be designed to strongly relate to the architectural style and materials of the principal building(s), whereas creativity and variety in design is encouraged. Decorative walls intended for residential frontage should be softened with plant material or textured material, whereas decorative walls intended for commercial frontage should be more hard-edged.

#### 2. Frontage Walls

- a) Overall height of frontage walls (at front yards) should not exceed three feet in height. These may occur as garden walls, planter walls, seat walls, or low retaining walls.
- b) Wall openings, material change, or design elements should be used to break up long expanses of uninterrupted fences and walls. Wall expanses should be broken at a minimum of every 40 feet. Support piers, pilaster or posts can be emphasized at regular intervals.
- c) Walls should generally have a cap and base treatment. A distinctive cap of different width, material or texture should occur within the top eight feet.
- d) Entrances and pedestrian “gateways” should be announced by pilasters, trellises, special landscaping, public art or other special features.



*Decorative walls for commercial frontages should be more hard-edged*

#### 3. Screening Walls

- a) Overall height of screening walls (at side and rear yards) should not exceed eight feet in height.
- b) Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically. Walls over six feet in height should include design elements



*Low walls and planter walls are recommended along front yards*

such as textured concrete block, interlocking “diamond” blocks, formed concrete with reveals, or similar materials to relieve surface monotony.

- c) Mechanical equipment, trash and recycling bins, and meters should be provided with architectural enclosures or fencing, sited in unobtrusive locations, and screened by landscaping. Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted metal surfaces to be used on site, or with the associated building’s

4. Perimeter Walls adjoining Residential Uses

- a) Decorative walls not less than six feet in height and not exceeding eight feet in height shall be constructed along all property lines adjoining residential uses.

5. Materials and Colors

- a) Walls should be built with attractive, durable materials. Recommended wall materials include precast concrete, textured concrete block, or formed concrete with reveals, stucco, stone and brick.
- b) Exposed block walls may be constructed with a combination of varied height block courses and/or varied block face colors and textures (e.g. a combination of split-face and precision-face blocks).
- c) Plain gray precision-face concrete block walls are not recommended. Design treatments and finishes previously described should be applied to these walls for improved visual compatibility with building architecture.
- d) An anti-graffiti coating is recommended for exposed wall surfaces

**c. Piers**

1. Pier and Bollard Design

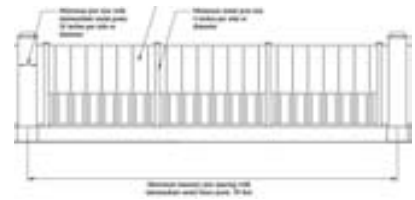
- a) Piers are recommended to have a base, shaft and cap composition. They may provide a termination to a run of fencing, be used instead of fence posts, or be freestanding landscape elements. Larger piers may be specially designed for gateway or other special locations, and these may incorporate ornamental plaques or signs identifying the building or business; public art such as panels or sculptural elements; and /or light fixtures. Piers may also be topped by



*Design elements such as piers should be used to break-up long screening walls*

ornamental light fixtures, roof caps, and/or ornamental finials.

- b) Masonry piers should be a minimum of 18 inches per side or diameter at a spacing greater than 12 feet; a minimum of 12 inches per side or diameter at a spacing 12 feet or less. Metal posts should be a minimum of four inches per side or diameter.
- c) The maximum spacing of masonry piers should be 30 feet on center for piers with fencing; eight feet on center for freestanding piers.
- d) Piers should be at the same height or up to 18 inches higher than adjacent fencing, excluding luminaires or finials.



*Piers and bollards*

2. Materials and Colors

- a) Piers and posts should be constructed of the same or a compatible material as the principal building(s). Support post or pier materials may differ from fence materials; e.g. metal fence panels combined with masonry piers.
- b) Recommended pier materials include integrally colored or decoratively treated cast-in-place concrete, stucco-faced concrete or concrete block, decoratively treated concrete block, precast concrete, brick (colors other than red), terra cotta, and stone. Precast caps and trim may be combined with other materials. An anti-graffiti protective coating is recommended.
- c) Bollards are recommended to be cast iron, cast aluminum, and precast concrete. An anti-graffiti protective coating is recommended for precast concrete.

**d. Site Furnishings and Equipment**

- 1. Pedestrian furnishings and amenities should be provided where possible.
- 2. Seating, freestanding planters, ornamental trash and recycling receptacles, drinking fountains, bollards, information kiosks, transit shelters and bicycle racks are recommended for publicly accessible landscape and hardscape areas, especially public gathering areas. Low walls or wide planter walls are recommended for the creation of seating opportunities without appearing to be empty when not used.
- 3. Newspaper vending and distribution racks (boxes) should be located in designated areas configured to accommodate them



*Information kiosks should be designed as part of the pedestrian realm*



*Bollards and other site furniture should be designed to be part of the overall streetscape character*

and make them visible and accessible to pedestrians; for example, spaces at street corners “bulbs” are appropriate. Racks should not be permitted to proliferate indiscriminately and create visual blight and pedestrian congestion. Selection of rack equipment that creates ganged mounting and enables aesthetic treatment to relate to streetscape design is strongly recommended.

4. The design, materials and colors of manufactured furnishings should be coordinated with the principal building(s) and/or other site and streetscape furnishings. Design and selection of furnishings should attempt to reinforce visual relationships to create a “family of objects” within the immediate project vicinity. This should in turn reinforce Plan Area character.
5. Components should be made of durable high quality materials such as painted fabricated steel, painted cast iron, painted cast aluminum, and integrally colored precast concrete. Masonry finishes should be treated with an anti-graffiti coating. Metal surfaces should be coated with highly durable finishes, such as aliphatic polyurethane enamel. An ultraviolet protectant clear coating is strongly recommended for dark or fugitive colors.

### 5.5.3 *Open Space, Landscape, and Plant Materials*

#### *a. Open Space*



*Open space should be fronted by buildings and include both landscape and hardscape*

1. Open space that is shared should be accessible to all related buildings or units. Open space should remain unlocked during daylight hours.
2. Open spaces should be designed to take into consideration spatial enclosure, and be defined by buildings or landscape elements on a minimum of two sides. Development of open space shall include an enhanced pedestrian system that connects to adjacent public streets and sidewalks via interior walkways. It should be designed to be visible from the street, using views into the site, tree-lined walkways, or a sequence of design elements to draw people into the space.
3. Required elements for open space areas include plant material, shade, night lighting and seating areas. Recommended elements include focal points such as fountains, interpretive displays, murals or artwork, and ornamental detailing including gates, trellises, etc. These should be used in combination with the required elements, above, to create a sequence for pedestrians along this system; for example, an ornamental gate

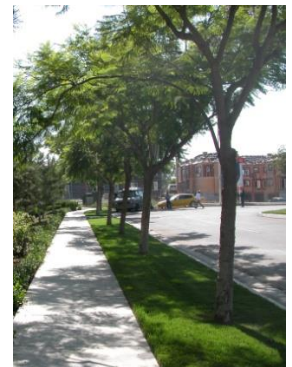


at the sidewalk leading to a passage lined with columns, then arrival at a courtyard.

4. Proportion: Open space areas should contain both landscaped areas and hardscape areas. A mix of both treatments will encourage social interaction, allowing for recreation and play within green spaces while providing alternative gathering areas in the form of plazas or courts. It will also ensure access for people of all abilities to and through open spaces.
  - a) Common landscaped green and/or garden space should comprise between 70 percent and 80 percent of the common outdoor area. The space should be centrally located to serve all related buildings or units. The space should be rectilinear with no side less than 15 feet clear (with additional space allowance for buffer landscaping as required). Space should be 75 percent enclosed by buildings, low walls, low fences, or linear buffer landscaping (e.g. hedges or rows of trees) and not be bordered by streets or surface parking areas on more than one side.
  - b) Common hardscape space should comprise between 20 percent and 30 percent of common outdoor area. Common roof deck space may count towards this provision. Material selected for hardscape areas should be both functional and attractive; i.e. unit pavers or gravel. Hardscape space shall be connected directly to landscaped areas by stairs, walks, and/or ramps where necessary.

**b. Plant Materials**

1. Plantings should be used to create an attractive and harmonious character, and contribute to a cohesive design for the street. Planted and landscaped areas should have a simple palette of plant species.
2. Street Trees
  - a) Street trees should be planted in aligned rows centered within planting strips between sidewalks and curbs where available. Alternatively, they may be planted in tree wells within the sidewalk at the back of curb (at integral curb, gutter and sidewalk installations) to create a buffer between pedestrians and automobiles.
  - b) Regular spacing and consistency should be used to reinforce a strong street identity and corridor structure, typically along the length of a street corridor within a Plan Area. Where a street tree pattern and species have been



*Street trees should be planted in planting strips where available*



*In the alternative, street trees may be planted in tree wells*

established, infill projects should provide matching materials and layout.

- c) Larger species and more visible spatial configurations should be used at larger, more important streets and plazas. Where street image perceived from both motorist and pedestrian views is important, the scale of planting treatments should follow suit, e.g. rows of tall palm trees to shape the motorist experience, and an understory planting of smaller shade trees in between the larger trees for the scale and comfort of pedestrians.
- d) The minimum installed size of new street trees should be a 24-inch box size. Use of cast metal tree wells and tree guards is recommended, with type and model subject to City review for streetscape continuity.

### 3. Tree Types and Species

- a) To ensure visibility to retail establishments, palm trees are recommended, although deciduous trees with open branching structures are also acceptable.
- b) Trees and plants at other locations should be selected and placed to reflect both ornamental and functional characteristics.
- c) Selected species should be drought and wind tolerant and minimize litter and other maintenance problems.
- d) A qualified arborist or licensed landscape architect should be consulted for final selections and installation recommendations based on site soils, drainage, and microclimate.
- e) Both seasonal and year-round flowering shrubs and trees should be used where they can be most appreciated - adjacent to walks and recreational areas, or as a frame for building entrances and stairs.
- f) Evergreen shrubs and trees should be used for screening along rear property lines (not directly adjacent to residences), around trash/recycling areas and mechanical equipment, and to obscure grillwork and fencing associated with subsurface parking garages.

#### 5.5.4 Lighting

##### a. Design

1. Street lighting should be chosen with care, and should add to the aesthetic of the street.
2. Lighting design should be consistent with streetscape character.
3. Unnecessary glare should be avoided. Commercial buildings and landscaping can be illuminated indirectly by concealing light features within buildings and landscaping to highlight attractive features and avoid intrusion into neighboring properties.
4. Pedestrian-oriented areas, including walkways and paths, plazas, parking lots, and parking structures should be illuminated to provide clear views both to and within the site.



*Light fixtures should be considered part of site and building design*

##### b. Materials and Color

1. The color and finish of exposed metal surfaces of on-site light fixtures and poles should be compatible with building architecture. Color and finish of lighting metalwork should match that of other site furnishings, and/or of the building's metalwork or trim work.
2. Recommended paint finishes for metal include:
  - a) Galvanizing beneath paint (a "duplex" system) is recommended for maximum finish life and rust resistance of steel.
  - b) A UV-protectant clear coat over paint is recommended for prevention of fading of dark or fugitive colors.

##### c. Luminaire Types

1. Fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.
2. Sharp cut-off type fixtures are recommended, to prevent light from being emitted above the horizontal relative to the light source. Small decorative "glow" elements are permitted to emit light above the horizontal. Alternatively or in addition, fixtures should use a refractive prismatic diffuser globe to direct light downward and focused in a pattern as desired.

3. Recommended globes include clear borosilicate prismatic glass globes; clear acrylic globes with optical diffusing (prismatic) patterns; translucent clear (frosted) or white acrylic globes. Polycarbonate globes are not recommended. Clear, smooth surface finish acrylic or polycarbonate globes are not recommended as they tend to show scratches and wear after several years.
4. House side shields and internal reflector caps should be used to block light from illuminating residential windows.
5. For pedestrian-oriented area lighting, energy efficient sources with warm white color and good color rendition are recommended. Recommended lamp types include:
  - a) Color-corrected metal halide (2,900 to 3,200 degrees Kelvin),
  - b) Color-corrected fluorescent (2,700 to 3,200 degrees Kelvin),
  - c) Color-corrected ("white") high pressure sodium (H.P.S.). Standard ("peach") high pressure sodium (2,200 degrees Kelvin)
  - d) Low pressure sodium, standard mercury vapor, and cool white fluorescent are not recommended.
  - e) For accent lighting, halogen incandescent and standard incandescent are also recommended.
6. For loading areas and other non-pedestrian intensive areas, high pressure sodium (HPS) lighting is acceptable.

***d. Poles and Mounting Height***

1. In general, light sources should be kept low to maintain pedestrian scale and prevent spill light from impacting adjacent properties.
2. Mounting height of light sources for area illumination (such as parking lots and yards) should be a maximum of 18 feet, measured from the finished grade.
3. For pole mounted lighting at pedestrian plazas, walkways, and entry areas, a pedestrian-height fixture is recommended - 12 to 15 feet in height from grade to light source. Thirteen feet is optimal.
4. Bollard mounted lighting and step-lighting is also recommended for low-level illumination of walkways and landscaped areas.

**e. Uplighting**

1. Uplighting for Building Facades, Roofs, and Landscape Areas is recommended, particularly for areas visible from Whittier Boulevard.
2. Building facade uplighting, roof “wash” lighting, and landscape uplighting should be operated on timers that turn off illumination entirely after 12:00 a.m. nightly.
3. Shielding and careful placement should be used to prevent spill light from visibility by pedestrians, motorists, and nearby residential dwelling windows. At parking lots adjacent to single-family homes, a combination of mounting height and luminaire shields should be used to protect residences from glare.
4. Illumination levels of facade uplighting, roof wash lighting and landscape uplighting should use lower brightness levels where illuminated facades, roofs and landscaping face residential buildings, except across wider streets or boulevards with landscaped medians and street trees.

**5.5.5 Cellular Antennae and Equipment**

Refer to Whittier Municipal Code Section 18.47 “Wireless Telecommunication Facilities on Public and Private Property” for development and design standards.

**5.5.6 Projecting Signs**

Projecting signs may not encroach into the public right-of-way.

**5.5.7 Drive-Through and Drive-In Facilities**

Vehicular drive-through and drive-in facilities are permitted subject to the review and approval of a conditional use permit by the Planning Commission. All drive-through and drive-in facilities shall be architecturally integrated within the framework of the buildings they serve.

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## 6.0 Utility Element

- 6.1 Storm Drainage
- 6.2 Water Service
- 6.3 Sanitary Sewers
- 6.4 Conclusion

This Chapter describes the storm drainage, water and sanitary sewer systems needed to support the implementation of the Whittier Boulevard Specific Plan. It also includes policies and standards for improvements and mitigating impacts to these systems.

### 6.1 Storm Drainage

#### a. Existing Conditions and Resources

Storm drainage facilities exist within the Whittier Boulevard Specific Plan area. Most of the storm drainage system is owned and maintained by the Los Angeles County Department of Public Works Flood Control District.

The system consists of drain inlets and pipes ranging from 18-inches to 84-inches in diameter. Currently, the existing system is capable of handling most rainstorm runoff from the area north of the Boulevard. During periods of heavy rainfall, minor flooding has been observed along the gutter and parking lane of Whittier Boulevard. Some improvements to the drainage system within the Specific Plan area are needed to provide adequate relief of heavy storm water runoff.

#### b. Storm Drainage Improvement Policies

##### Policy 1:

The storm drainage system should be able to prevent uncontrolled storm water runoff within the Whittier Boulevard Specific Plan area, under both existing and future conditions.

##### Policy 2:

Developments along the Whittier Boulevard Specific Plan area will need to provide for the design and construction of storm drainage improvements in a manner acceptable to the City Engineer or the Los Angeles County Department of Public Works Flood Control District, based on adopted City Plans.

These improvements include, but are not limited to, connecting onsite drainage to City streets' drainage systems. Hydraulic and hydrology calculations and studies should be submitted to the City Engineer to evaluate the need and capacity of the new storm drainage system.

Policy 3:

The City should develop a Storm Drainage Master Plan in conjunction with the Whittier Boulevard Specific Plan.

## 6.2 *Water Service*

### *a. Existing Conditions and Resources*

Water for domestic, municipal, industrial and other uses in the Whittier Boulevard Specific Plan area is readily obtainable. The City provides treatment of water extracted from City-owned wells in the Whittier Narrows Dam Area. Approximately 60 percent of the Specific Plan area's water is supplied by the City's Water System. Two other water suppliers, namely, Suburban Water Systems Company and San Gabriel Valley Water Company, supply water for the rest of the Whittier Boulevard Specific Plan area. The City Water System has adequate water for future use within the Specific Plan area. The entire water supply system along Whittier Boulevard consists of pipes sized from six-inches to 24-inches in diameter.

### *b. Water Service Improvement Policies*

Policy 1:

Water service to all properties shall provide for sufficient water quantity, pressure and reliability in order to meet all needs including fire protection flow standards.

Policy 2:

The water system in a development area should be evaluated for the requirement of additional parallel lines, looping, upsizing or rerouting of some of the distribution facilities. More intense development demands more service and may push an individual area over the threshold for upsizing facilities. Developments within the service areas of Suburban Water Systems and San Gabriel Valley Water Company should also be evaluated by those companies for system improvement needs.



Policy 3:

Developments along the Whittier Boulevard Specific Plan area will need to provide for the design and construction of water improvements in a manner acceptable to the City Engineer based on the recommendations of the Whittier City Water Master Plan, Suburban Water Systems and San Gabriel Valley Water Company

### 6.3 *Sanitary Sewers*

*a. Existing Conditions and Resources*

The City's sanitary sewer system collects effluent discharge into trunk lines and directs the flow to the County of Los Angeles sanitation system. The entire Whittier Boulevard Specific Plan area is served by City's sewer main lines with six-inch to 10-inch diameters. Most of the system is at maximum design capacity. Development along Whittier Boulevard may require improvement of the sewer system to meet the need for added capacity

*b. Sanitary Sewer Improvement Policies*

Policy 1:

All properties served by sewer lines and sewer mains are to be of adequate size and design to move sewage to the City's sewer mains in a sanitary and reliable manner.

Policy 2:

The City shall provide Capital Improvement Program funding to implement its responsibilities under Policy 1 above, in particular in the Whittier Boulevard Specific Plan area.

Policy 3:

For new developments within the Whittier Boulevard Specific Plan area, hydraulic capacity calculations should be submitted as part of the plan check process to determine if the existing sewer mains serving the proposed development have available capacity for the additional demands. If capacity is not available, existing sewer mains should be replaced with adequate sized mains or relief sewer mains shall be designed and added to the system

#### 6.4 *Conclusion*

The impacts of the implementation of the Whittier Boulevard Specific Plan can be mitigated by development responding to City standards in infrastructure upgrades at the time of construction. The policies stated in this section are intended to not only ensure adequate services be provided to all users but also protect the health and welfare of all Whittier citizens.



## 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.

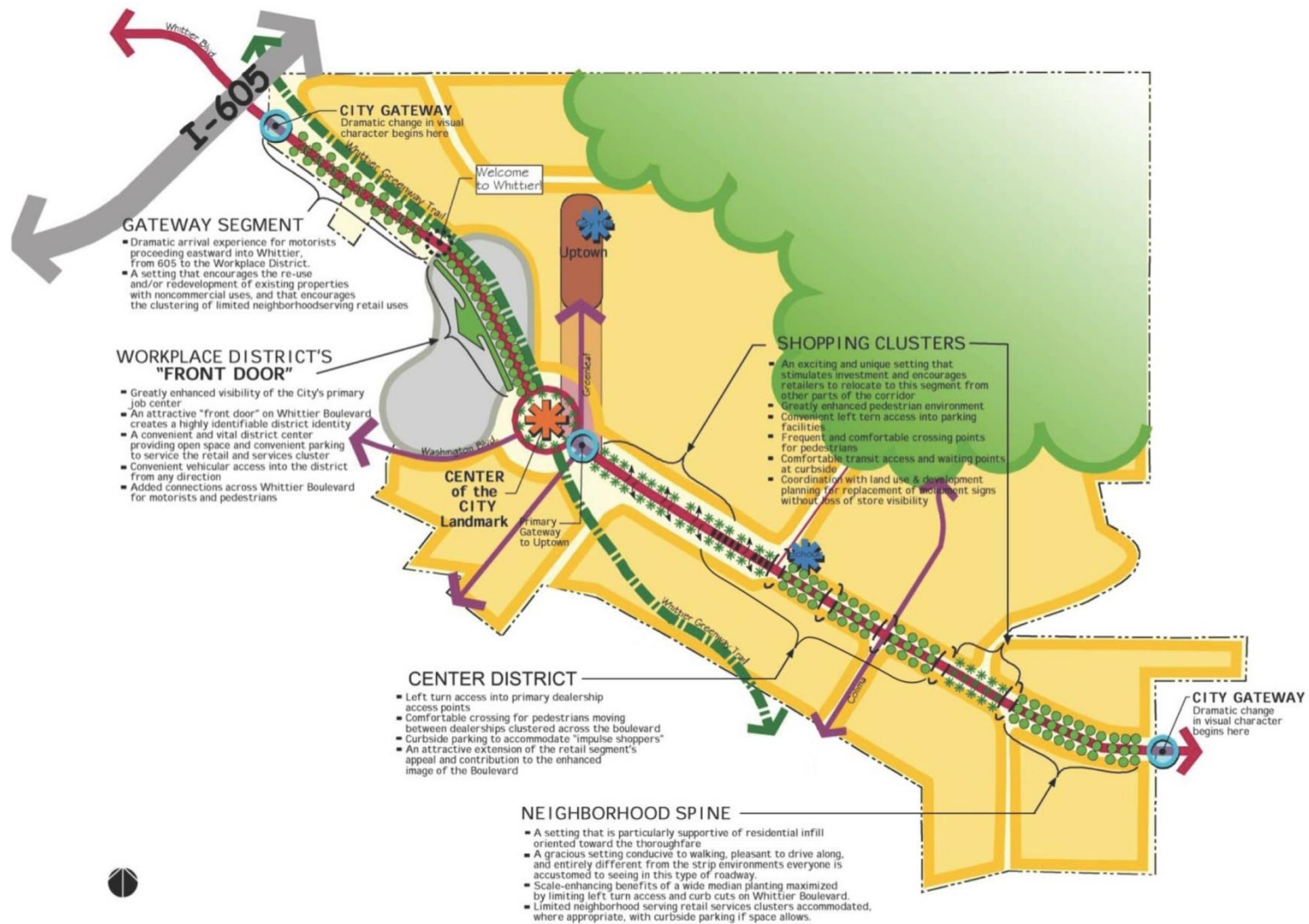


Illustration 34: Capital Improvement Concept

**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.

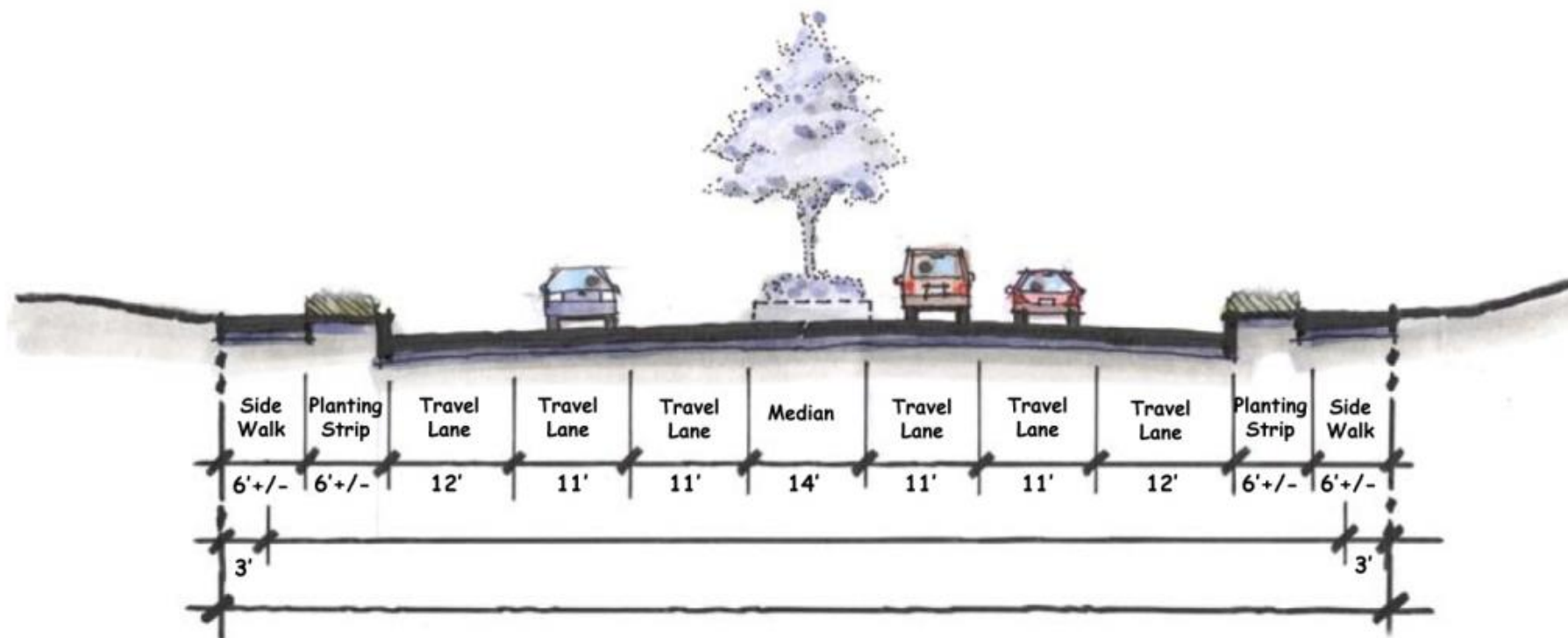
**c. *Streetscape Improvements to the Gateway Segment***

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*

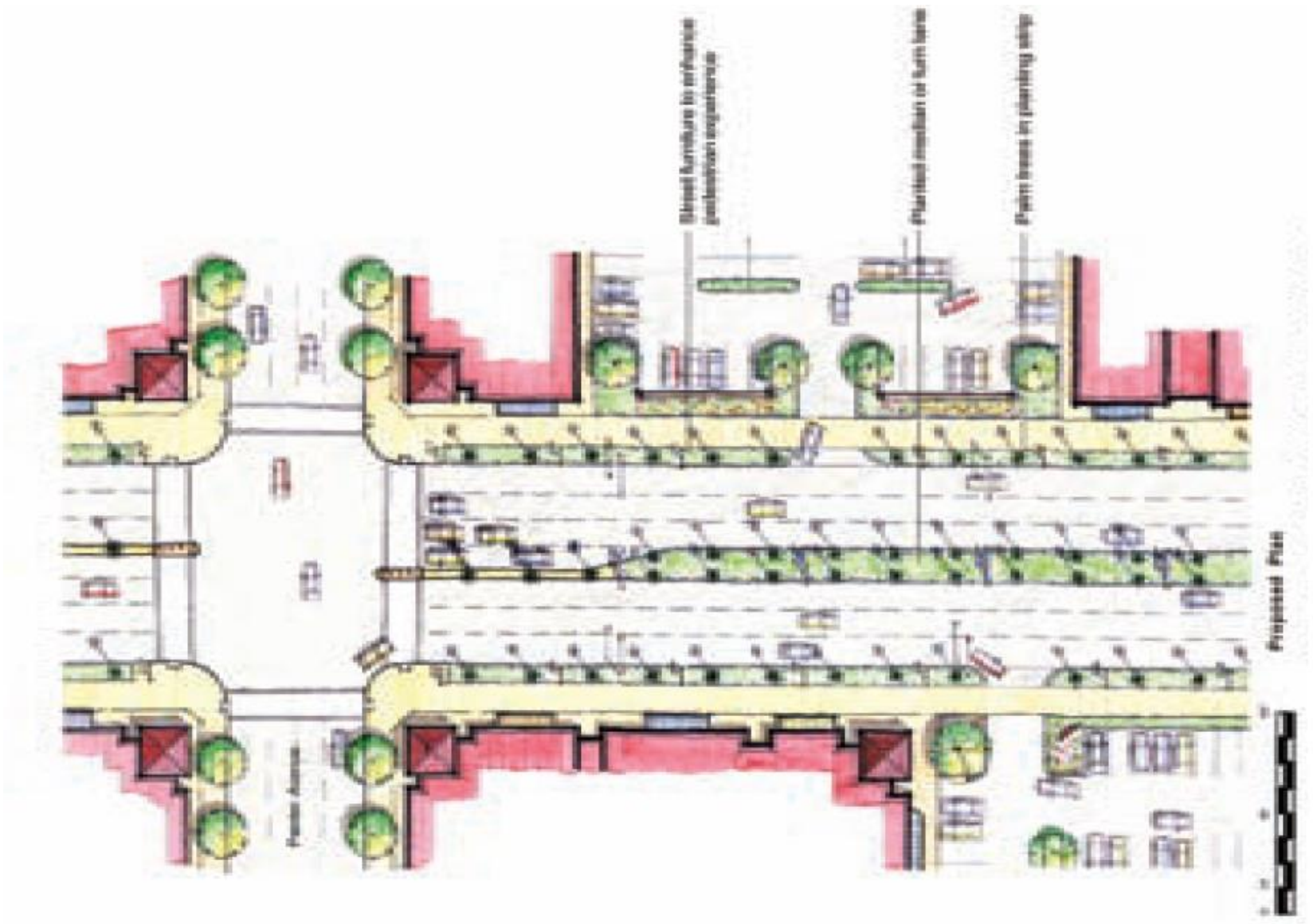


Illustration 36: Streetscape Plan- Shopping Clusters



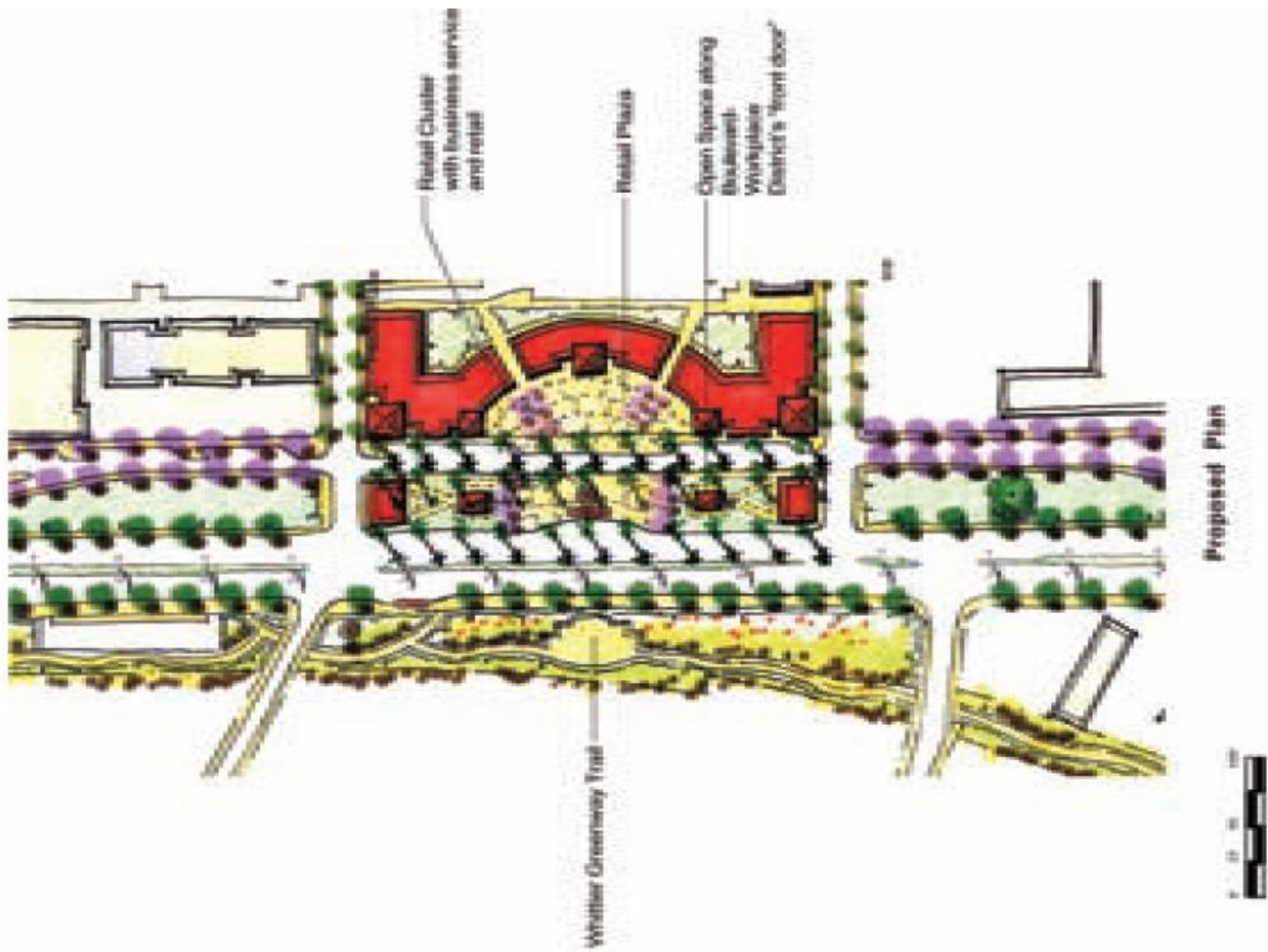
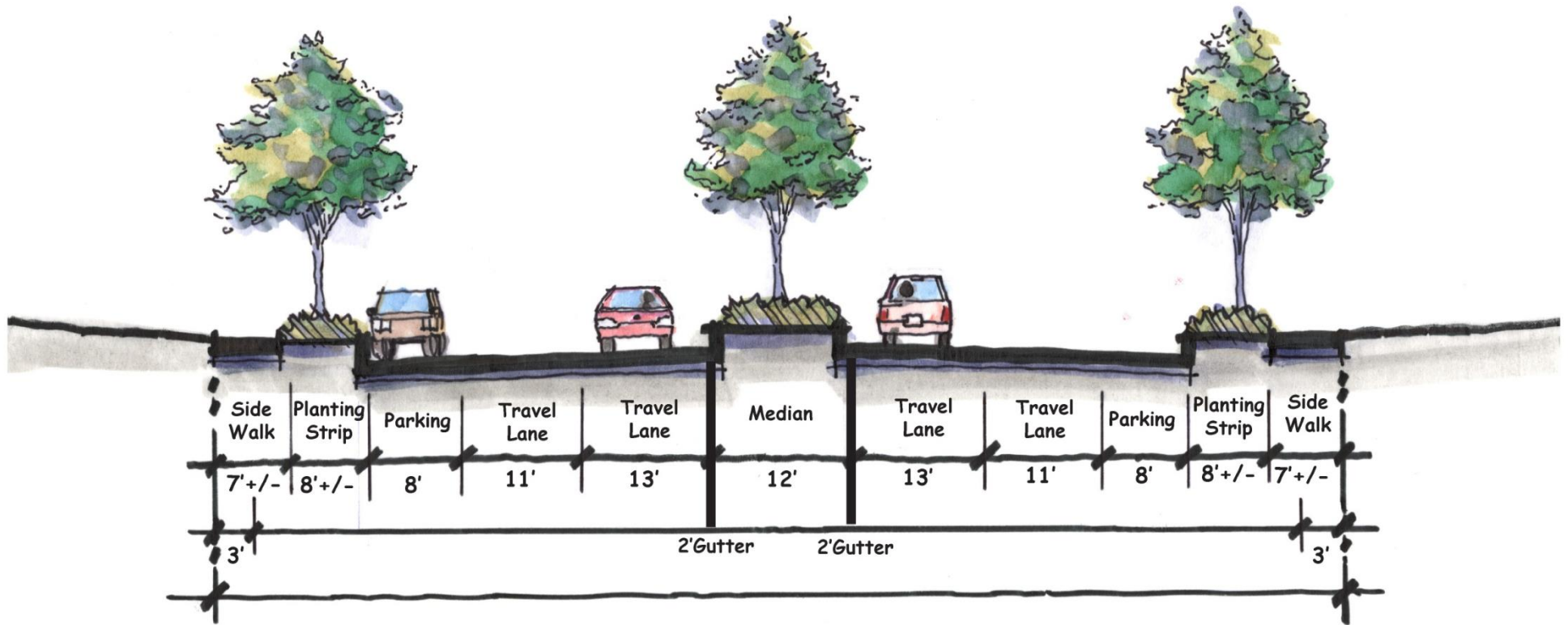


Illustration 38: Streetscape Plan- Workplace District



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

*Illustration 39: Streetscape Sections- Neighborhood Spine*

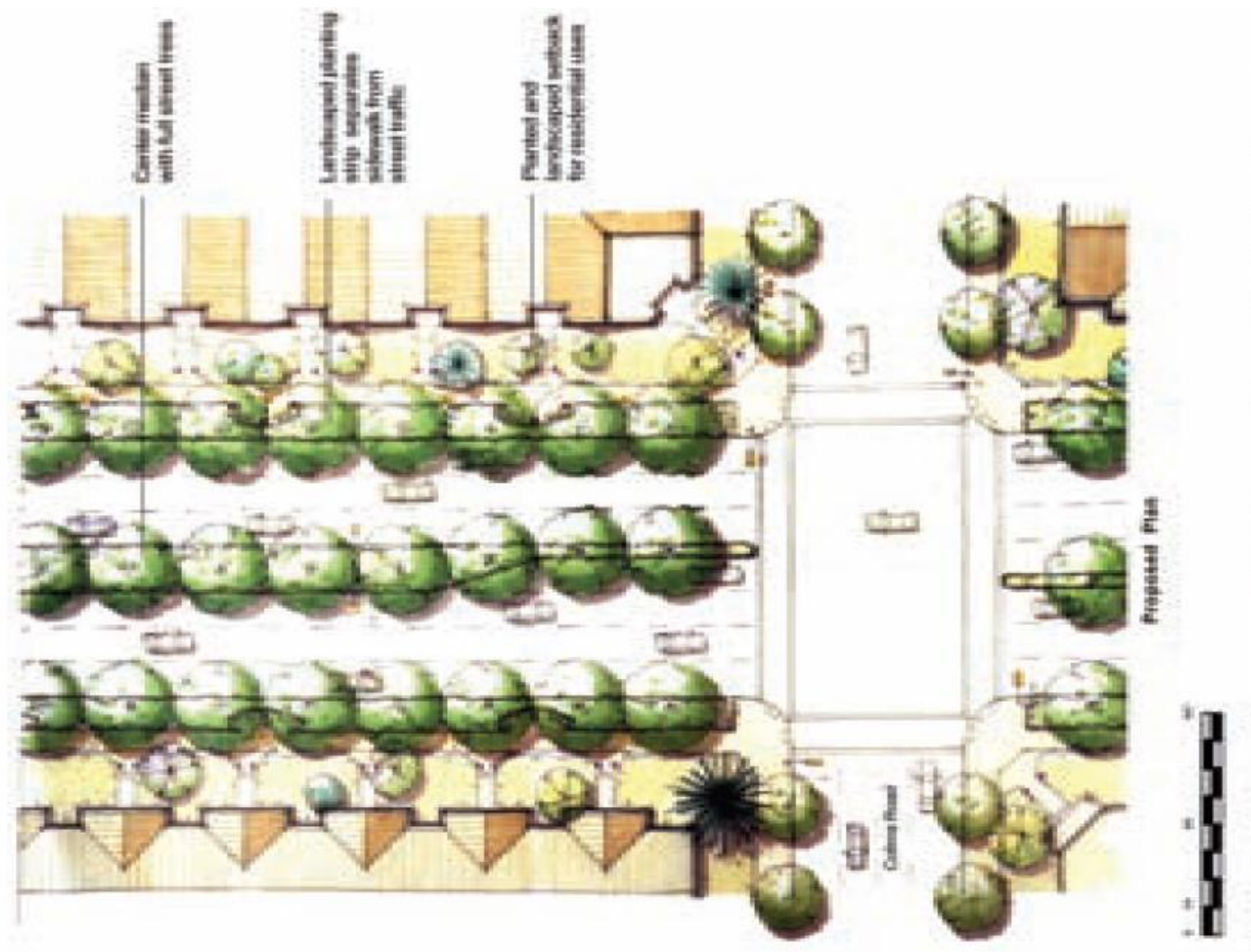
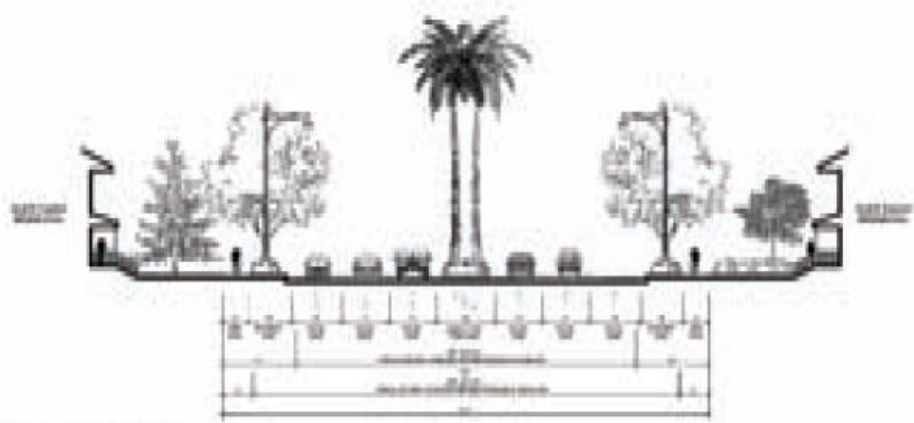
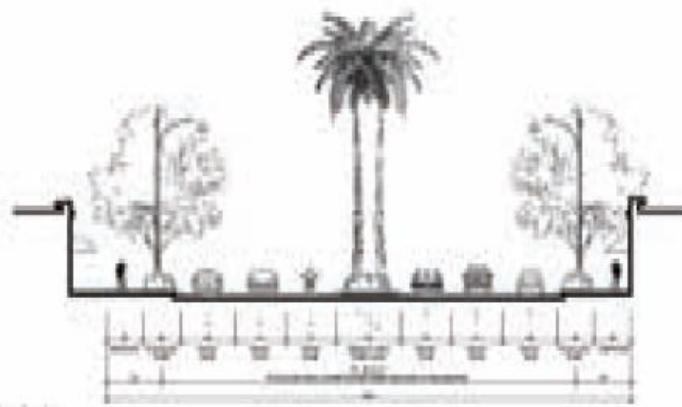


Illustration 40: Streetscape Plan- Neighborhood Spine





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



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



*Illustration 41: Streetscape Sections- Gateway Segment*

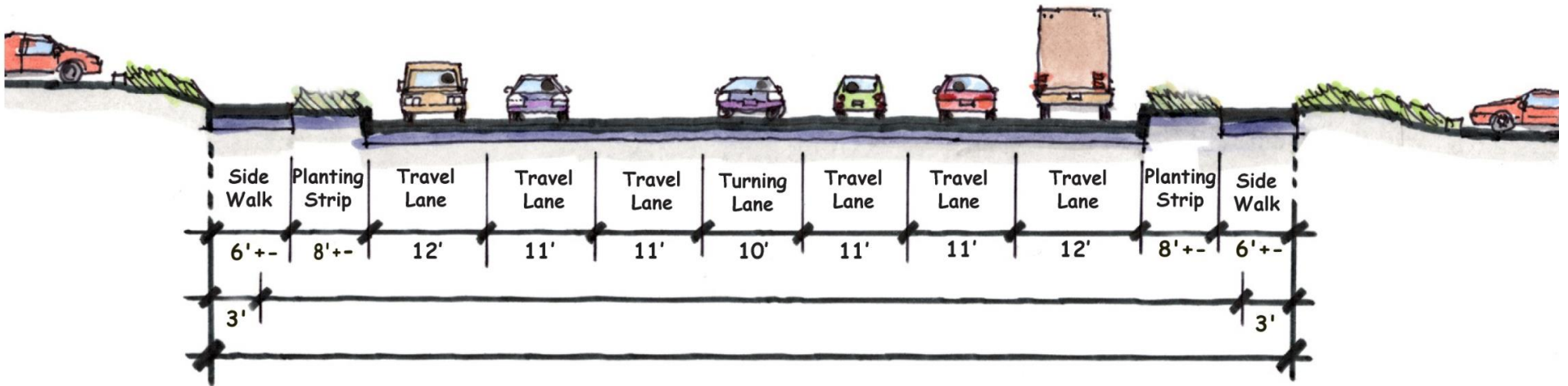
**Whittier Boulevard  
from Redman to Glengarry St**  
Residential frontage treatment, with  
round-headed shade trees and planting  
strip to buffer residential uses



**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.



*Illustration 42: Streetscape Plan- Gateway Segment*

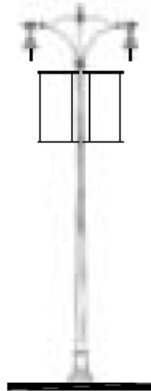


**3-foot R/W dedication on both sides expands total right-of-way to 106 feet**

*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

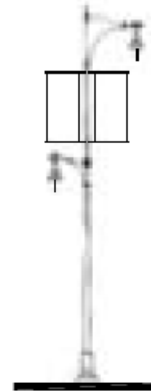
PEDESTRIAN  
DOUBLE-HEAD POST-TOP  
ORNAMENTAL LIGHTING  
WITH BANNER ELEMENTS  
AT SIDE OF BOULEVARD



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*



## 8.0 Financial Plan

- 8.1 Cost Estimates and Funding Summary
- 8.2 Summary of Funding Sources

The financing plan generally identifies methods of financing available to the City of Whittier and Whittier Redevelopment Agency for funding improvements to both public and private land detailed in the Whittier Boulevard Specific Plan. The financing plan does not attempt to detail all public and private cost associated with implementation and tie those costs directly to specific funding sources. Completing this task would require detailed engineering, timing, funding, and priority estimates that would be outdated by the time funding becomes available. Rather, the financing plan discusses the feasibility of each method for those projects and programs discussed in the Whittier Boulevard Specific Plan and, in some cases, simply identifies a potential funding source.

Particular emphasis is placed on the public infrastructure improvements. These improvements will help achieve one of the primary goals of the Specific Plan, which is to stimulate private investment within the boundaries of the Specific Plan. In many cases, private investment will follow only after investors perceive a commitment to rehabilitate the Boulevard on the part of the City and Caltrans. Certain momentum can be generated by capital infrastructure improvements completed by the City and Caltrans. Subsequently, interest from the private sector can be channeled into the Specific Plan area by utilizing Public/Private partnerships forged between the City/Agency and individual property owners for mutually beneficial development projects. Partnerships are required in many cases because property owners are unwilling to pour dollars into a project that is not considered financially feasible. Both public and private entities must determine their extent of financial commitment by evaluating whether or not project costs will be recovered by increased revenue.

The financing section is separated into two sections: 1) Funding Source Secured to Date, and 2) Potential Future Funding Sources. Although certain funds secured by the City are itemized in this section, use of the funds will be at the sole discretion of the City Council. Therefore, this financing section should not be construed as firmly directing the use of funds for specific purposes but rather as a listing of available or potentially available funds that could be used for improvement costs on a case-by-case basis by the City Council. Additionally, it is important to note that some of the funding sources identified below merely require a decision by the City Council, while others require the involvement and in some cases a vote of property/business owners.

## 8.1 *Cost Estimates and Funding Summary*

### *a. Cost Estimates for Public Infrastructure Improvements*

The City of Whittier has prepared several generalized cost estimates for the implementation of public improvements identified in the Whittier Boulevard Specific Plan. The costs itemized below are all inclusive “turn-key” numbers that total costs of installed infrastructure. Improvements include the rehabilitation of streets, new curbs, gutters and sidewalks, traffic signals, street lighting, pedestrian amenities, landscaping, signage and traffic circulation improvements. The City estimated the total cost of \$13.22 million for these improvements for that portion of Whittier Boulevard from Broadway on the west to Painter Avenue on the East, as well as, a portion Washington Boulevard from its intersection with Whittier Boulevard on the north to Lambert Road to the south. The Washington Boulevard section is outside the Specific Plan Area. The \$13.22 million discussed above will provide funding for public works improvements along just over one-third of the Whittier Boulevard Specific Plan Area encompassing the Gateway Segment, Workplace District, and the Shopping Cluster.

Improvements to the remaining two-thirds of the Specific Plan Area between Painter Avenue on the west and Valley Home Avenue on the east are estimated to total \$18.76 million for a grand total of \$31.98 million.

However, the improvements will not likely take place all at once. To generally account for this fact the plan assumes that the infrastructure cost will be spread over a 10-year period with an inflation factor of two percent per year. A contingency amount totaling five percent annually has also been added to the annual cost. These additional factors increase the total 10-year cost to an estimated \$36.77 million for infrastructure alone. The annual costs range from \$3.36 million in year one to \$4.01 million in year 10.

### *b. Cost Estimates for Other Programs and Projects Identified*

In addition to the installation of new infrastructure, the Specific Plan calls for certain other actions by the City to begin implementation of the Specific Plan. These programs and projects are discussed in the capital improvements section of the Specific Plan and include, among other items, funding for both a business recruitment program and residential

demonstration project(s). The funding of each of these programs will likely vary considerably depending on timing, available resources, and year-to-year priorities of the City Council. For this reason, no specific estimates of costs have been provided herein. However, it is estimated that these activities grouped together may range in annual cost from \$50,000 to \$500,000.

## **8.2 Summary of Funding Sources**

As detailed in the below text, the City received a total of \$5.5 million from the Section 108 loan (loan anticipated to be approved), \$750,000 from the BEDI grant (though these funds are intended to pay interest and some pre-development cost of the Section 108 loan), and another \$7.72 million of funding may come from transportation or Redevelopment Agency funds. Additionally, it is estimated that the Whittier Redevelopment Agency could issue Tax Allocation Bonds for the Whittier Commercial Corridor Redevelopment Project Area (WCCPA) in the amount of \$4.8 million that would net the Agency \$4.25 million in fiscal year 2004-05. Another \$2 million could potentially be available from Caltrans as part of the relinquishment of Whittier Boulevard. Lastly, some funds may be available from California Gas Tax Funds and LA County Propositions A and C. Assuming that there is not overlap in the \$4.25 million and \$7.72 million, the identified funding sources total between \$17.47 and \$20.22 million that, at the discretion of the City Council, may be made available for implementation of the Specific Plan. The range is given because, at this time, funding from Caltrans is unknown and a large portion of the BEDI grant will be used to cover interest on the Section 108 loan.

### **a. Funding Sources Secured to Date**

#### **1) Redevelopment/Tax Increment**

One of the tools available to a redevelopment agency is property tax increment financing, which can be used for a variety of purposes, including but not limited to, construction of off-site improvements such as infrastructure and parking, land acquisition and assembly, payment of City permits, fees, costs, and commercial rehabilitation loans and grants.

Tax increment is generally defined as the portion of ad valorem property taxes generated within a redevelopment project area by increases in assessed valuation of the project area over the frozen base year assessed value established at the time of adoption of the redevelopment plan. For projects adopted in 1994 or later, increased property tax revenues above the frozen base (tax increments) are shared by redevelopment agencies



and all other tax entities pursuant to a state mandated tax sharing formula (Health and Safety Code Section 33607.5). Projects adopted prior to 1994, may share tax increment revenue with affected taxing entities if “pass-through” agreements were executed during the adoption of the redevelopment project area.

Tax increment is one of the most reliable funding sources of those available and can effectively be used to leverage private investment in a Project Area. The funds can be used to issue Tax Allocation Bonds for a lump sum funding engine for improvements or can be used on a “pay-as you-go” basis.

Whittier Boulevard Specific Plan (WBSP) Area includes portions of all four of the Whittier Redevelopment Agency’s Redevelopment Project Areas including: Whittier Commercial Corridor Project Area, Greenleaf Avenue/Uptown Whittier Project Area, Whittier Earthquake Recovery Project Area, and the Whittier Boulevard Project Area. The largest portion of the WBSP Area is contained within the Whittier Commercial Corridor Redevelopment Project Area that was adopted in March 2002. At the time of preparation of this Redevelopment Plan, tax increment projections estimated a 2003-04 income of \$202,739 of net tax increment available for non-housing programs. An additional \$67,580 was estimated to be available in the Redevelopment Agency’s mandatory 20 percent Low- and Moderate-Income Housing set-aside fund in fiscal year 2003-04. The annual income stream of net tax increment was estimated to increase by approximately \$100,000 per year for the first five years with a 2007-08 net payment of \$709,769. The 20 percent LMI Housing Set-Aside funds were projected to increase by approximately \$35,000 per year for the first five years with a 2007-08 payment of \$236,590.

The tax increment projections discussed above include a four percent annual growth rate in both secured and unsecured assessed value as well as infusions of assessed value from hypothetical new development projects. Several actual new development projects are now known. These new development include the following: 1) Leggett and Platt project will result in an increased assessed value of about \$7 million, bringing in property tax increment revenues to the Agency of about \$60,000, 2) Rippy Corporation expansion will add approximately \$5 million of assessed valuation, resulting in property tax increment revenues to the Agency of about \$42,000 annually, 3) The Zarembo Group developments will generate an additional \$3 million in assessed value, resulting in

approximately \$25,000 in annual property tax increment to the Agency, and 4) the redevelopment of the Whittwood Mall.

The Report to the City Council prepared at the time of adoption of the Whittier Commercial Corridor Project Area contained a bonding capacity analysis that addressed using estimated tax increment revenues to issue Tax Allocation Bonds in the amount of \$4.8 million in fiscal year 2004-05. The net proceeds from such an issue would be approximately \$4.25 million. Bond issues can be approximately ten times the value of the yearly tax increment revenue. It is suggested that the Agency review its tax increment allocations from the Whittier Commercial Corridor Project Area and assess the feasibility of issuing tax allocation bonds to cover a portion of the cost of rehabilitation of Whittier Boulevard.

2) Section 108 Loan Guarantee Program/BEDI Grant

Components of the below discussions regarding Section 108, CDBG, HOME, and BEDI, and EDI funds are excerpts from HUD.

Section 108, the loan guarantee provision of the Community Development Block Grant program, is one of the most potent and important public investment tools that HUD offers to local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods. Such public investment is often needed to inspire private economic activity, providing the initial resources or simply the confidence that private firms and individuals may need to invest in distressed areas. Section 108 loans are not risk-free, however; local governments borrowing funds guaranteed by Section 108 must pledge their current and future CDBG allocations to cover the loan amount as security for the loan.

Loan commitments are often paired with Economic Development Initiative (EDI) or Brownfield Economic Development Initiative (BEDI) grants, which can be used to pay predevelopment costs of a Section 108-funded project. They can also be used as a loan loss reserve (in lieu of CDBG funds), to write-down interest rates, or to establish a debt service reserve. BEDI funds are used for economic development projects to increase economic opportunities for low- and moderate income persons to stimulate or retain businesses or jobs or that would otherwise lead to economic revitalizations. HUD emphasizes the use of BEDI and Section 108 Loan Guarantee fund to finance projects and activities that will

provide near-term results and demonstrable economic benefits, such as job creation and increases in the local tax base.

In July 2003, the City of Whittier submitted an application to HUD for a \$750,000 BEDI Grant and a \$5.5 million Section 108 Loan. HUD notified the City in October 2003 that the grant application had been approved. The Section 108 Loan application will be reviewed by the federal government as soon as the project is designed. These funds will be available to assist in construction of public works improvements identified in the Specific Plan along the portion of Whittier Boulevard from Broadway on the west to Painter Avenue on the East. A portion of the funds will also be used for public works improvements running south on Washington Boulevard from its intersection with Whittier Boulevard on the north to Lambert Road to the south. Improvements covered under this funding source include the rehabilitation of streets, new curbs, gutters and sidewalks, traffic signals, street lighting, landscaping, signage and traffic circulation improvements.

When the Section 108 loan is issued, it will be repaid over 20 years with interest only during the first two years. The \$750,000 in BEDI grant funds will pay the interest during those early years of the Section 108 loan repayment. Total cost for improvements for the area described above is estimated at \$13.22 million. A total of \$5.5 million is anticipated to come from the Section 108 loan and the \$7.72 million balance of the funds may come from transportation or Redevelopment Agency funds. Repayment of the Section 108 loan will come from the City's annual CDBG allocation, which will reduce funds available for other CDBG eligible uses for years to come. Year 4 through year 20 payments are expected to be approximately \$455,000 annually. In addition, the City and Redevelopment Agency must be prepared to pledge land and/or General Funds as additional loan security in case the CDBG program should be terminated or the City's allocation falls below the repayment amount.

The \$13.22 million discussed above will provide funding for public works improvements along just over one-third of Whittier Boulevard covered in the Specific Plan. Improvements to the remaining two-thirds of the Specific Plan Area are estimated to total \$18.76 million and will need to be provided through other funding sources available to the City.

3) Community Development Block Grant (CDBG)

The City of Whittier receives annual CDBG entitlement grant funding from the U.S. department of Housing and Urban Development (HUD). The City received a total entitlement amount of \$1,180,071 in Program Year 2003 (July 1, 2003 to June 30, 2004). The amount of funds are set by an established federal formula and are available for use on a range of economic development projects and activities including revitalizing neighborhoods, economic development, and community facilities and services. The federal formula uses several objective measures of community needs, including the extent of poverty, population, housing overcrowding, age of housing and population growth lag in relationship to other metropolitan areas. CDBG funds are to be used by the Participating Jurisdiction to principally assist persons of low and moderate income. As discussed above, the City of Whittier has secured a Section 108 loan to undertake a portion of the Whittier Boulevard infrastructure improvement projects. The Section 108 Loan annual repayment amount of \$455,000 will come from City's CDBG funds over the 20 year loan term. The estimated debt service accounts for almost 40 percent of the City's 2003 annual entitlement amount.

Entitlement communities receiving CDBG funding develop their own programs and funding priorities. However, grantees must give maximum feasible priority to activities which benefit low and moderate-income persons. A grantee may also carry out activities which aid in the prevention or elimination of slums or blight. Additionally, grantees may fund activities when the grantee certifies that the activities meet other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community where other financial resources are not available to meet such needs. CDBG funds may not be used for activities which do not meet these broad national objectives.

CDBG funds must be used to meet the broad national objectives, more specific example activities include, but are not limited to: 1) Acquisition of real property, 2) Relocation and demolition, 3) Rehabilitation of residential and non-residential structures, and 4) Construction of public facilities and improvements, Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

4) HOME Funding

The HOME Program was signed into law as Title II of the Cranston Gonzalez National Affordable Housing Act in 1990. The primary purposes of the program are to provide decent affordable housing to lower-income households, expand the capacity of non-profit housing developers, strengthen the ability of state and local government to provide housing, and leverage private sector participation (jurisdictions spending HOME funds are required to match 25 cents for each dollar of HOME funds). The City of Whittier, a HOME Program Participating Jurisdiction, received \$534,317 in Program Year 2003 entitlement funds calculated and distributed per a federally mandated formula. Historically, HOME funds have been somewhat difficult for Whittier to spend because of strict limits on rents, income, purchase price, and per unit subsidy. Nevertheless, this funding source may be effectively utilized for residential development and/or rehabilitation in the future within the three Specific Plan districts that allow residential land uses.

***b. Potential Future Funding Sources***

1) Funding from Caltrans

The City of Whittier has previously explored the possibility of gaining full control of Whittier Boulevard through relinquishment for the California Department of Transportation (Caltrans). At this time, the City has determined that relinquishment is not a viable option, but may be considered in the future.

During the relinquishment process, a city will assess the existing deficiencies of a State Highway to bring it to the Caltrans standards. After a total dollar amount is calculated for bringing deficient components up to standards, that amount will be requested from Caltrans as a payment to the City for taking control and responsibility of the Right-of-Way. The City hired a construction management and inspection firm to evaluate and study current infrastructure deficiencies along the Whittier portion of State Highway 72. Preliminary cost estimates to correct current deficiencies to the concrete improvements (sidewalk, curb, curb and gutter, gutter plate, driveway, cross gutter, spandrel, etc.) are estimated to be approximately \$2.5 million. This figure excludes traffic signals and street lighting requirements. It should also be mentioned that this dollar amount is for bringing Whittier Boulevard up to Caltrans standards; not standards described in the Whittier

Boulevard Specific Plan. It is estimated that Caltrans may provide between \$2 and \$4 million to the City of Whittier as a part of relinquishment of Whittier Boulevard. At this point in time, there is only a remote chance of actually receiving this funding source when considering the state's current fiscal condition.

2) California Gas Tax

The Motor Vehicle Fuel License Tax and Diesel Fuel Tax (collectively, "Gas Tax"), is imposed on fuel distributors per gallon of fuel distributed. The tax rates are \$0.18 per gallon excise tax and a sales tax of 6 percent, which is in addition to federal excise taxes imposed.

In 2000, the Transportation Congestion Relief Program (TCRP) was enacted in California. Under the program, gasoline sales tax revenues will be used from 2003-04 through 2007-08 for specified transportation purposes including highways, streets and roads, and transit improvements. Thereafter, these revenues will be available for various general state purposes.

In FY 02-03 the City of Whittier received \$1,575,730 in Gas Tax funds that can be used for improving circulation within the community. It is unclear how many of these dollars can be used for implementation of the Whittier Boulevard Specific Plan.

3) Los Angeles County Transportation Propositions

Below is an excerpt from the Los Angeles County Metropolitan Transportation Authority (MTA), Proposition A and C Local Return Guidelines FY1999.

The Proposition A and Proposition C programs are two one-half cent sales tax measures approved by Los Angeles County voters to finance a countywide transit development program. By ordinance, the MTA is responsible for administering the programs and establishing guidelines. The Proposition A tax measure was approved in 1980 and the Proposition C tax measure was approved in 1990. Collection of the taxes began on July 1, 1982 and April 1, 1991, respectively. Each year, more than \$1 billion is generated in local transportation revenue.

As a condition of voter approval, 25 percent of the Proposition A tax revenues and twenty percent of the Proposition C tax revenues are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local public transit, paratransit and related

transportation infrastructure. Local Return funds are allocated and distributed monthly to jurisdictions on a “per capita” basis by MTA. Eligible expenditures are outlined in the MTA’s Adopted Local Return Program Guidelines. MTA estimates that in FY 03-04 the City of Whittier will receive \$1,170,663 in Prop A Local Return funds and \$970,939 in Prop C Local Return funds for a total of \$2,141,602. It is unclear how many of these dollars can be used for implementation of the Whittier Boulevard Specific Plan.



## Appendix A: Definitions

### Residential Uses

**Attached Residential.** Any residential dwelling unit that shares one or more party walls with adjacent dwelling units.

**Live/Work Unit.** Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

**Mixed-Use Development.** A development with two or more different land uses on the same site – such as a combination of residential, office, retail, public, or entertainment – in a single or physically integrated group of structures. Integration can be either vertical or horizontal or a mixture of the two.

**Horizontal Mixed Use.** The location of different land uses, including commercial, retail, office, residential, public, and other uses, in proximity to one another in separate buildings but in the same development or block.

**Vertical Mixed Use.** A building or structure in which at least one of the upper floors has residential uses with a mixture of retail or office uses at the other levels of the building or structure, or office uses above ground-floor retail uses.

**Multi-Unit Residential Development.** Any residential structure containing two or more attached residential dwelling units.

### Senior Residential Facilities.

**Residential Care Facility for the Elderly.** A housing arrangement chosen voluntarily by persons 60 years of age or over, or their authorized representative, where varying levels and intensities of care and supervision, protective supervision, or (if applicable pursuant to Health and Safety Code Section 1569.2) personal care are provided, based upon their varying needs, as determined in order to be admitted and to remain in the facility.

**Senior Residential Projects.** Dwellings designed for persons at least 62 years of age, or a person at least 55 years of age who meets the qualifications found in Section 51.3 of the California Civil Code. Includes



senior apartments, retirement communities, retirement homes, homes for the aged. Does not include extended care facilities such as convalescent homes or skilled nursing facilities; assisted living facilities or senior care facilities.

### **Single-Family Residential Development.**

**Attached Single-Family Dwelling.** A dwelling that is attached to another dwelling, excluding accessory dwellings located on a single parcel for occupancy by one family as defined in Zoning Code 18.06.168 (Family). Each dwelling is owned in fee, located on an individual parcel, and is joined to another dwelling along a single lot line. Each dwelling is totally separated from the other by an un-pierced vertical wall extending from ground to roof. Row houses and town homes are examples of this dwelling unit type.

**Detached Single-Family Dwelling.** A dwelling that is not attached to any other dwelling unit located on a single parcel for occupancy by one family as defined in Zoning Code 18.06.168 (Family).

**Day Care Facilities.** Establishments that provide nonmedical care for 15 or more persons on a less than a 24-hour basis.

1. **Adult Day Care.**

- a. Adult Day Care, Small (6 or fewer adults). Day care facilities located in single-unit dwellings where an occupant of the dwelling provides care and supervision for 6 or fewer adults.
- b. Adult Day Care, Large (7 to 14 adults). Day care facilities located in single-family dwellings where an occupant of the dwelling provides care and supervision for seven to 14 adults.
- c. 15 or more adults. See "General Day Care Center" for facilities serving 15 or more adults.

2. **Family Day Care.**

- a. Small Family Day Care Home (Eight or fewer children). Day care facilities located in single-family dwellings where an occupant of the dwelling provides care and supervision for eight or fewer children. Children under the age of 10 years who reside in the dwelling count as children served by the day care facility.
- b. Large Family Day Care Home (Nine to 14 children). Day care facilities located in single-family dwellings where an occupant of the dwelling provides care and supervision for nine to 14 children. Children under the age of 10 years who reside in the dwelling count as children served by the day care facility.
- c. 15 or more children. See "General Day Care Center" for facilities serving 15 or more children.

3. **General Day Care Center (15 or more children or adults).** Establishments that provide nonmedical care for 15 or more persons on a less than a 24-hour basis, including nursery schools, preschools, and day care centers for children or adults. General day care centers may be accessory to commercial or institutional uses.

**Residential Care Facilities.**

**Residential Care Home (6 or fewer).** See definition of "Residential Care Facility" in Zoning Code Section 18.06.369. Residential Care Homes with six or more clients within the same facility are considered either "Supportive Housing" or "Transitional Housing."

**Supportive Housing.** A facility or use that provides housing with no limit on length of stay; that is occupied by the target population, as defined by Health and Safety Code Section 53260(d); and that is linked to on-site or off-site services that assist tenants in retaining housing, improving their health status, maximizing their ability to live and, when possible, work in the community. Supportive housing shall be considered a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone. Supportive housing programs may utilize residential care homes wholly or as a part of their overall facilities.

**Transitional Housing.** A facility or use that provides housing accommodations and support services for persons and families, but restricts occupancy to no more than 24 months. Supportive services may include meals, counseling, and other services, as well as common areas for residents of the facility. Transitional housing shall be considered a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone. Transitional housing programs may utilize residential care homes wholly or as a part of their overall facilities.

## Education, Entertainment, and Recreation Uses

**Assembly/Meeting Facilities, Public or Private.** A facility for public or private assembly and meetings. Examples of these uses include:

- Auditoriums, civic and private
- Banquet halls
- Community centers
- Conference/convention facilities
- Meeting halls for clubs and other membership organizations
- Places of worship

Also includes functionally related internal facilities (i.e., kitchens, multi-purpose rooms, storage, etc.). Does not include conference and meeting rooms that are accessory and incidental to another principal use and typically used only by on-site employees and clients, and that occupy less floor area on the site than the offices they support (see "Offices"). Does not include commercial entertainment facilities ("Commercial Recreation Facilities"). Does not include funeral homes and mortuaries ("Funerals Homes and Mortuaries").

### **Commercial Recreation Facilities.**

Establishments that provide amusement and entertainment services for a fee or admission charge in an indoor setting. Examples of commercial recreation facilities include:

- Arcades (five or more electronic, video, or card/coin/token-operated amusement machines)
- Bowling alleys
- Ball courts (basketball, handball, racquetball, tennis ball, etc.)
- Baseball and softball training facilities
- Bowling alleys
- Dance halls, clubs, and ballrooms
- Gymnastics and trampoline centers
- Ice skating and roller skating
- Internet cafes
- Pool and billiard rooms
- Miniature golf courses

This use does not include "Adult Entertainment Establishments," as defined in Municipal Code Chapter 18.44 (Adult Entertainment Establishments), or "Health and Fitness Facilities."

**Cultural Institutions.** Public or private institutions that display or preserve objects of community or cultural interest in one or more of the arts or sciences. Examples of these uses include:

- art galleries
- libraries
- museums

**Educational Facility.**

**Academic K–12.** An institution (e.g., a private or public school, college or university) that conducts general academic instruction equivalent to the standards prescribed by the State Board of Education, or confers degrees to students of undergraduate or graduate standing, or conducts academic or scientific research, or gives religious instruction. Does not include preschools and child day care ("Day Care Facilities - General Day Care Center").

**Commercial/Vocational Schools.** Any non-degree granting business, secretarial, or vocational school conducted as a commercial enterprise that offers on-site training of business, commercial, and/or trade skills. Includes facilities, institutions, and conference centers that offer specialized programs. Includes the following specialized schools:

- art school
- beauty school
- business, secretarial, and vocational school
- computers and electronics school
- dance school
- drama school
- driver education school
- establishments providing courses by mail or internet
- language school
- music school
- photography school
- tutoring center

**Health and Exercise Club.** A facility where members or non-members use equipment or space for the purpose of physical exercise.

**Small.** An indoor facility where passive or active exercises and related activities are performed using minimal muscle-building equipment or apparatus for the purpose of physical fitness, improved circulation or flexibility, and/or weight control. Examples of uses include martial arts, Pilates, personal training, and yoga studios.

**Large.** A full service fitness center, gymnasium, or health and athletic club, which may include any of the following: sauna, spa or hot tub facilities; weight rooms; indoor tennis, handball, or racquetball courts; aerobic classes and other indoor sports activities; locker rooms and showers, barber/beauty shops, snack shop, delis, lounges, etc. Does not include "Commercial Recreation Facilities."

**Theater.** A building or area designed and intended for the presentation of motion pictures, slides, closed circuit television pictures, plays, concerts or other live entertainment; or other events, before an individual or assemblage of persons, whether the assemblage be of a public, restricted, or private nature, except a home or private dwelling where no fee, or other admission charge, is charged. Examples of these facilities include:

- civic theaters, and facilities for "live" theater and concerts
- movie theaters
- playhouse

## Retail Uses

**Alcohol Sales (on-site and off-site).** The retail sale of alcoholic beverages for on-site or off-site consumption. Does not include grocery stores, supermarkets, or drugstores selling alcohol as an accessory line of food products or beverages and where less than 10% of the gross floor area is devoted to the display of alcohol. Does not include stores that assemble gift baskets, etc. Includes "Drinking Establishments."

**Artisan Shop.** A retail store where art glass, ceramics, jewelry, and other art and handcrafted items are sold by an individual artisan or by cooperative groups of artisans. The store may include an accessory area for the crafting of the items being sold.

**Convenience Market.** A retail establishment not exceeding 6,000 square feet in gross floor area that sells prepackaged food items, beverages, and small convenience items (e.g., periodicals, tobacco, miscellaneous household and pharmaceutical goods, etc.) primarily for off-site consumption and that may have long or late hours of operation. Includes establishments located within or associated with another use (e.g., service stations) ("Vehicle Services - Service Stations").

**Home/Business Improvement Sales and Services.** Indoor commercial and wholesale uses including building, electrical, and plumbing sales and service; tool and equipment rental, sales and service.

**Large-Scale Retail Establishment.** A building occupied by a single-tenant engaged in retail sales where the gross leasable space/area occupied is a minimum of 30,000 square feet and a maximum of 150,000 square feet in size, including areas for outdoor sales of merchandise and products.

**Neighborhood Retail Cluster.** A grouping of retail and service uses intended to serve the day-to-day living needs of the immediate residential neighborhood. They encourage pedestrian activity, increase convenience, reduce vehicle trips, and serve as a place for neighbors' paths to cross while doing errands. Includes supermarkets up to 55,000 square feet in gross floor area.

**Outdoor Display and Sales.** The temporary or permanent outdoor display of merchandise incidental to an adjacent indoor retail use, and certain independent outdoor retail sales facilities (i.e., newsstands and flower stands). Does not include the sale of vehicles or building/landscape materials

**Regional Retail Anchor.** A retail establishment that sells shopping goods, general merchandise, apparel, furniture, and home furnishings in full depth and variety. A regional retail anchor has a minimum gross leaseable area of 100,000

square feet and is located within a “Regional Shopping Center.” Includes department stores and “big box” and “superstore” uses not specializing in the sale of large-scale goods or bulk merchandise.

**Regional Shopping Center.** A site where various stores provide shopping goods, general merchandise, apparel, and furniture, and home furnishings in full depth and variety. Typically it is built around a regional retail anchor (i.e., a full-line department store) with a minimum gross leaseable area of 100,000 square feet, as the major drawing power. For even greater comparative shopping, two, three, or more department stores may be included. In theory, a regional shopping center has a gross leaseable area of 400,000 square feet, but may range anywhere from 300,000 to more than 1,000,000 square feet.

**Retail Development.** A grouping of retail and service uses in the Workplace District intended to serve the day-to-day needs of the employers and employees in the immediate workplace neighborhood.

**Retail Sales and Services, Accessory.** A retail or service use that is customarily a part of, and clearly incidental and secondary to, a nonresidential use and does not change the character of the nonresidential use. Typically, the retail sales of various products in a store or similar facility or the provision of services in a defined area that is located within a health care, hotel, office, or industrial complex for the purpose of serving employees or customers. The area is not visible from public streets, has no outside signs, and has no designated parking spaces. Examples of these uses include:

ATMS

dry cleaning (collection/pick-up only)

cafes and coffee shops

gift shops

newsstands

**Retail Sales - Bulk.** Retail establishments engaged in selling goods or merchandise to the general public as well as to other retailers, contractors, or businesses, and rendering services incidental to the sale of the goods. Bulk retail is differentiated from general retail by either of the following characteristics:

1. A high volume of sales of related and/or unrelated products in a warehouse setting (i.e., “big box” retail).
2. The sale of goods or merchandise that require a large amount of floor space and that are warehoused and retailed at the same location. Examples of items for sale include:
  - Computers and computer equipment
  - Electrical and heating fixtures and supplies
  - Furniture
  - Groceries



- Home appliances (refrigerators, stoves, etc.)
- Home furnishings (draperies, floor coverings, lawn/outdoor furniture, movable spas/hot tubs, etc.)
- Home products
- Home sound systems
- Interior decorating materials and services
- Large musical instruments
- Lumber
- Nursery stock
- Office furniture
- Personal care products
- Televisions

**Retail Sales, Limited.** Retail sales limited to convenience grocery, deli, coffee shop, salon, video rental, drug stores and pharmacies, hardware stores, etc. Does not include "Specialty/Quality Retail Sales."

**Retail Sales, General.** Stores and shops selling goods or merchandise, not specifically listed under another land use, to the general public for personal or household consumption and rendering services incidental to the sale of goods.

**Retail Sales, Specialty/Quality.** Stores and shops selling goods or merchandise, not specifically listed under another land use, to the general public for personal or household consumption and rendering services incidental to the sale of goods.

- Specialty Food Retail, including the following: chocolate/candy; general gourmet; ice cream; pastry/desserts; yogurt/dairy; doughnuts/bakery; wine shops and wine tasting, and similar specialty foods.
- Specialty Goods Retail, including the following: cooking supplies/culinary; general house wares; decorator/arts and design centers (including tile, floor and wall coverings); specialty hardware; antique stores selling high-quality used goods (excludes thrift and second-hand stores); party supplies; lamps/lighting; household accessories; books/magazines/stationery; music/instruments, and similar specialty goods.
- Quality Goods and Services, including the following: small crafts; specialty furniture; clothing/shoe stores; stereo/video or computers; cameras/photography; sporting goods; bicycle shops; outdoor/sports clothing and supplies; toys/games; cards/gifts; jewelry; watches/clocks/plants; beauty/cosmetics; flowers, and similar uses.

**Retail Sales and Services, Project-Serving.** A retail or service use that is customarily a part of, and clearly incidental and secondary to, a multi-unit residential use and does not change the character of the multi-unit residential use. Typically, the retail sales of various products in a store or similar facility or the provision of services in a defined area, for the convenience of the residents of the residential development. The area is not visible from public streets, has no outside signs, and has no designated parking spaces. If part of a multi-unit development of 150 or more units, the defined area shall not to exceed 1,500 square feet per development. Parking may not be provided. Examples of these uses include:

- ATMS
- dry cleaning (collection/pick-up only)
- flowers
- groceries
- newsstands
- take-out food

**Supermarket.** Retail establishments that generally occupy a gross floor area ranging from 10,000 to 55,000 square feet and carry a broad range of food products (e.g., fresh fruits; fresh vegetables; baked goods, meat, poultry, and/or fish products; frozen foods; and processed and prepackaged foods). Includes retail bakeries, where on-site baking is only for on-site sales.

## Service Uses – Business, Financial, Medical, and Professional

**Banks and Financial Services.** Financial institutions including:

- Banks, savings, and trust companies
- Credit agencies
- Credit unions
- Holding (but not primarily operating) companies
- Other investment companies
- Securities/commodity contract brokers and dealers
- Security and commodity exchanges
- Mortgage services
- Vehicle finance (equity) leasing agencies

Does not include check cashing stores, pay-day loan agencies, or similar businesses.

**Hospital.** An establishment that provides medical, surgical, psychiatric, or emergency medical services to sick or injured persons, on an inpatient or outpatient basis. Includes facilities for training, research, and administrative services for patients and employees. May include accessory pharmacy uses and food service uses. Does not include walk-in clinics ("Emergency Health Facilities").

**Offices.** A room or group of rooms used for conducting the affairs of a business, profession, service, industry, or government.

**Business/Service Office.** An establishment that provides information and services directly to the general public. Examples include:

- Auto club services
- insurance agencies
- real estate agencies
- entertainment ticket sales
- tax preparation
- travel agencies
- utility company offices

Typically, these uses have a higher rate of walk-in traffic than a professional office and visits are often made without an appointment.

**Government.** Administrative, clerical, or public contact and/or service offices of a local, State, or federal government agency or service facilities. Includes post offices, but not bulk mailing distribution centers.

**Medical and Dental Offices.** A facility, other than a hospital, where medical, dental, mental health, eye care, surgical, acupuncture, massage therapy, and/or other personal health care services are provided on an outpatient basis by chiropractors, medical doctors, psychiatrists, opticians, etc., licensed by the State. Medical doctors and chiropractors may provide accessory massage services. Includes dental, medical, optical, x-ray laboratory facilities. Counseling services by other than medical doctors or psychiatrists are included under "Offices, Professional/Administrative." Typically these uses serve visitors on an appointment only basis.

**Professional/Administrative.** A facility occupied by a business that provides professional services, or is engaged in the production of intellectual property. Examples of this use include: accounting, auditing and bookkeeping services; advertising agencies; attorneys; business associations, chambers of commerce; commercial art and design services; construction contractors (office facilities only); court reporting services; data and telecommunication services; detective agencies and similar services; design services including architecture, engineering, landscape architecture, urban planning; educational, scientific and research organizations; financial management and investment counseling; literary and talent agencies; management and public relations services; media postproduction services; photographers and photography studios; political campaign headquarters; secretarial, stenographic, word processing, and temporary clerical employee services; writers' and artists' offices. Typically, these uses serve visitors on an appointment only basis and walk-in traffic is minimal.

**Research/Development.** A facility occupied by a business that engages in research, or research and development, of innovative ideas in technology-intensive fields (e.g., computer software, information systems, communication systems, transportation, geographic information systems, multimedia and video technology, etc.) or in various fields of science (e.g., chemistry, pharmacy, medicine, electricity, transportation, engineering, etc.). Includes the building of prototypes and testing, but no manufacturing, loud noise, odors, hazardous materials, etc.

## Service Uses – General

**Business Services.** An establishment, within a building, that provides services to other businesses. Examples of these services include: computer-related services (rental, repair); copying and quick-printing services; film processing and photo finishing (retail); mailing and mail box services. Does not include rental, sales, or storage of heavy equipment.

**Drive-In or Drive-Up Business.** A facility where food, products, or services may be purchased by motorists without leaving their vehicles. Examples of drive-in or drive-up retail facilities include fast-food restaurants, coffee, dairy product, photo stores, pharmacies, etc. Examples of service facilities include bank teller windows, dry cleaners, etc., but do not include automated teller machines (ATMs), gas stations or other vehicle services.

**Eating and Drinking Establishments.** Various types of food service establishments that do not sell alcohol or provide drive-in service.

**Drinking Establishment.** An establishment that sells or serves alcoholic beverages for consumption on the premises and is holding or applying for a public premise license from the California State Department of Alcoholic Beverage Control (ABC) (i.e., ABC License Type 42 [On Sale Beer & Wine-Public Premises], ABC License Type 48 [On Sale General-Public Premises], and ABC License Type 61 [On Sale Beer-Public Premises]). Persons under 21 years of age are not allowed to enter and remain on the premises.

**Restaurant, Café, or Coffee Shop - Accessory.** A type of food service establishment that:

1. Sells food and/or beverages as an accessory use in a retail, office, or institutional structure;
2. Does not change the character of the principal use;
3. Does not sell, serve, or give away alcoholic beverages;
4. Does not have an entrance separate from the principal use; and
5. Has hours of operation that are the same as those of the principal use.

**Restaurant, Café, or Coffee Shop - General.** Any room, building, place or portion thereof intended to provide seated and/or take-out service of food selections, prepared on the premises, typically appropriate for a complete breakfast, lunch, or dinner meal, but excluding bakeries, specialty coffee and similar retail establishments providing incidental seating/table accommodations for the convenience of the retail customer. Does not include establishments serving or selling alcoholic beverages ("Alcohol Sales"); providing live entertainment ("Commercial Recreation"); fast-food ("Restaurant, Fast Food"); or drive-in or drive-up business.

**Restaurant, Fast Food.** A restaurant with a drive-in or drive-up facility providing food service directly to occupants of a motor vehicle.

**Personal Services.** Establishments that provide non-medical personal care services to individuals as a primary use including:

- Barber and beauty shops (without massage)
- Clothing rental shops
- Dry cleaning/laundry pick up stores only, with very limited equipment and services
- Home electronics and small appliance repair
- Laundromats (self-service laundries)
- Locksmiths
- Nail salons
- Shoe repair shops
- Tailors and seamstresses
- Tanning salons

These uses may also include accessory retail sales of products related to the services provided.

**Printing, Publishing, and Design.** Establishments engaged in photographic processing and wholesale supply; print and graphics supply and services, photocopying, engraving, lithography and publishing.

**Recycling Facilities.** A facility where the public may donate, redeem, or sell recyclable materials, which include reusable domestic containers and other materials that can be reconstituted, remanufactured, or reused in an altered form, including glass, metals, paper, and plastic. Recyclable materials do not include refuse or hazardous materials. Does not include storage containers used solely for the recycling of material generated on-site.

**Recycling Collection Facility (Small).** A facility that occupies an area of 350 square feet or less where the public may donate, redeem, or sell recyclable materials and may include:

- Bulk reverse vending machines or a grouping of reverse vending machines occupying more than 50 square feet. See Zoning Code Section 18.06.385.B. (Reverse Vending Machine)
- Mobile Recycling Unit. See Zoning Code Section 18.06.304 (Mobile Recycling Unit).

**Reverse Vending Machine.** See Zoning Code Section 18.06.385.A. (Reverse Vending Machine).

**Repair Service – Equipment/Appliances.** Miscellaneous repair services conducted entirely within an enclosed structure and including only:

1. Business equipment and furnishings repair and service;
2. Household appliance and/or electronic or office repair and service; and
3. Audio, video, and computer repair and service.

## Industrial Uses

**Light Manufacturing and Assembly.** Any operation that assembles, improves, treats, compounds, or packages goods or materials in an enclosed building and in a manner that does not create a noticeable amount of noise, dust, odor, smoke, glare or vibration outside of the building in which the activity takes place. Does not include outside storage of goods or materials.

## Public and Semi-Public Uses

**Government Facility.** An area or structure owned, operated, or occupied by governmental agency to provide a governmental service to the public (e.g., corporate yard, city hall, community recreation center, post office, library, etc.).

**Parks and Playgrounds.** Public parks, play lots, playgrounds, and athletic fields for non-commercial neighborhood or community use, including tennis courts. May include passive outdoor recreation areas.

**Public Safety Facility.** A facility operated by a public agency including fire stations, other fire prevention and fire fighting facilities, police and sheriff substations and headquarters. May include ambulance dispatch facilities on the same site.



## Transportation, Communication, and Infrastructure Uses

**Parking Lots and Garages - Public or Private (Land Use).** Parking lots or structures, operated by the City or a private entity, providing parking for a fee. Does not include towing impound and storage facilities.

**Transit Facility.** The property, equipment, and improvements of whatever nature owned, used, constructed, maintained, controlled, or operated to provide mass transportation for passengers or to provide for the movement of people, including park-and-ride stations, transfer stations, and parking lots.

**Utility Infrastructure.** Underground pipelines and conduits for natural gas, sewage collection and disposal, water, electricity, telephone, cable television, and similar services. Does not include "Utility Service Facility."

### **Utility Service Facility.**

**Major.** Any fixed-base structure or facility that provides service of a regional nature and that may have a significant effect on surrounding uses. Includes generating plants and sources; electrical switching facilities and stations or substations; above-ground electrical distribution, service, and transmission lines; refuse collection, transfer recycling or disposal facilities; water reservoirs, flood control or drainage facilities, and water or wastewater treatment plants; and similar facilities of public agencies or public utilities that are not exempted from planning permit requirements by Government Code Section 53091.

**Minor.** Any small-scale fixed-base structure or facility that is necessary to support development within the immediate vicinity and involve only minor structures. Includes small facilities such as transformers, relay and booster devices, and well, water, and sewer pump stations.

**Wireless Telecommunications Facilities.** See Zoning Code Section 18.47.020 (Definitions).

## Vehicle Rentals, Sales, and Service Uses

**Vehicle Rentals (Land Use).** A retail or wholesale establishment renting automobiles, light-duty trucks, and motorcycles.

1. **Office Only.** An office that arranges the rental of automobiles, light duty trucks, motorcycles, and vans with no on-site storage or incidental maintenance of vehicles.
2. **General.** Rental of automobiles, light duty trucks, motorcycles, and vans, including on-site storage and incidental maintenance that does not require pneumatic lifts.

**Vehicle Sales.** Establishments that sell or lease automobiles, motorcycles, light duty trucks, and vans. May also include incidental vehicle rentals, repair services, and the sales of parts and accessories. Does not include the sale of auto parts/accessories separate from a vehicle dealership; bicycle and moped sales ; tire recapping establishments; mobile home, recreational vehicle, or watercraft sales; businesses dealing exclusively in used parts; commercial vehicle and heavy duty truck sales; or gas/fuel stations.

**Vehicle Services.** The repair, servicing, alteration, restoration, towing, painting, cleaning, or finishing of automobiles, light duty trucks, recreational vehicles, boats, and other vehicles as a primary use, including the incidental wholesale and retail sale of vehicle parts as an accessory use. This use includes the following subcategories:

1. **Car Washing, Automated.** A commercial facility for washing automobiles, light duty trucks, and vans where the car operator washes the vehicle using on-site equipment, or drives through an automated car washing and drying facility.
2. **Car Washing, Full Service.** A commercial facility for washing automobiles, light duty trucks, and vans where employees of the facility wash and/or dry the vehicles.
3. **Minor Maintenance/Repair/Installation.** Minor repair of automobiles, motorcycles, recreational vehicles, or light-duty trucks, vans or similar size vehicles (i.e., vehicles that have gross vehicle weights less than 10,000 pounds) including detailing services; installation of electronic equipment (e.g., alarms, stereos, etc.); servicing of cooling, electrical, fuel and exhaust systems; brake adjustments, relining and repairs; oil and lube shops; tire and battery sales and installation (not including recapping); and wheel alignment and balancing. Does not include attended and self-service car washes.

4. **Major Repair/Body Work.** Major repair of automobiles, motorcycles, recreational vehicles, or trucks including light-duty trucks (i.e., gross vehicle weights of less than 10,000 pounds) and heavy-duty trucks (i.e., gross vehicle weights of more than 10,000 pounds). Examples of uses include full-service motor vehicle repair garages; body and fender shops; brake shops; machine shops; paint shops; tire sales and installation shops; towing services; transmission shops; and salvage tire recapping. Does not include vehicle dismantling.
5. **Service Station, Limited.** A commercial facility that sells gasoline, diesel, and/or alternative fuel for the on-site fueling of individual vehicles and may include a convenience store operated by the service station owner. Does not include incidental "minor" maintenance and repair services.
6. **Service Station, General.** A commercial facility that sells gasoline, diesel, and/or alternative fuel for the on-site fueling of individual vehicles. May include incidental "minor" maintenance and repair of automobiles and light duty trucks, vans, or similar size vehicles (i.e., vehicles that have gross vehicle weights less than 10,000 pounds). May also include a convenience store operated by the service station owner.

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## **Appendix B: Community Workshop Agendas and Community Input**

*Please see City of Whittier Planning Department for  
information*



## **Appendix C: Economic Market Analysis**

*Please see City of Whittier Planning Department for information*



## **Appendix D: Caltrans Director's Policy-Context Sensitive Solutions**

*Please see City of Whittier Planning Department for information*