OLD TOWN LA VERNE | SPECIFIC PLAN

ADOPTED MARCH 2013

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INTRODUCTION

This chapter describes the purpose and area of the Old Town Specific Plan, its relationship to existing City regulations and plans, and the general provisions of the Specific Plan. This chapter is organized as follows:

1.1 What is a Specific Plan?

A Specific Plan is a regulatory tool that local governments use to implement the General Plan and to guide development in a localized area. While the General Plan is the primary guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. A Specific Plan is enacted pursuant to Section 65450 et seq. of the California Government Code.

1.2 Specific Plan Area

The Old Town La Verne Specific Plan area (see Figure 1.1) includes the University of La Verne, Old Town La Verne, and existing industrial and service uses located along First Street and Arrow Highway. A new Gold Line Station is planned in the center of the Specific Plan area.

1.3 Purpose of the Old Town La Verne Specific Plan

The purpose of the Old Town La Verne Specific Plan is to facilitate and encourage development and improvements that help realize the community's vision for Old Town. The Specific Plan is important to the City and its residents because it reinforces Old Town as the historic heart of La Verne, enables appropriate expansion of the University of La Verne, anticipates the potentials for transit-oriented development related to the Gold Line Station and establishes appropriate relationships with the Los Angeles County Fairplex. Based on the Specific Plan, Old Town La Verne will be strengthened as a distinctive center for the citizens of La Verne with attractive streets, enjoyable public spaces, historic neighborhoods, lively mixed-use commercial areas, and a variety of housing options.

1.4 How the Specific Plan Works

This Specific Plan is designed to establish a vision and development framework for the Old Town and the means to implement that vision. Implementation will be regulated through the development standards, design standards and guidelines, and land use regulations included in this Specific Plan. These important Specific Plan features are consistent with the goals and policies set forth in the City of La Verne's General Plan. The Old Town La Verne Specific Plan is a tool to create public improvement projects, encourage appropriate development, evaluate development proposals, and support historic preservation.

1.5 Applicability and Conformity with the Specific Plan

The provisions of this Specific Plan shall apply to all properties included in the Old Town La Verne Specific Plan area. No construction, modification, addition, placement, or installation of any building structure shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan, except in conformity with the provisions of this Specific Plan. Legal non-conforming uses shall comply with the requirements of the Municipal Code.

1.6 General Plan Consistency

To ensure consistency between the Old Town La Verne Specific Plan and the City of La Verne General Plan, the General Plan is amended concurrent with the adoption of this Specific Plan to include an Old Town La Verne Specific Plan Land Use Designation to replace the General Plan designations for the area defined in Figure 1.1.

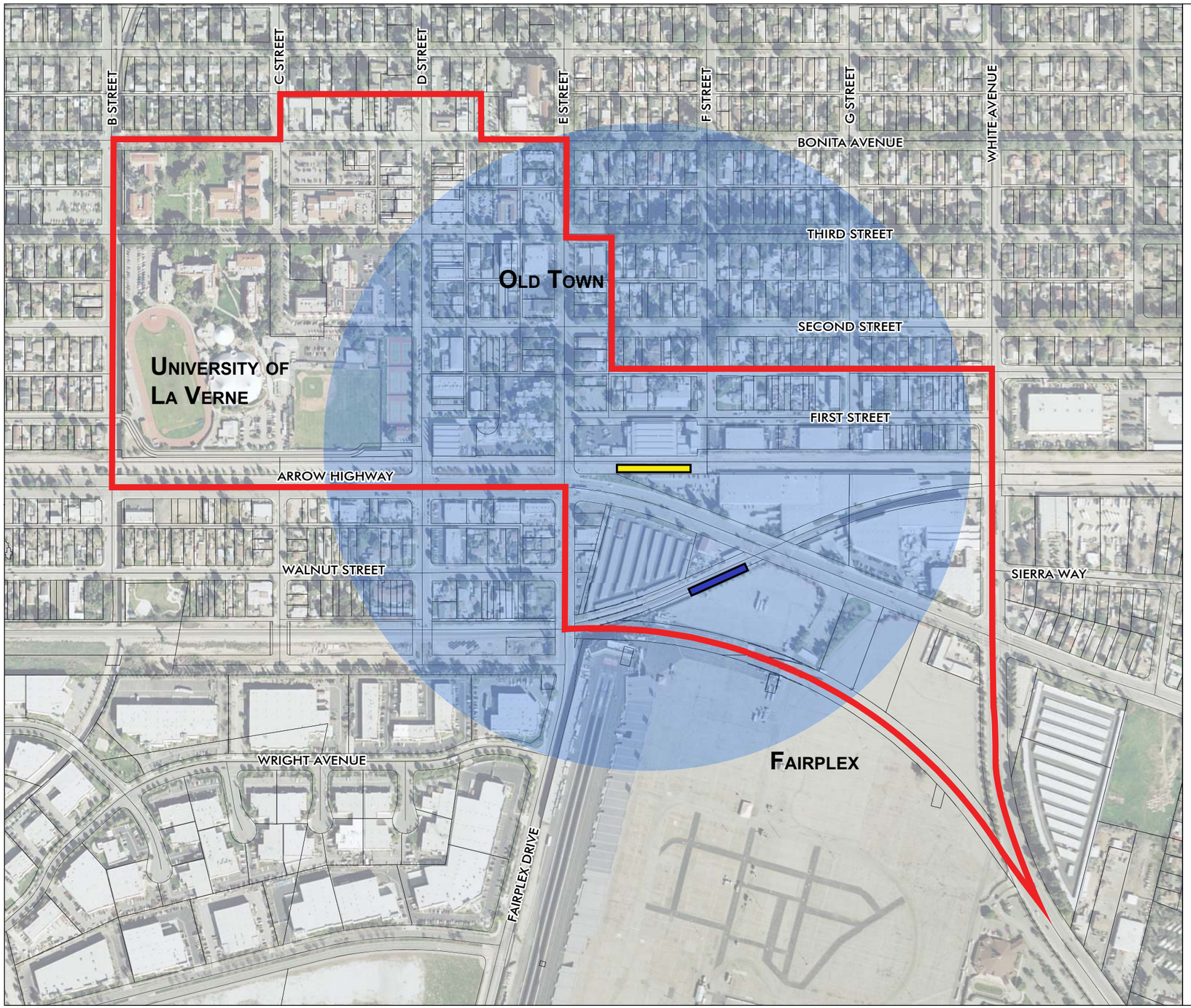
1.7 Zoning Ordinance Consistency

To ensure consistency between the Old Town La Verne Specific Plan and the City of La Verne Zoning Code – Chapter 18 of the Municipal Code, the Zoning Map will be amended concurrent with the adoption of this Specific Plan to include an Old Town La Verne Specific Plan zone to replace the zoning for that area. In addition, the boundaries of the Lordsburg Specific Plan (SP91-26) and the Arrow Corridor Specific Plan (SP84-12) are amended concurrently with the adoption of this Specific Plan.

Where land use regulations and/or development standards of the City of La Verne Zoning Code are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail. Any issue not specifically covered in the Specific Plan shall be subject to the Municipal Code. Interpretations may be made by the Community Development Director or follow the City's classification of use procedure as outlined in the Municipal Code if not specifically covered in the City's existing regulations.

Old Town La Verne Specific Plan

FIGURE 1.1: SPECIFIC PLAN AREA



Specific Plan Area

1/4 Mile Radius - 5 minute walk

Gold Line Station Platform

Metrolink Station Platform
(currently Metrolink stops only during the LA County Fair)

5 minute walk (1,200')

0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

2 PLANNING CONTEXT

This chapter describes the planning context for the Old Town La Verne Specific Plan and consists of the following sections:

2.1 Regional Context

Figure 2.1 illustrates the Regional Context for the Old Town La Verne Specific Plan. A new level of regional accessibility will be provided to the Planning Area by the construction of the Gold Line, which will bring a station to the Old Town Area of La Verne, located 180 feet east of the intersection of Arrow Highway and E Street.

The Planning Area is also served during the LA County Fair by an existing Metrolink Station located near the Gold Line Station. Currently the inadequate length available for the Station platform precludes regular stops by Metrolink trains throughout the year. Relocation of the Metrolink Station to enable year-round stops in the future is a possibility but there are no current programs or studies to realize this possibility.

The Planning Area is served by major arterial Arrow Highway and secondary arterial Bonita Avenue, which connect westerly, to the 210/57 Freeways. White Avenue is another arterial, which serves the Planning Area with connections north to the 210 Freeway and south to the 10 Freeway.

Brackett Field, operated by the County of Los Angeles, and within the City of La Verne, provides private plane access to the Planning Area and other nearby areas.

The arterial and freeway network illustrated in Figure 2.1 provides access to other areas which can complement the Planning Area including California State Polytechnic University, Pomona, the Claremont Colleges, Bonelli Regional County Park, the Los Angeles County Fairplex, the Foothill Boulevard corridor in La Verne, and Downtown Pomona.

2.2 Local Context

Figure 2.2 illustrates the Local Context for the Old Town La Verne Specific Plan. Key components of the Local Context include Old Town La Verne, the University of La Verne, the portions of the Los Angeles County Fairplex with transit-oriented development potential, and portions of the La Verne Business Park. Arrow Highway and D and E Streets provide the pedestrian connectivity between these key components.

2.3 Existing Plans Context

Figure 2.3 illustrates the Existing Plans Context for the Old Town La Verne Specific Plan.

The Lordsburg Specific Plan surrounds the Specific Plan area to the west, north, and east. This Specific Plan spells out a vision and means to preserve and enhance this historic area.

The Arrow Corridor Specific Plan is contiguous with the Specific Plan area to the southwest and the east. This plan spells out a vision and means to achieve an employment center for La Verne related primarily to Business Park uses.

The Campus Master Plan of the University of La Verne applies generally to the area located west of E Street between Bonita Avenue and Arrow Highway. This plan spells out the vision the University of La Verne has for future growth of the campus.

2.4 Fairplex Planning Context

Figure 2.4 illustrates the Fairplex Planning Context for the Old Town La Verne Specific Plan.

Illustrated are components of the framework for planning being undertaken by the Fairplex for the Los Angeles County Fairgrounds. A key feature of this framework is the Fairplex Promenade, a potential Tram/Bicycle/Pedestrian connection from Fairplex to the Gold Line Station. The north portion of the Fairgrounds property is separately owned by the Fairplex, including property within the City of La Verne. The south portion of the Fairgrounds property is owned by Los Angeles County and is located within the City of Pomona.

2.5 Historic Context

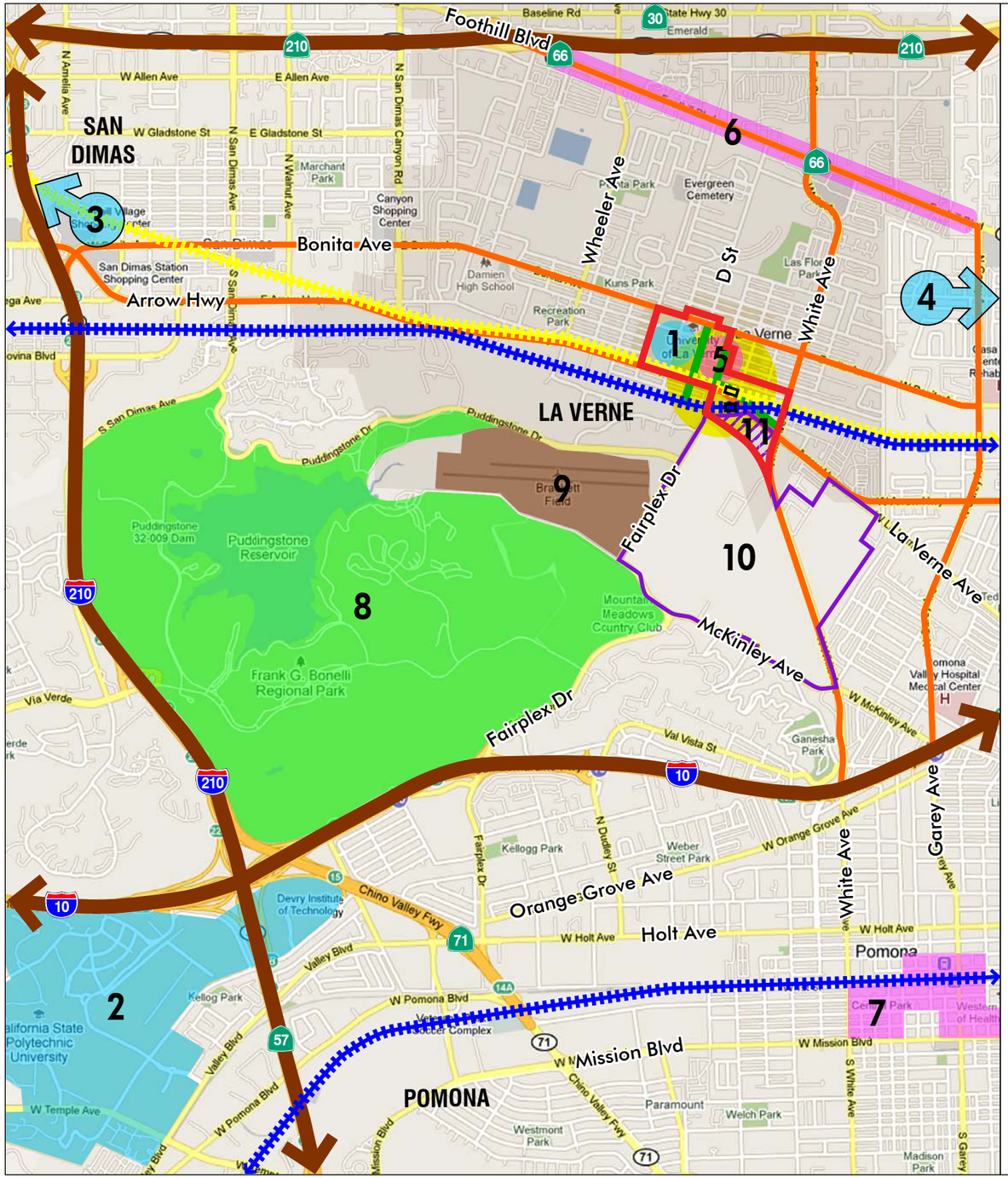
Figure 2.5 illustrates the Historic Context for the Old Town La Verne Specific Plan. Key historical factors illustrated include the railroad and citrus industry influences, which are still evident in La Verne today. The importance of railroad access is seen in the Original Townsite maps of 1887 (left and right maps) and the detailed platting of the Lordsburg Townsite (central map). Key past and present buildings illustrated include the Lordsburg Hotel, constructed but never utilized as a hotel for visitors, and the General Store at the corner of Second and D Streets, defining the original retail core of the City. The Santa Fe Railway Station provided the first passenger access to La Verne from Los Angeles. Key landmark structures of the citrus heritage era of La Verne remain, including the Fruit Exchange Building, the Lemon Association Packing House, and the Orange Association Packing Houses. Many of the original commercial buildings still remain, although most have been substantially remodeled.

2.6 Market Context

The market drivers for the Old Town La Verne Specific Plan include the attractive ambiance for shopping, dining, living, and working, created by the historic structures and fabric previously described, the continuing growth of students, faculty, administration, and staff associated with the University of La Verne, the dynamic potentials for new region serving activities within the Fairplex, and the potentials for transit-oriented development associated with the Gold Line Station. There are few residential neighborhoods to the south of the Old Town area. This is a limiting factor but one that is offset by the potential for higher density residential uses associated with the Gold Line Station.

Old Town La Verne Specific Plan

FIGURE 2.1: REGIONAL CONTEXT



Specific Plan Area

CIRCULATION

- Gold Line Station Platform
- Metrolink Station Platform (currently Metrolink stops only during the LA County Fair)
- Gold Line
- Metrolink
- Freeways
- Freeway Connector Streets
- Key Pedestrian Connector Streets

WALKING CONNECTIVITY

- 1/4 mile/5 minute walk from Gold Line Station

ACTIVITIES

Education
1. University of La Verne
2. California State Polytechnic University, Pomona
3. Regional Colleges and/or Universities (Citrus College, Azusa Pacific University, etc.)
4. Claremont Colleges

Retail
5. Historic Old Town La Verne
6. Foothill Boulevard Corridor
7. Downtown Pomona

Recreation
8. Bonelli Regional County Park

9. Brackett Field Airport
10. Fairplex
11. Fairplex TOD Site

Walking Time 5 10 15 30 minutes
0 1,200' 2,400' 3,600' 7,200'

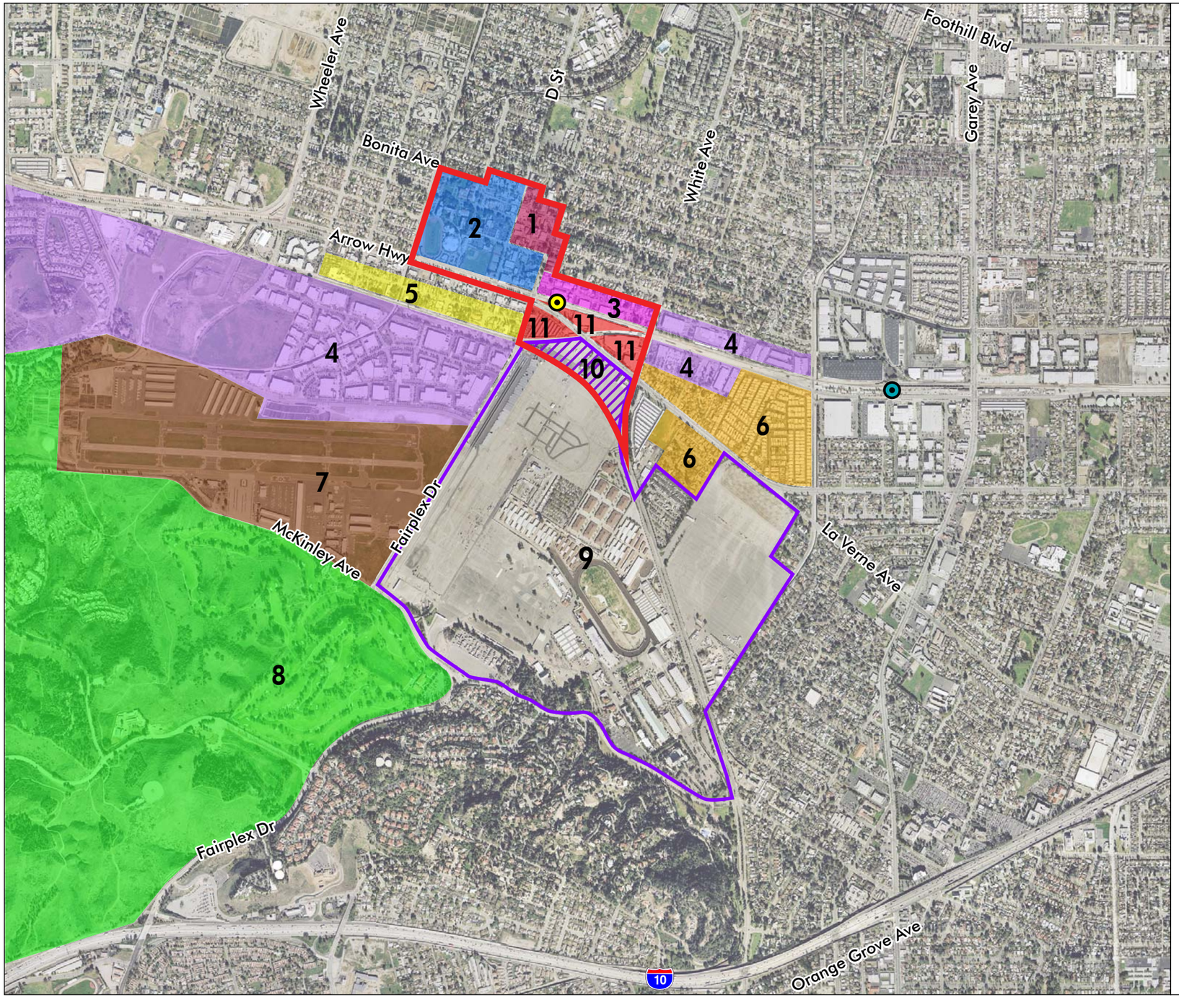
0 700 1,500 3,000 6,000 Feet

500 Acres

25 Acres

Old Town La Verne Specific Plan

FIGURE 2.2: LOCAL CONTEXT



- Specific Plan Area
- 1 Old Town La Verne
- 2 University of La Verne
- 3 La Verne TOD Site Potentials
- 4 Business Park/Industrial - Existing
- 5 Residential - Existing
- 6 Mobile Home Park and Residential - Existing
- 7 Brackett Field Airport
- 8 Bonelli Regional Park
- 9 Fairplex
- 10 Fairplex TOD Site
- 11 Other Properties with TOD Potential
- La Verne Gold Line Station
- Pomona Metrolink Station

Walking Time 5 minutes 10 minutes 15 minutes
0 1,200’ 2,400’ 3,600’

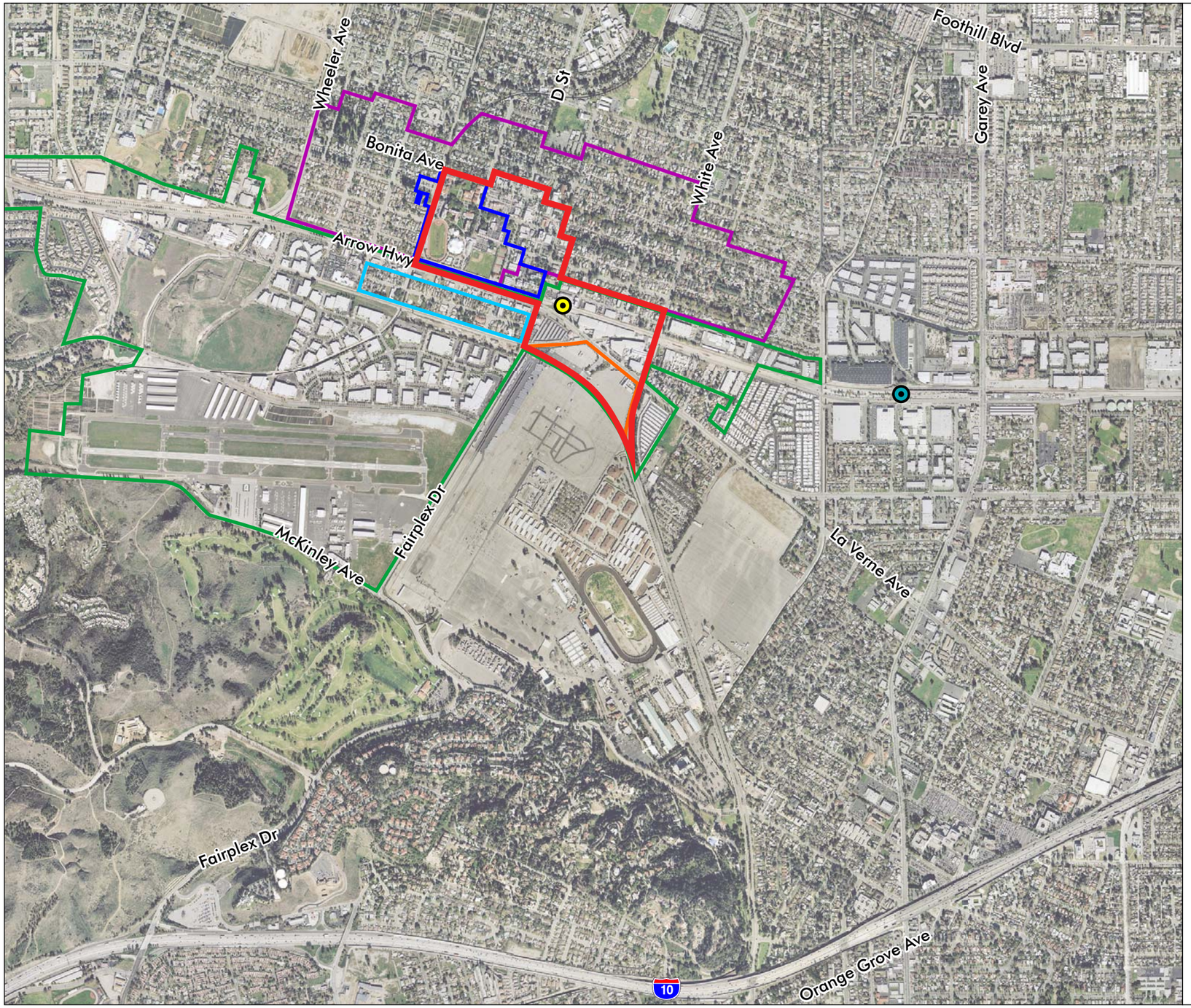
0 350 1,000 2,000 3,000 Feet

100 Acres

10 Acres

Old Town La Verne Specific Plan

FIGURE 2.3: EXISTING PLANS CONTEXT



- Specific Plan Area
- Lordsburg Specific Plan
- Arrow Corridor Specific Plan
- University of La Verne Campus Master Plan
- Fairplex Planning Area within City of La Verne
- Walnut Specific Plan
- La Verne Gold Line Station
- Pomona Metrolink Station

Walking Time 5 minutes 10 minutes 15 minutes

0 1,200’ 2,400’ 3,600’

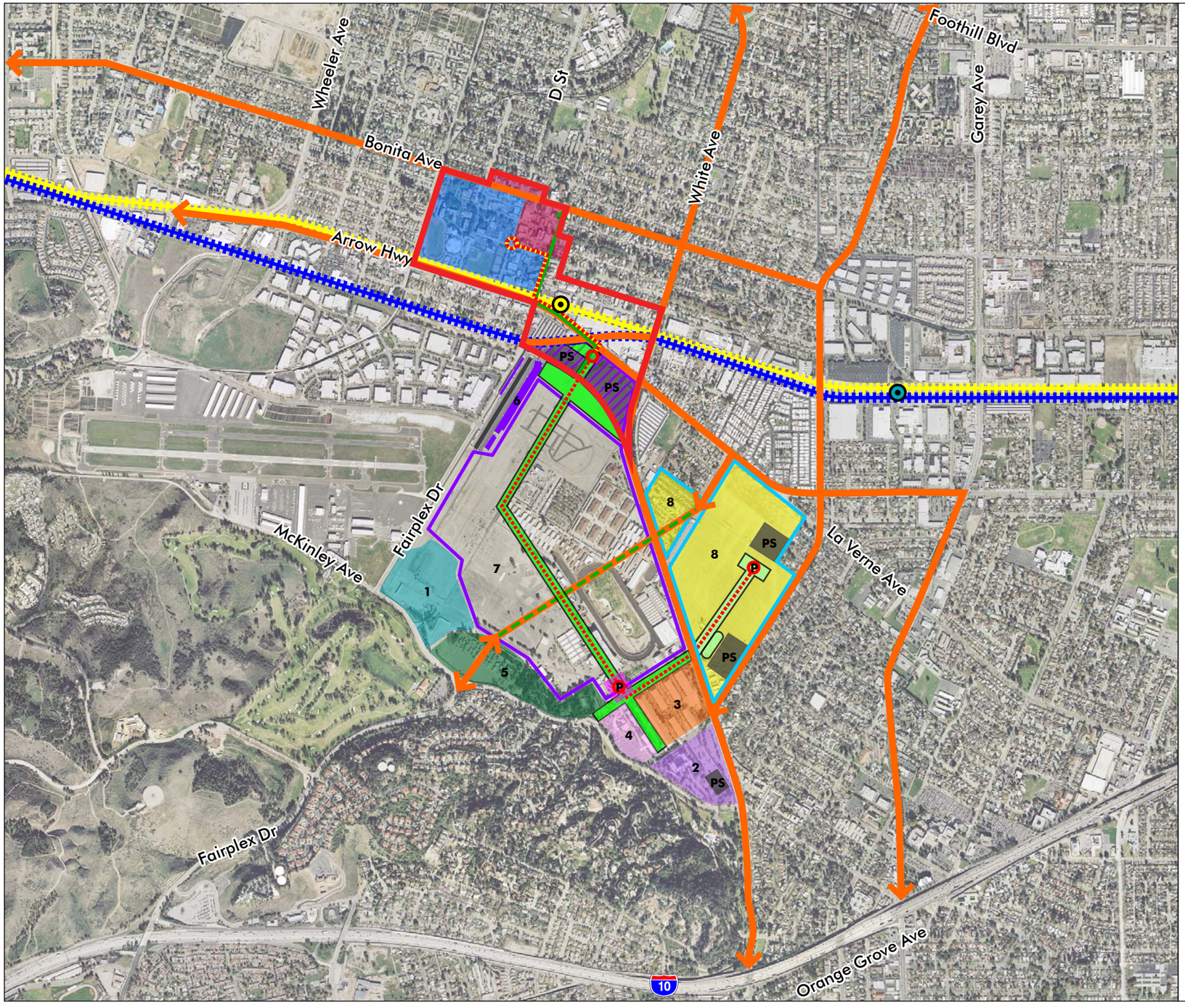
0 350 1,000 2,000 3,000 Feet

100 Acres

10 Acres

Old Town La Verne Specific Plan

FIGURE 2.4: FAIRPLEX PLANNING CONTEXT



- Specific Plan Area
- Fairplex TOD Site

FRAMEWORK LAND USES/ACTIVITIES

- 1 Fair Operations, Administration, Child Care
- 2 Hotel and Conference
- 3 Exhibition and Conference Space
- 4 Railroad Museum
- 5 South Park (including School, Restaurant and Farm Store)
- 6 National Hot Rod Association Drag Strip & Museum/Offices
- 7 Area for Potential Expanded Racetrack and/or Multi-Use Stadium
- 8 Area for Potential Retail and Entertainment Center
- Fairplex Promenade - Pedestrian/Bicycle/Tram Connection to TOD and North Park
- Backbone Pedestrian Open Space Connection to Retail/Entertainment Development Potential
- PS Parking Structures
- P Plaza Components of Backbone Circulation/Opean Space Network
- Tram with Stops and Turnarounds
- Potential Tram Extension to Old Town and University of La Verne
- Freeway Connector Street
- Potential New Access Road
- Gold Line
- Metrolink
- University of La Verne
- Old Town La Verne
- La Verne Gold Line Station
- Pomona Metrolink Station

Walking Time 5 minutes 10 minutes 15 minutes

0 1,200' 2,400' 3,600'

0 350 1,000 2,000 3,000 Feet

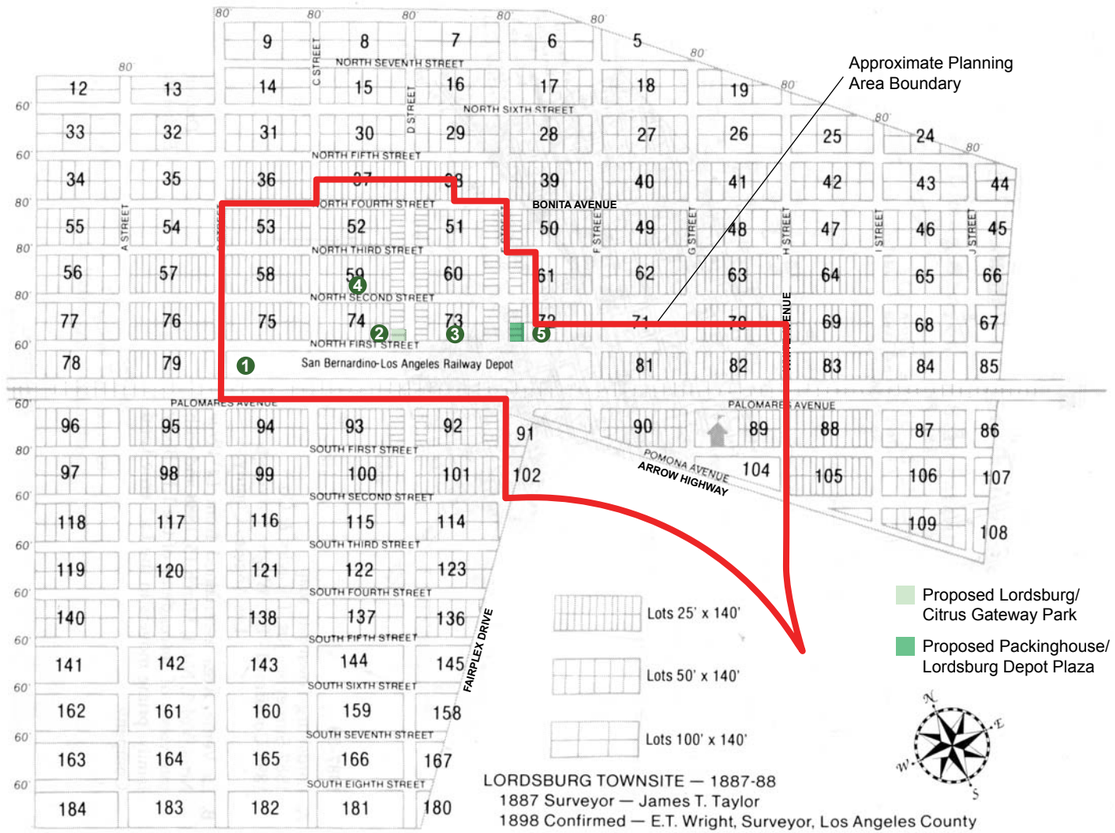
100 Acres

10 Acres

FIGURE 2.5: HISTORIC CONTEXT

1887-88
Original Townsites of
La Verne (A) and Lordsburg (B)

Drawing by
Evelyn Hollinger



LORDSBURG TOWNSITE — 1887-88
1887 Surveyor — James T. Taylor
1898 Confirmed — E.T. Wright, Surveyor, Los Angeles County

1887-88
A. Lordsburg Town Site Map
1887 Surveyor - Jos. T. Taylor & Co.
1898 Confirmed - E.T. Wright, Surveyor,
Los Angeles County
B. La Verne Area ascertained from *La Verne News*, Vol. 1, No. 1, March 15, 1888 and with interviews of descendents of the L.H. Bixby family, prime movers in the La Verne Land Company.

Drawing by
Evelyn Hollinger

Orange Association Packing Houses North of First Street, 2009

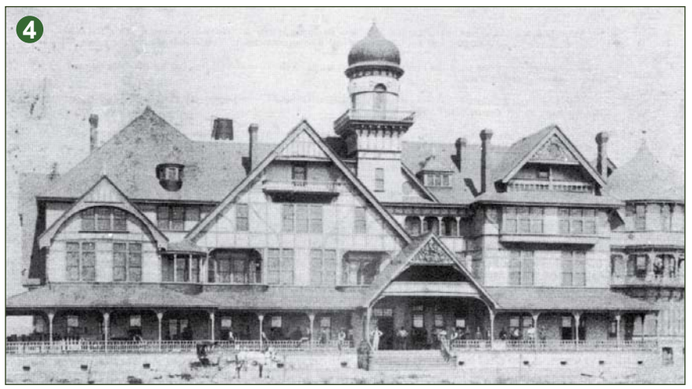
South of First Street, 2009

LORDSBURG SANTA FE RAILWAY STATION Station agent, John S. Brown, standing by palm tree in railway park, south side of First Street between D and E Streets. - Courtesy Ceil Jordan

Fruit Exchange Building, 2009

Lemon Association Packing House, 2009

1890's - Corner of Second and D Streets, showing W. G. Doughty General Store and Post Office - Courtesy Mrs. Ronald Williams



First known picture of Lordsburg Hotel taken in 1888. J. T. Lawrence, a resident since 1886 north of Foothill Boulevard, had saved this picture. His granddaughter, Mrs. Lucille Modgling, loaned it for copying.

3 VISION

The Vision for the Old Town La Verne Specific Plan was developed through an informed community discussion within the La Verne community. The vision for the Old Town La Verne Specific Plan was developed following the City of La Verne's Mission Statement including focusing on quality for all, being responsive to citizen needs and concerns, and meeting challenges collectively through sound leadership and teamwork.

This discussion began in 2004 through the La Verne Gold Line Station Feasibility Study, which was prepared by The Arroyo Group with funding from the City of La Verne, the University of La Verne, and the Los Angeles County Fairgrounds/ Fairplex. During this Study stakeholder meetings, public workshops, and tours were conducted to inform the community about the nature of transit-oriented development and to provide a forum for the community's decision to welcome or reject a Gold Line Station. In June of 2005, the City Council of the City of La Verne assessed the possibility of a station, considered three potential locations, and voted unanimously in favor of a Gold Line Station at the location identified in Figure 1.1.

Subsequent to this City Council action, the City of La Verne, with partial funding support by the Gold Line Authority and Caltrans, engaged The Arroyo Group to assist with preparation of a Design Framework Plan for Old Town La Verne. This dialogue included public workshops open to all members of the community, meetings with an Old Town La Verne Steering Committee appointed by the City Council, and working sessions with key stakeholders including the University of La Verne and the Los Angeles County Fairplex.

The Design Framework Plan defined planning and urban design concepts for how Old Town La Verne, the University of La Verne, the Fairplex, and the City of La Verne could benefit from planning for transit-oriented development that was sensitive to and complemented the rich cultural heritage of the Old Town area.

Key factors influencing the community's definition of a Vision included appreciation of the history of La Verne embodied in the Old Town area, a desire to facilitate appropriate expansion of the University of La Verne, an appreciation for potentials related to the Los Angeles County Fairplex, and new accessibility being provided by the extension of the Gold Line.

The community participation process led to the following Vision for the Old Town La Verne Specific Plan.

3.1 Vision

(1) Preserve the historic and unique character of Old Town related to both the Lordsburg railroad era history and La Verne's citrus heritage.
(2) Enable appropriate expansion of the University of La Verne.
(3) Create transit-oriented development near the new Gold Line Station.
(4) Eliminate blight and enhance La Verne's economic base.
(5) Provide affordable housing for La Verne's varied income groups.
(6) Create an attractive environment for pedestrians, bicyclists, Gold Line riders, and local transit users.
(7) Encourage sustainable development.

The next section of the Specific Plan describes the Urban Design Framework to achieve the Vision.

Steering Committee Meeting to provide inputs to the Design Framework Plan


Steering Committee Tour of Transit-Oriented Development in South Pasadena


Steering Committee Tour of Transit-Oriented Development in Pasadena

4 URBAN DESIGN FRAMEWORK

This chapter describes the Urban Design Framework for the Old Town La Verne Specific Plan and contains the following sections:

4.1 Urban Design Concept

The Urban Design Concept for the Old Town La Verne Specific Plan is illustrated in Figure 4.1. This concept provides the rationale and framework for the detailing of the Land Use, Circulation and Parking, and Open Space and Streetscape Plans, which are discussed in subsequent chapters.

Due to its character, Old Town La Verne possesses unique potentials for becoming a vibrant and attractive pedestrian-oriented district. The potentials to achieve such a district are based on complementary land use activities, which can be connected with each other and the Gold Line Station by means of short walks. The structure of Land Use Sectors and connections between the sectors and the Gold Line Station are further described in the following sections.

4.2 Land Use Sectors and Key Connections

The Old Town La Verne Specific Plan incorporates the following Land Use Sectors, illustrated in Figure 4.1.

Historic Old Town Sector (1)

The Historic Old Town Sector includes key functions, structures, and fabric relating to the historic context described in Chapter 2. The key functions include the historic retail core located between Bonita Avenue and Third Street along D Street as well as a variety of uses including retail, office, residential, and institutional. This area includes a number of important historic structures including the landmark citrus structures related to La Verne's citrus heritage.

University of La Verne Sector (2)

The University of La Verne Sector includes a variety of educational structures and support facilities as well as significant green spaces.

Arrow Corridor/TOD Sector (3)

The Arrow Corridor/TOD Sector is a new transit-oriented development Sector located between E Street and White Avenue. Transit-oriented uses can include residential, office, retail, hotel, and cultural/institutional.

First Street Sector (4)

The First Street Sector will be a new residential Sector, which is within walking distance of the Gold Line Station, the University of La Verne, and the Los Angeles County Fairplex. This Sector also provides support to the retail functions of the Historic Old Town Sector.

Figure 4.1 illustrates the Primary and Secondary Walking Connectors between the four Land Use Sectors and with the Gold Line Station. The Primary Walking Connector is comprised of D Street and Arrow Highway. D Street is already the most significant pedestrian street in Old Town La Verne and Arrow Highway will be redesigned to become a pleasant pedestrian-oriented street while maintaining its traffic carrying function.

First Street, D Street, and Second Street provide secondary connections between the Land Use Sectors and to the Gold Line Station.

As illustrated in Figure 4.1, most walking trips between the Sectors and Old Town will be less than five minutes and the longest connection, from the Historic Old Town Sector to the Arrow Corridor/TOD Sector, is less than ten minutes.

4.3 Street Functions

Figure 4.2 illustrates the varied functions of the streets that serve the various Land Use Sectors. Each of the streets has multiple and different functions including:

- **Primary Pedestrian Connectors** provide the principal pedestrian pathways between the Land Use Sectors and are characterized by continuous retail frontages and high levels of pedestrian amenities.
- **Secondary Pedestrian Connectors** provide lower levels of pedestrian amenities.
- **Low and Medium Speed Auto Carriers** provide automobile access between the Land Use Sectors.
- **Primary Bikeways** provide the principal bicycle pathways between Land Use Sectors and are characterized by separated bicycle rights-of-ways (Class I) or signed bicycle streets (Class II) and bicycle amenities.
- **Secondary Bikeways** are on-street and unsigned.
- **Low Speed Local Transit Carriers** provide local public transportation connections with the Gold Line Station and between Land Use Sectors.
- **Destination Places** provide the special character of a street due to their land use functions, high levels of pedestrian amenities, distinguished architecture, and/or unique history.

Following is a description of the multiple and differing functions of each street in the Specific Plan area:

D Street

D Street serves as a *Primary Pedestrian Connector* serving the Historic Core of Old Town and connecting the Historic Core with the University of La Verne and First Street. D Street also serves as a *Low Speed Auto Carrier,* which dead ends into Arrow Highway to the south and connects with Foothill Boulevard to the north. Due to its connector functions and its historic character, D Street is also a *Destination Place* within La Verne.

First Street

First Street serves as a *Primary Pedestrian Connector* with the existing Packing Houses and future residential area and the connection to the University of La Verne and D Street. First Street serves as a *Low Speed Auto Carrier* which dead ends into White Avenue on the east and the University of La Verne on the west. First Street also serves as a *Secondary Bikeway* between White Avenue and D Street. With First Street providing important pedestrian and bicycle connections to both the University of La Verne and the Historic Retail Core and lined with citrus heritage packing houses, it also becomes a *Destination Place.*

Arrow Highway

Arrow Highway will be reconfigured to change its current, singular function of carrying automobile traffic, to a multiple function street as follows:

- Arrow Highway will be reconfigured to provide wide pedestrian sidewalks on both sides to become a *Primary Pedestrian Connector* to the Gold Line Station and D and E Streets. Arrow Highway will also become a *Primary Bikeway* to the Gold Line Station, to the University of La Verne, and to the Historic Core by means of a separated Class I bikeway on the south side between White Avenue and E Street.

- Arrow Highway will be a *Medium Speed Auto Carrier* connecting with the 57 Freeway to the west and will be a *Local Transit Carrier*, which connects with the Gold Line Station, Fairplex, the University of La Verne, and Historic Core.

E Street

E Street will be a *Primary Bikeway* connecting to the Gold Line Station and to the Arrow Highway bikeway. It will also be a *Low Speed Auto Carrier* and *Local Transit Carrier* connecting with Arrow Highway and the Gold Line Station.

Second/Third/C Streets Loop

This Loop connects with both D and E Streets to provide a *Primary Pedestrian Connector*, *Secondary Bikeway,* and *Low Speed Local Transit Carrier* by means of its interface with both D and E Streets.

Bonita Avenue

Bonita Avenue will continue its function as a *Medium Speed Auto Carrier*. In addition, it will become a *Primary Pedestrian Connector* where it fronts on new retail uses and a *Secondary Pedestrian Connector* along the edge of the University of La Verne.

As illustrated in Figure 4.2, Bonita Avenue, D Street, First Street, and Arrow Highway form a Z shaped connection between streets that are currently or will become *Destination Places*. B Street and White Avenue serve as edges to the Specific Plan areas.

4.4 Gateways and Focal Points

Figure 4.3 illustrates the Gateways to and Focal Points within the Land Use Sectors of Old Town La Verne.

Streetscape Gateways

The Streetscape Gateways introduce drivers, pedestrians, bicyclists, and local transit riders to Old Town La Verne and the various Land Use Sectors. These Gateways will be notable by their special landscaping, lighting, pavement treatments, signage, and, in some instances, public art.

Open Space Focal Points

The Open Space Focal Points provide passive spaces for sitting, eating, people watching, and reflection within the overall fabric of Old Town La Verne. A number of the Open Space Focal Points provide enhanced settings for existing Historic Structures or Historic Buildings Fabric. Other Open Space Focal Points enhance the setting for new Mixed-Use Structures. These include:

1. Existing Lordsburg Town Site Park – enhances a Streetscape Gateway and provides a Focal Point for the existing Historic Building
2. New Cactus Garden Park – is to be integrated with a new privately developed structure
3. Existing Library/Sneaky Park – on the University of La Verne Campus
4. Existing Mainiero Square – enhances the setting for a new Mixed-Use Structure
5. New Citrus Gateway Park – which enhances the setting for the historic Fruit Exchange Building
6. New Arts Plaza – enhances the setting for the historic Lemon Association Packing House, which houses the Art and Communications department of the University of La Verne
7. New Packing House Plaza – enhances the setting for the historic Orange Association Packing Houses and a new Mixed-Use Structure
8. New Fairplex/TOD/Goldline Plaza – enhances the setting for the Gold Line Station and new Mixed-Use Structures

PROPOSED LORDSBURG/CITRUS GATEWAY PARK AT FIRST AND D STREET

4.5 Block Types and Alleys

Figure 4.4 illustrates the Block Types contained within the Specific Plan area. These Block Types and their significance are as follows:

Historic Grid Blocks

The Historic Grid Blocks were laid out in the 1800's as part of the Lordsburg Townsite Plan. These blocks, which generally measure approximately 140 feet in their east-west axes and 80 feet in their north-south axis, are major features of Old Town La Verne's small-town, pedestrian-oriented feel. With a land area of approximately 3 acres per block and the modest dimensions noted, these blocks have and will continue to provide appropriate settings for smaller-scale development.

University of La Verne Superblock

The University of La Verne has closed several streets of the Historic Lordsburg Townsite Plan to create a Superblock which has enabled the University of La Verne to accommodate larger functions such as sports fields. The interface between the Historic Grid Blocks and the University of La Verne Superblock along D Street is an important urban design relationship within this Specific Plan area.

Triangular and Trapezoidal Superblocks

When Pomona Avenue became Arrow Highway and the Santa Fe Railroad added another line to the south, large triangular and trapezoidal blocks were superimposed over the Historic Grid of the Lordsburg Townsite Plan. Presently these blocks are appropriate for larger-scale development because they have both Gold Line and Metrolink access, are divided from Historic Grid Blocks and residential neighborhoods to the north of the railroads, and are bounded on the south by the Fairplex.

Alleys

Figure 4.4 also illustrates the Block Types and Alleys within and contiguous with the Specific Plan area. The alleys serve three significant functions that contribute to the usability and enjoyment of Old Town.

First, the alleys create subdivisions of property with the Historic Grid Blocks. This allows for the finer grain of development that contributes to the charm and character of Old Town. Second, the alleys provide off-street service access to many properties in Old Town thus enabling the streets to better perform their traffic carrying and pedestrian connecting functions. Third, the alleys provide an alternative set of pedestrian pathways between the Land Use Sectors of Old Town. The combination of alleys with the streets defining the Historic Grid Blocks creates a variety of ways to move around in Old Town and contribute potentials for a varied pedestrian experience.

4.6 Community Image

Figure 4.5 presents an interpretative illustration of how implementation of the Specific Plan could appear within the contextual factors described in Chapter 2 and the conceptual components described in this chapter.

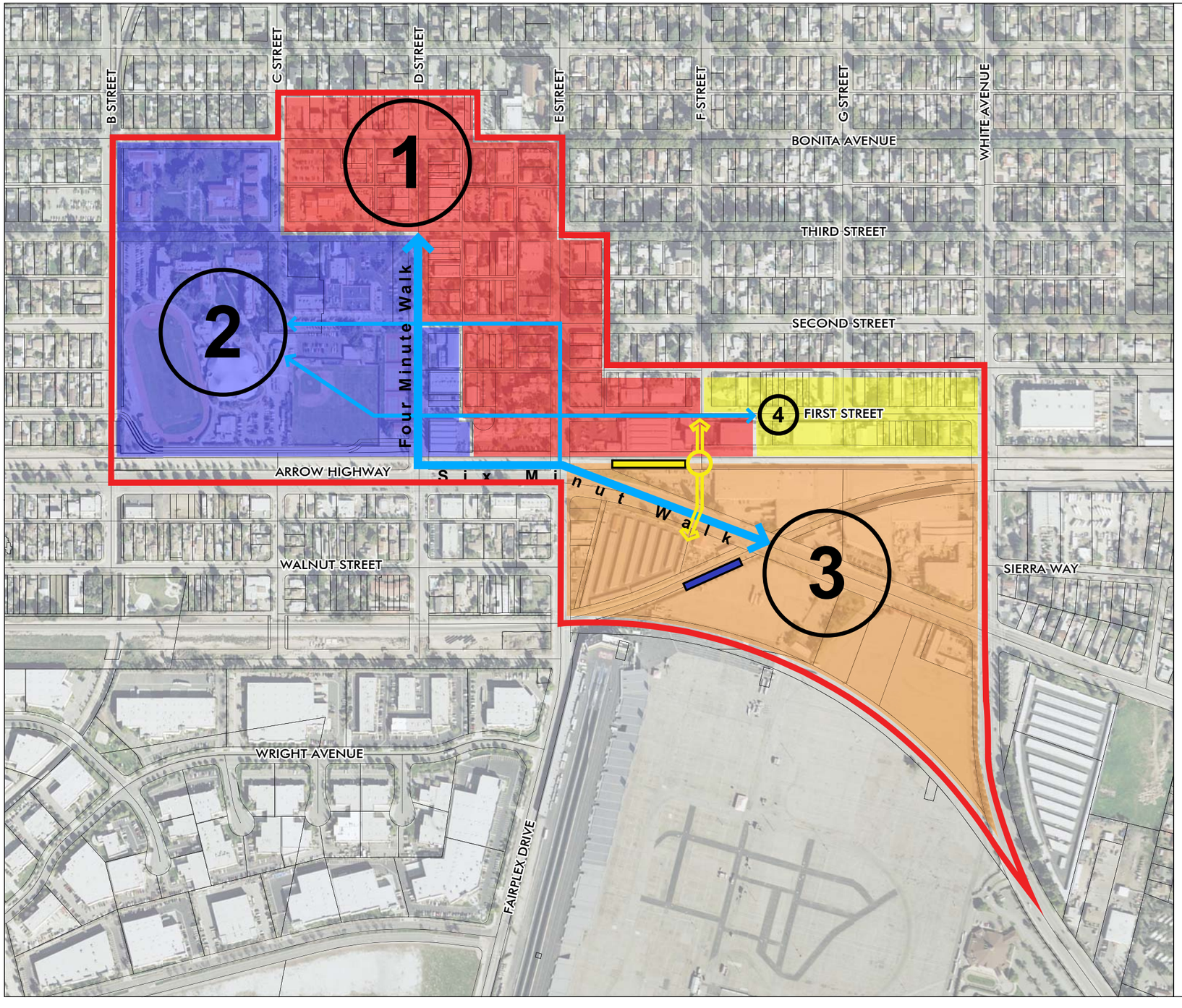
4.7 Sustainability Elements

The sustainable elements in the Specific Plan promotes a vibrant and attractive pedestrian-oriented district by encouraging internal connectivity within the community and multimodal transportation. In accordance with LEED-ND (LEED Neighborhood Development) guidelines, the majority of new dwelling units will be located within a 1/4 mile walking distance of a variety of uses such as local businesses and parks. Additionally, at least 90% of the Specific Plan area is within a 1/4 mile walking distance to a park or plaza.

To increase internal connectivity and encourage public health through daily activity, a portion of First Street is proposed to be closed to vehicles. Implementing these sustainable measures will encourage a pedestrian-oriented district, which will benefit public health and the community.

Old Town La Verne Specific Plan

FIGURE 4.1: URBAN DESIGN CONCEPT



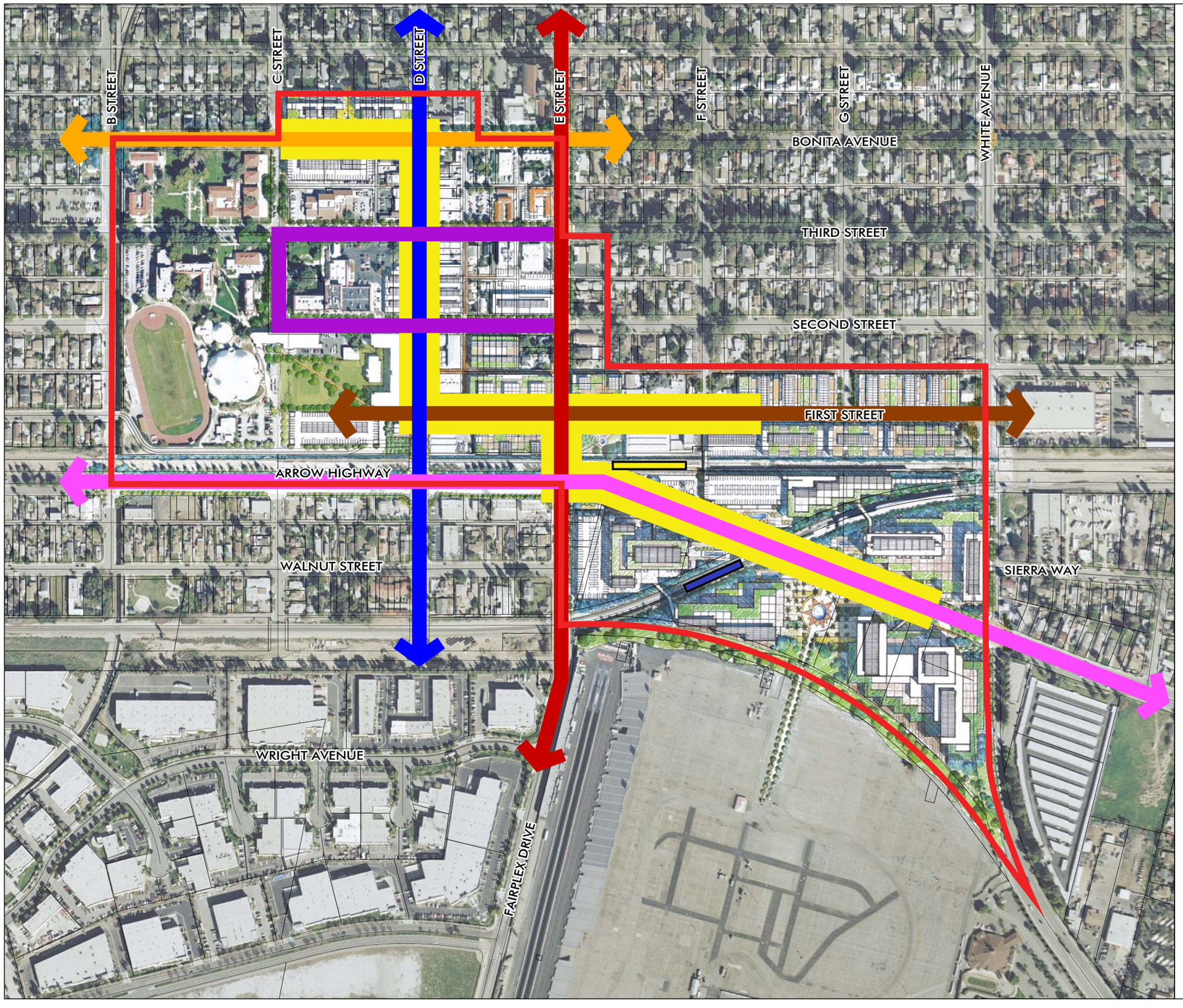
- Specific Plan Area
- (1) Land Use Sector Focal Points
  - 1. Historic Old Town Sector
  - 2. University of La Verne Sector
  - 3. Arrow Corridor / TOD Sector
  - 4. First Street Sector
- Primary Walking Connection
- Secondary Walking Connection
- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)
- Pedestrian Bridges

5 minute walk (1,200')

0 120 250 500 750 1,000 Feet

10 Acres

1 Acre



Old Town La Verne Specific Plan

FIGURE 4.2: STREET FUNCTIONS

Specific Plan Area

D STREET
- Primary Pedestrian Connector
- Auto Carrier
- Destination Place

E STREET
- Primary Bikeway
- Secondary Pedestrian Connector
- Auto and Local Transit Carrier

ARROW HIGHWAY
- Primary Pedestrian Connector
- Primary Bikeway
- Auto and Local Transit Carrier

SECOND / THIRD / C STREETS (LOOP)
- Primary Pedestrian Connector
- Secondary Bikeway
- Local Transit Carrier
- Campus Maintenance & Security Vehicles

FIRST STREET
- Primary Pedestrian Connector
- Auto Carrier
- Secondary Bikeway
- Destination Place

BONITA AVENUE
- Auto Carrier
- Primary and Secondary Pedestrian Connector
- Destination Place

Streets functioning as Destination Places

Gold Line Station Platform

Metrolink Station Platform
(currently Metrolink stops only during the LA County Fair)

5 minute walk (1,200')

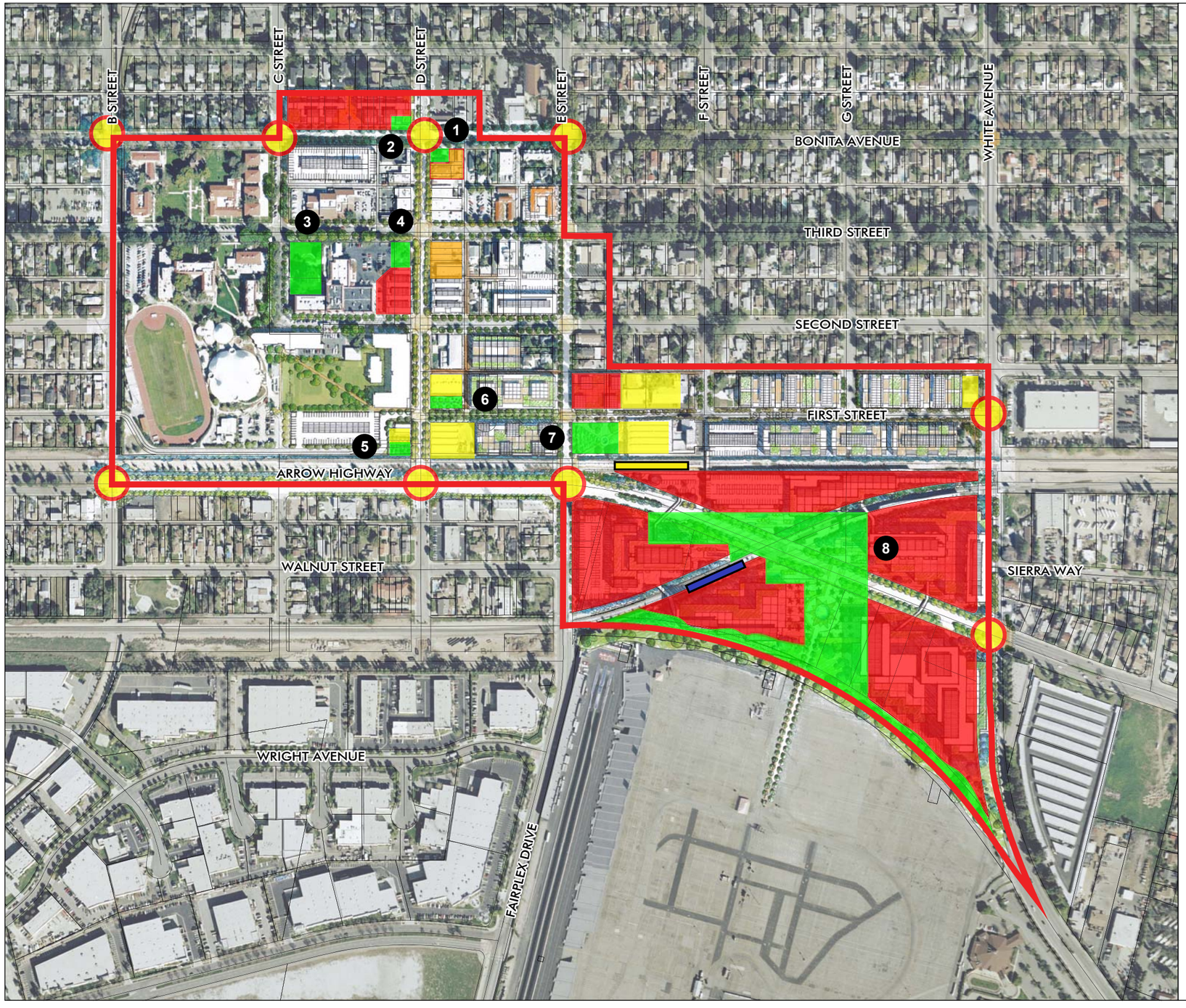
0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

Old Town La Verne Specific Plan

FIGURE 4.3: GATEWAYS AND FOCAL POINTS



- Specific Plan Area
- Streetscape Gateways
- Open Space Focal Points
  1. Transportation Plaza (Existing)
  2. Cactus Garden (New)
  3. Library / Sneaky Park (Existing)
  4. Mainiero Square (Existing)
  5. Citrus Gateway Park (New)
  6. Arts Plaza (New)
  7. Packing House Plaza (New)
  8. Fairplex / TOD / Gold Line Plaza (New)
- Historic Structures Adjacent to Open Space Focal Points and/or Gateways
- New Structures Adjacent to Open Space Focal Points and/or Gateways
- Historic Fabric Adjacent to Open Space Focal Points and/or Gateways
- Gold Line Station Platform
- Metrolink Station Platform (currently Metrolink stops only during the LA County Fair)

5 minute walk (1,200')

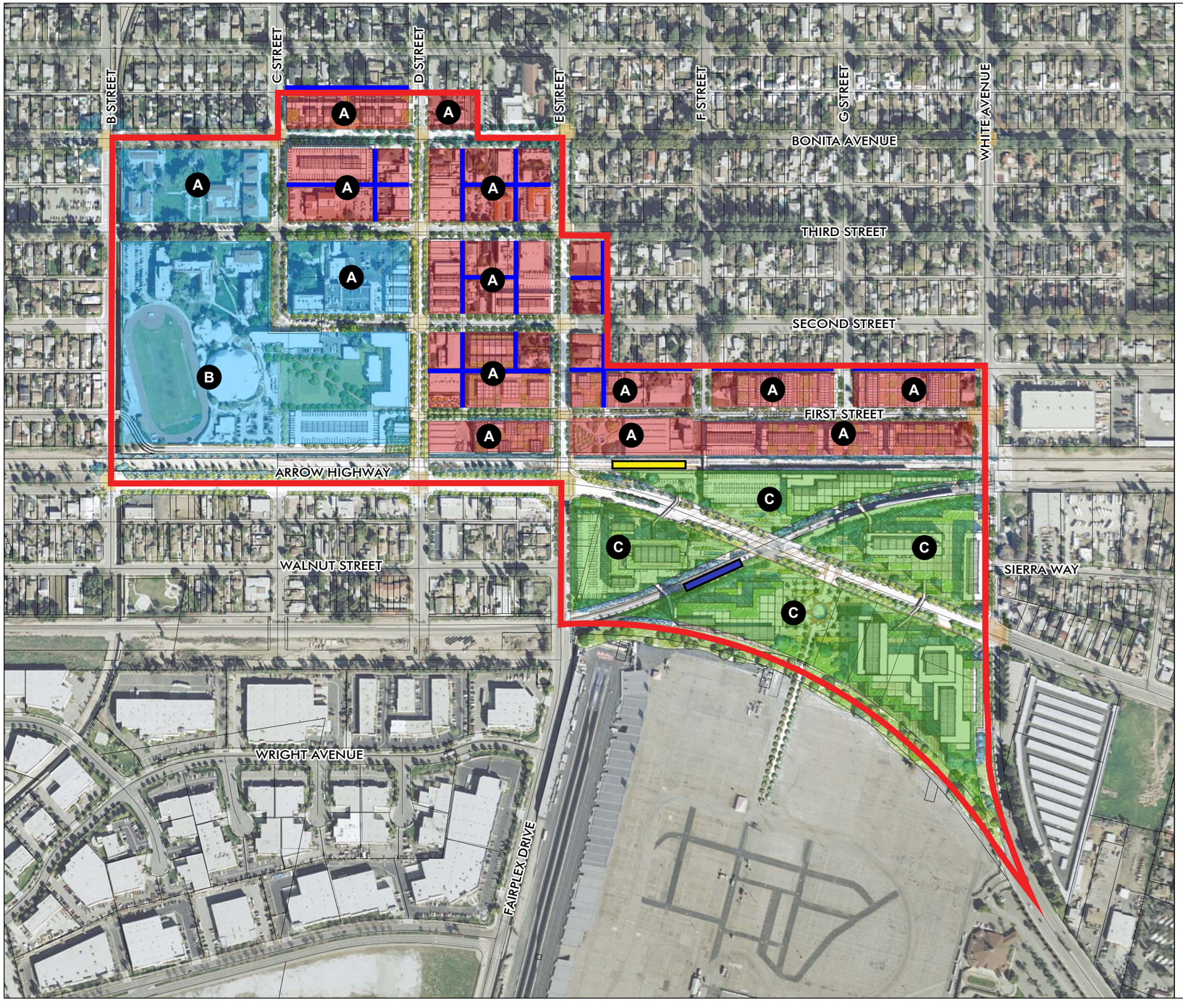
0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

Old Town La Verne Specific Plan

FIGURE 4.4: BLOCK TYPES AND ALLEYS



Specific Plan Area

A Historic Grid Blocks
Created by Lordsburg Townsite Plan of 1887

B University of La Verne Superblock
Created by closing streets of the Historic Grid

C Triangular and Trapezoidal Superblocks
Created by Arrow Highway and Santa Fe Railroad rights-of way

Alleys

Gold Line Station Platform

Metrolink Station Platform
(currently Metrolink stops only during the LA County Fair)

5 minute walk (1,200')

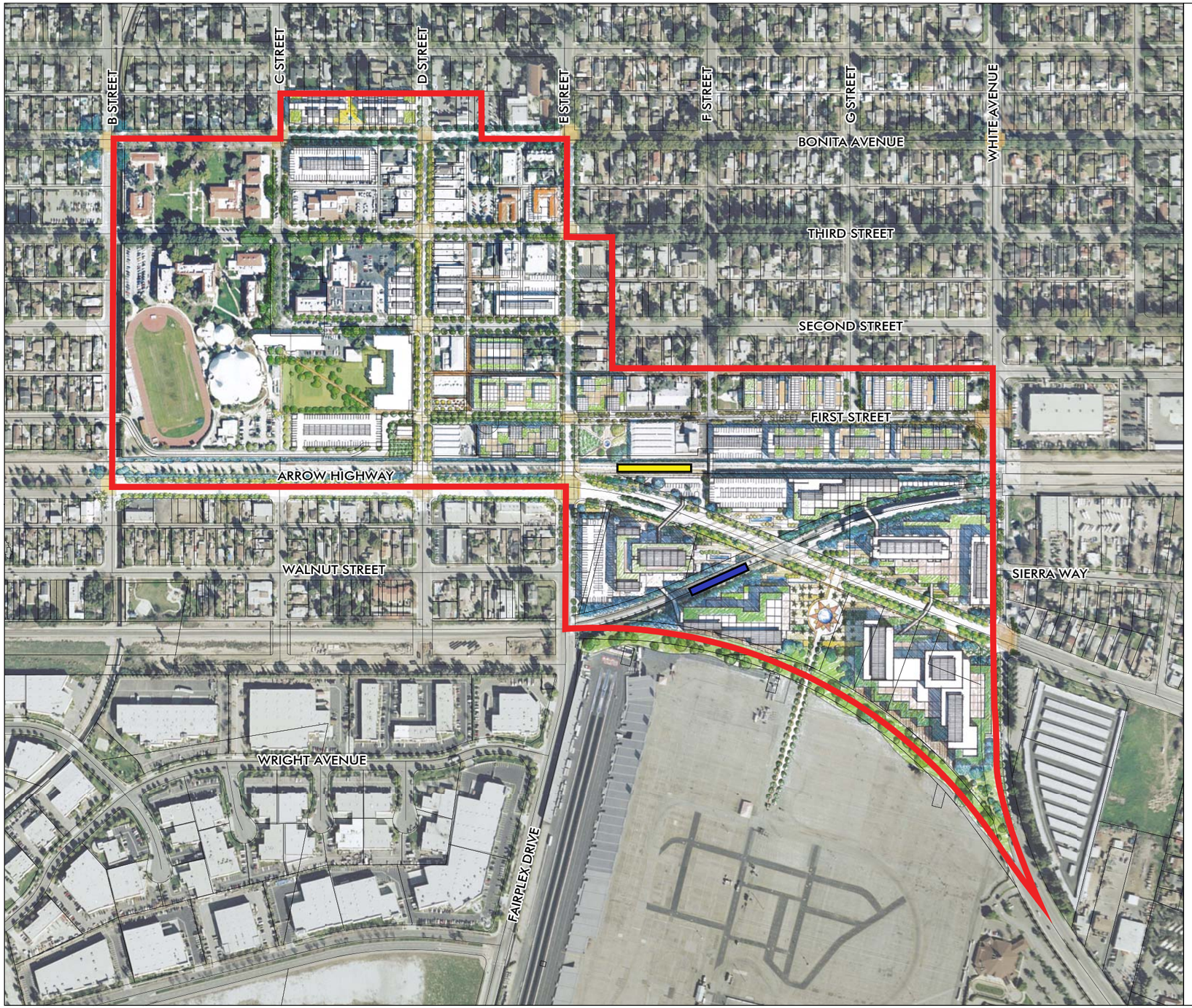
0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

Old Town La Verne Specific Plan

FIGURE 4.5: COMMUNITY IMAGE



- Specific Plan Area
- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)

5 minute walk (1,200')

0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

5 SUSTAINABILITY

This chapter describes the Specific Plan's sustainability approach and outlines the standards to achieve LEED for Neighborhood Development certification.

5.1 Preliminary LEED for Neighborhood Development Analysis

The Old Town La Verne Specific Plan is a well conceived and sustainable project with components that will potentially have substantial environmental and social benefits for the immediate neighborhood, the City, the University of La Verne, and the surrounding region. By locating jobs, residences, and transit centers proximate to each other, La Verne can limit automobile trips and the associated greenhouse gas emissions. Mixed-use development and carefully designed streetscapes can encourage walking, bicycling, public transportation, and civic engagement.

By encouraging green neighborhood development, La Verne can preserve its open space, historical, and natural resources. Green neighborhood development will benefit the City and individuals by enhancing the character of Old Town La Verne, improving public health, and enabling a variety of residents to participate in the community.

LEED for Neighborhood Development
Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) Rating System is a set of standards for certifying and planning the development of neighborhoods. The rating system serves as an incentive to promote healthful, durable, affordable, and environmentally sound practices in building design and construction. The rating system is designed for planning and development of existing and new green neighborhoods, including infill sites
and new developments proximate to diverse uses or adjacent to connected and previously developed land.

Furthermore, developments that are well served by transit, such as the Gold Line, can create mixed-use, walkable developments with the potential to decrease residents' and workers' dependence on automobiles.

The rating system evaluates development projects based on smart location and linkage (SLL), neighborhood pattern and design (NPD), green infrastructure and buildings (GIB), innovation and design process (IDP), and Regional Priority Credit (RPC).

Certification Process
LEED-ND projects must satisfy the prerequisites and qualify for a minimum number of points to attain the following project ratings:

Certified	40-49 points
Silver	50-59 points
Gold	60-79 points
Platinum	80 points and above

5.2 LEED for Neighborhood Development Credit Summaries

The following credit summaries are for reference only and indicate the credits available for this Specific Plan. Please refer to the most recently updated LEED Neighborhood Development Rating System published by the U.S. Green Building Council.

Category 1- Smart Location & Linkage
27 possible points

- Prereq 1 Smart Location (Required)
- Prereq 2 Imperiled Species and Ecological Communities (Required)
- Prereq 3 Wetland and Water Body Conservation (Required)
- Prereq 4 Agricultural Land Conservation (Required)
- Prereq 5 Floodplain Avoidance (Required)
- Credit 1 Preferred Locations (10)
- Credit 2 Brownfield Redevelopment (2)
- Credit 3 Locations with Reduced Automobile Dependence (7)
- Credit 4 Bicycle Network and Storage (1)
- Credit 5 Housing and Job Proximity (3)
- Credit 6 Steep Slope Protection (1)
- Credit 7 Site Design for Habitat or Wetland and Water Body Conservation (1)
- Credit 8 Restoration of Habitat or Wetland and Water Body Conservation (1)
- Credit 9 Long-Term Conservation Management of Habitat or Wetlands and Water Bodies (1)

Summary of Applicable Credits

Prereq 1 **Smart Location**
To encourage development within and near existing communities or public transportation infrastructure. Reduce vehicle trips and miles traveled and support walking as a transportation choice.

The Specific Plan promotes the use of public transportation and walking by locating development in an area that is served by existing and proposed infrastructure and by providing a variety of alternative transportation options.

Prereq 5 **Floodplain Avoidance**
To protect life and property, promote open space and habitat conservation, and embrace water quality and natural hydrological systems.

The Specific Plan promotes protecting life and property by locating developments in areas that do not contain any land within a 100-year high- or moderate-risk floodplain as defined by Federal Emergency Management Agency (FEMA) or a state or local management agency.

Credit 1 **Preferred Locations**
Encourage development within existing communities and developed places to reduce multiple environmental harms associated with sprawl. Conserve natural and financial resources required for construction and maintenance of infrastructure.

The Specific Plan promotes preferred locations by satisfying requirements of location type and connectivity. The Specific Plan area is located on previously developed sites, and includes infill developments on previously developed sites. Additionally, the Specific Plan area has existing connectivity (at least 200 intersections per square mile) within 1/2 mile of the Project Area boundary. (See Figures 1.1, 2.1, 2.3)

Credit 3 **Locations with Reduced Automobile Dependence**
To encourage development in locations shown to have multimodal transportation choices or otherwise reduced motor vehicle use, thereby reducing greenhouse gas emissions, air pollution, and other adverse environmental and public health effects associated with motor vehicle use.

The Specific Plan reduces automobile dependence by locating developments such that at least 50% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile walk distance of bus or streetcar stops, or within a 1/2-mile walk distance of bus rapid transit stops, light or heavy rail stations. (See Figures 6.2, 6.3)

Credit 4 **Bicycle Network and Storage**
To promote bicycling and transportation efficiency, including reduced vehicle miles traveled (VMT). To support public health by encouraging utilitarian and recreational physical activity.

The Specific Plan promotes bicycling and transportation efficiency by meeting requirements outlined by LEED-ND Rating System. An extensive bicycle network of Class I and Class III bikeways is provided. Bicycle storage is provided at the Gold Line Station and University of La Verne, as well as for multi-unit residential projects, new retail developments, and nonresidential uses including office buildilngs. (See Figure 6.2)

Credit 5 **Housing and Job Proximity**
To encourage balanced communities with a diversity of uses and employment opportunities.

The Specific Plan promotes a balanced community by satisfying various requirements such as including developments with affordable residential components, locating residential developments close to job centers, and designing infill projects near existing rail transit and existing residential units. (See Figure 4.1)

Category 2- Neighborhood Pattern & Design

44 possible points

- Prereq 1 Walkable Streets (Required)
- Prereq 2 Compact Development (Required)
- Prereq 3 Connected and Open Community (Required)
- Credit 1 Walkable Streets (12)
- Credit 2 Compact Development (6)
- Credit 3 Mixed-Use Neighborhood Centers (4)
- Credit 4 Mixed-Income Diverse Communities (7)
- Credit 5 Reduced Parking Footprint (1)
- Credit 6 Street Network (2)
- Credit 7 Transit Facilities (1)
- Credit 8 Transportation Demand Management (2)
- Credit 9 Access to Civic and Public Spaces (1)
- Credit 10 Access to Recreation Facilities (1)
- Credit 11 Visitability and Universal Design (1)
- Credit 12 Community Outreach and Involvement (2)
- Credit 13 Local Food Production (1)
- Credit 14 Tree-Lined and Shaded Streets (2)
- Credit 15 Neighborhood Schools (1)

Summary of Applicable Credits

Prereq 1 **Walkable Streets**
To promote transportation efficiency, including reduced vehicle miles travels (VMT). To promote walking by providing safe, appealing, and comfortable street environments that support public health by reducing pedestrian injuries and encouraging daily physical activity.

The Specific Plan promotes transportation efficiency by designing the entries of buildings to face public spaces including parks and plazas. The Specific Plan creates new street frontage within and bordering the Specific Plan area with a minimum building- height-to-street width ratio of 1:3, designing continuous sidewalks for walking on both sides of 90% of streets. (See Figures 6.2, 7.1)

Prereq 2 **Compact Development**
To conserve land and promote livability, walkability, and transportation efficiency, including reduced vehicle miles traveled (VMT). To leverage and support transit investments. To reduce public health risks by encouraging daily physical activity associated with walking and bicycling.

The Specific Plan promotes livability, walkability, and transportation efficiency by building developments at the densities specified by the LEED-ND Rating System. (See Figure 9.1)

Prereq 3 **Connected and Open Community**
To promote projects that have high levels of internal connectivity and are well connected to the community at large. To encourage development within existing communities that promote transportation efficiency through multimodal transportation. To improve public health by encouraging daily physical activity.

The Specific Plan promotes internal connectivity by including at least 140 intersections per square mile in the Specific Plan area. The Specific Plan also proposes a non motorized portion of First Street. (See Figure 4.3)

Credit 3 **Mixed-Use Neighborhood Centers**
To cluster land uses in accessible neighborhood and regional centers to encourage daily walking, biking, and transit use, reduce VMT and automobile dependence, and support car-free living.

The Specific Plan promotes accessible neighborhoods by locating developments such that 50% of the dwelling units are within 1/4-mile walking distance of the number of diverse uses set forth by the LEED-ND Rating System. (See Figure 9.1)

Credit 4 **Mixed-Income Diverse Communities**
To promote socially equitable and engaging communities by enabling residents from a wide range of economic levels, household sizes, and age groups to live in a community.

The Specific Plan promotes a socially equitable community by providing a variety of housing sizes and types in the Specific Plan area. Other options include providing affordable housing and mixed income diverse communities within the Specific Plan area. (See Figures 4.1, 8.5)

Credit 5 **Reduced Parking Footprint**
To design parking to increase the pedestrian-orientation of projects and minimize the adverse environmental effects of parking facilities. To reduce public health risk by encouraging daily physical activity associated with walking and bicycling.

The Specific Plan promotes pedestrian-orientation of projects by providing reduced parking requirements for commercial and mixed-use developments in shared structures. Also, with the goal of locating all new off-street surface parking for residential units at the side or rear of buildings, and by leaving building frontages facing street and free of surface parking lots. (See Figure 6.1)

Credit 6 **Street Network**
To promote projects that have high levels of internal connectivity and are well connected to the community at large. To encourage development within existing communities, thereby conserving land and promoting multimodal transportation. To improve public health by encouraging daily physical activity and reducing the negative effects of motor vehicle emissions.

The Specific Plan promotes internal connectivity by designing through-street and/or non- motorized right-of-way intersections or terminates at the Project Area boundary at least every 400 feet or at existing abutting street intervals and intersections. (See Figure 4.2)

Credit 7 **Transit Facilities**
To encourage transit use and reduce driving by providing safe, convenient, and comfortable transit waiting areas and safe and secure bicycle storage facility for transit users.

The Specific Plan promotes transit use by clearly identifying the entry to the Gold Line Station. Transit agency-approved shelters and bicycle racks will be installed early in the implementation process. (See Figure 6.3)

Credit 8 **Transportation Demand Management**
To reduce energy consumption, pollution from motor vehicles, and adverse public health effects by encouraging mutimodal travel.

The Specific Plan promotes reduction of energy consumption by implementing at least two options implemented below (see LEED-ND Rating System for details):
Option 1: Transportation Demand Management (TDM) (implement comprehensive program) is recommended in Chapter 6.
Option 2: Developer-Sponsored Transit is recommended in Chapter 8.

Credit 9 **Access to Civic and Public Spaces**
To improve physical and mental health and social capital by providing a variety of open spaces close to work and home to facilitate social networking, civic engagement, physical activity, and time spent outdoors.

The Specific Plan promotes health by providing civic or passive-use space, such as plazas or parks of at least 1/6 acre within a 1/4-mile walking distance of 90% of the planned and existing dwelling units and entrances to nonresidential uses. (See Figure 7.1)

Credit 11 **Visitability and Universal Design**
To enable the widest spectrum of people, regardless of age or ability, to more easily participate in community life by increasing the proportion of areas usable by people of diverse abilities.

The Specific Plan promotes reasonable accommodation accessibility by adhering to Fair Housing and ADA standards. (See Figure 8.4)

Credit 12 **Community Outreach and Involvement**
To encourage responsiveness to community needs by involving the people who live or work in the community in project design and planning and in decisions about how it should be improved or how it should change over time.

The Specific Plan has engaged the public throughout the process of preparing and adopting the Specific Plan by holding extensive public meetings. (See Chapter 3)

Credit 13 **Local Food Production**
To promote community-based food production, improve nutrition through increase access to fresh produce, support preservation of small farms producing a wide variety of crops, reduce the negative environmental effects of large-scale industrialized agriculture, and support local economic development that increase the economic value and production of farmlands and community gardens.

The Specific Plan promotes community-based food production by allowing the growing of produce as a permitted use in the Specific Plan area. Additionally, growing produce will not be restricted from greenhouses, any portion of residential front, rear, or side yards; or balconies, patios, or rooftops. The plan also provides locations for farmer's market(s).

Credit 14 **Tree-Lined and Shaded Streets**
To encourage walking, bicycling, and transit use and discourage excessive motoring speeds. To reduce urban heat island effects, improve air quality, increase evapotranspiration, and reduce cooling loads in buildings.

The Specific Plan promotes alternative, non-automobile transportation by implementing landscaping that includes tree-lined and shaded streets. (See Figures 7.2-7.12)

Category 3- Green Infrastructure and Buildings
29 possible points

- Prereq 1 Certified Green Building (Required)
- Prereq 2 Minimum Building Energy Efficiency (Required)
- Prereq 3 Minimum Building Water Efficiency (Required)
- Prereq 4 Construction Activity Pollution Prevention (Required)
- Credit 1 Certified Green Buildings (5)
- Credit 2 Building Energy Efficiency (2)
- Credit 3 Building Water Efficiency (1)
- Credit 4 Water-Efficient Landscaping (1)
- Credit 5 Existing Building Reuse (1)
- Credit 6 Historic Resource Preservation and Adaptive Use (1)
- Credit 7 Minimized Site Disturbance in Design and Construction (1)
- Credit 8 Stormwater Management (4)
- Credit 9 Heat Island Reduction (1)
- Credit 10 Solar Orientation (1)
- Credit 11 On-Site Renewable Energy Sources (3)
- Credit 12 District Heating and Cooling (2)
- Credit 13 Infrastructure Energy Efficient (1)
- Credit 14 Wastewater Management (2)
- Credit 15 Recycled Content in Infrastructure (1)
- Credit 16 Solid Waste Management Infrastructure (1)
- Credit 17 Light Pollution Reduction (1)

Summary of Applicable Credits

Prereq 4 **Construction Activity Pollution Prevention**
To reduce pollution from construction activities by controlling soil erosion, waterway sedimentation, and airborne dust generation.

The Specific Plan and its associated Program EIR will reduce pollution by implementing an erosion and sedimentation control plan for all new construction activities.

Credit 4 **Water-Efficient Landscaping**
To limit or eliminate the use of potable water and other natural surface or subsurface water resources on sites in the Specific Plan areas for landscape irrigation.

The Specific Plan encourages a reduction of water usage by limiting landscape irrigation when possible. Additionally, the landscape concept utilizes drought-tolerant plant species, irrigation efficiency, and nonpotable water sources. (See Figure 7.2)

Credit 5 **Existing Building Reuse**
To extend the life cycle of existing building stock to conserve resources, reduce waste, and reduce adverse environmental effects of new buildings related to materials manufacturing and transport.

The Specific Plan promotes existing building reuse by not demolishing any historic buildings, or portions thereof. Also, the existing habitable

building stock will be reused to meet the benchmarks set by LEED-ND. (See Figure 9.7)

Credit 6 **Historic Resource Preservation and Adaptive Use**
To encourage preservation and adaptive use of historic buildings and cultural landscapes that represent significant embodied energy and cultural value, in a manner that preserves historic materials and character-defining features.

The Specific Plan promotes preservation and adaptive use of historic buildings and cultural landscapes by not demolishing any of the historic buildings located in the Specific Plan area without approval by the appropriate review body. Additionally, rehabilitation of a historic buildings must be done in accordance with local review and/or federal standards, whichever is more restrictive. (See Figure 9.7)

Credit 7 **Minimized Site Disturbance in Design and Construction**
To preserve existing noninvasive trees, native plants, and pervious surfaces.

The Specific Plan promotes preserving existing noninvasive trees, native plants and pervious surfaces by utilizing native plants in the recommended landscape palette. Further requirements include not disturbing or developing a portion of the land that has not been previously developed in the Specific Plan area. (See Figure 7.12)

Credit 8 **Stormwater Management**
To reduce pollution and hydrologic instability from stormwater, reduce flooding, promote aquifer recharge, and improve water quality by emulating natural hydrologic conditions.

The Specific Plan promotes reduction of pollution and hydrologic instability by encouraging comprehensive stormwater management plans and guidelines for developments that retain on-site, through infiltration, and evapotranspiration.

Credit 9 **Heat Island Reduction**
To reduce heat island effect in order to minimize effects on the microclimate and human and wildlife habitat.

The Specific Plan promotes reduced heat island effect through various strategies including non-roof site hardscapes (including roads, sidewalks, courtyards, parkings lots, etc.) such as using alternative paving materials and providing shade from tree canopy (within ten years of landscape installation). (See Figures 7.1, 7.2, 9.14)

Credit 10 **Solar Orientation**
To encourage energy efficiency by creating optimum conditions for the use of passive and active solar strategies.

The Specific Plan encourages energy efficiency by promoting orientation of building along east-west axes for 75% of the square footage of developments in the Specific Plan. (See Figure 4.1)

Credit 11 **On-Site Renewable Energy Sources**
To encourage on-site renewable energy production to reduce the adverse environmental and economic effects associated with fossil fuel energy production and use.

The Specific Plan promotes renewable energy sources through incorporating on-site nonpolluting renewable energy generations such as solar, with a production capacity of at least 5% of the development's annual electrical and thermal energy cost (exclusive of existing buildings). (See Figure 9.14)

Credit 14 **Wastewater Management**
To reduce pollution from wastewater and encourage water reuse.

The Specific Plan promotes reducing wastewater and encourages water reuse by encouraging development to retain on-site at least 25% of the average annual wastewater generated by the project (exclusive of existing buildings), and reuse that wastewater to replace potable water.

Credit 15 **Recycled Content in Infrastructure**
To use recycled and reclaimed materials to reduce the adverse environmental effects of extracting and processing virgin materials.

The Specific Plan promotes the use of recycled and reclaimed materials by using recycled and reclaimed materials for the following items: roadways, parking lots, sidewalks, unit paving, curbs, water piping, and water retention tanks. (See Figures 7.1, 7.2)

Credit 16 **Solid Waste Management Infrastructure**
To reduce the volume of waste deposited in landfills. To promote the proper disposal of hazardous wastes.

The Specific Plan promotes waste reduction by providing recycling receptacles, a recycling station, and composting services for projects. Additionally, a construction waste management plan may be developed and implemented for each project.

Credit 17 **Light Pollution Reduction**
To minimize light trespass from development sites, reduce sky-glow to increase night sky access, improve nighttime visibility through glare reduction, and reduce adverse effects on wildlife environments.

The Specific Plan promotes minimized light trespass by requiring that at least 50% of the external luminaries in residential areas have fixture-integrated lighting controls that use motion sensors to reduce light levels by at least 50% when no activity has been detected for 15 minutes. Additionally, in all shared areas the exterior lighting will have sensors to detect when light is not required.

Category 4 - Innovation and Design Process
6 possible points

- Credit 1 Innovation and Exemplary Performance (1-5)
- Credit 2 LEED Accredited Professional (1)

Credit 1 **Innovation and Exemplary Performance (1-5)**
To encourage exemplary performance above the requirements set by the LEED-ND Rating System and/or innovative performance in green building, smart growth, or new urbanist categories not specifically addressed by the LEED-ND Rating System.

The Specific Plan exemplifies innovative performance by addressing principals of Smart Growth such as enhanced access to public transportation and walkable streets. Credit must be applied for in writing to LEED-ND.

Credit 2 **LEED Accredited Professional (1)**
To support the integrated planning and design required for a LEED-ND project and to streamline the application and certification process.

At least one principal member of the City Staff of the City of La Verne is a LEED Accredited Professional. The City encourages staff to become LEED Accredited.

Category 5 - Regional Priority Credit
4 possible points

- Credit 1 Public Transportation Access (1)
- Credit 2 Innovative Wastewater Technology (1)
- Credit 3 Waste Use Reduction (1)
- Credit 4 On-site Renewable Energy (1)

Credit 1 **Regional Priority (1-4)**
To encourage strategies that address geographically specific environmental, social equity, and public health priorities. The Specific Plan promotes regional priorities by adhering to requirements set forth by the LEED-ND Regional Priority Credits based on zip codes included in the Specific Plan area (see Figure 1.1).

5.3 Sustainability Approach

The Specific Plan's sustainability approach is guided by the LEED-ND Rating System. Sustainable practices such as drought tolerant and native plant landscaping, efficient low-flow irrigation systems, stormwater management, preservation of historic structures, green roof infrastructure, and production and use of renewable energy contribute to achieving overall sustainability.

New development will build upon the existing Old Town La Verne pattern of blocks that features a compact network of walkable streets and alleyways that provide access to parks, plazas, and open spaces. To reduce dependence on automobiles multimodal transportation options are made accessible such as pedestrian, bicycle, and tram connections to the Gold Line Station. (see Figures 4.4, 6.1, 6.2)

Structures

Mixed-Use and Residential

Intensive and extensive green roofs can be installed on residential and mixed-use structures. Sustainable values of green roofs include stormwater collection, building insulation, and urban heat island reduction.

Extensive roofs can be used as planting areas, while intensive roofs can be used by owners and as domestic gardens, small-scale food production, and for general recreation. Stormwater drainage from roofs and the surrounding mixed-use sites can be captured and harvested for re-use in landscaped areas through low-flow irrigation systems.

Additionally, photovoltaic panels can be installed on green roofs to generate renewable energy while providing shade for rooftop recreation. (See illustrations of Development Standards and Design Guidelines in Chapter 11)

Parking Structures

Photovoltaic panels can be installed as shade structures on parking structure roofs. Stormwater can be harvested from the structures, filtered, and reused for the surrounding landscaping. Due to the proximity to public transportation, the minimum parking requirement will be less than in traditional developments. (See Figure 6.1)

Adaptive Reuse of Existing Structures

Existing historic structures can be adapted to mixed-use commercial and residential uses. The original materials will be retained and environmentally harmful materials will be mitigated. (See Figure 9.1)

Parks, Plazas, and Green Spaces

Open spaces are essential components to both environmental quality, and quality of community life. These spaces provide permeable surfaces for stormwater drainage, trees, and shade for urban cooling and air quality. The Specific Plan area will increase the amount of pervious surface in the area, particularly through the Open Space and Streetscapes network. Park spaces will provide ample space for a stormwater retention basin and drainage area, allowing all of the stormwater from the site that is not captured by other applications to remain on site. (See Figure 7.1)

Plaza spaces have the opportunity to showcase sustainable features such as permeable, low-glare paving, drought tolerate landscaping, rain gardens, and fountains using reclaimed water.

Access to open space is essential to the health of a city's residents for exercise and community gathering. The aesthetic value of parks and open spaces and their role as the center of cultural expression is invaluable.

Surface Parking Lots

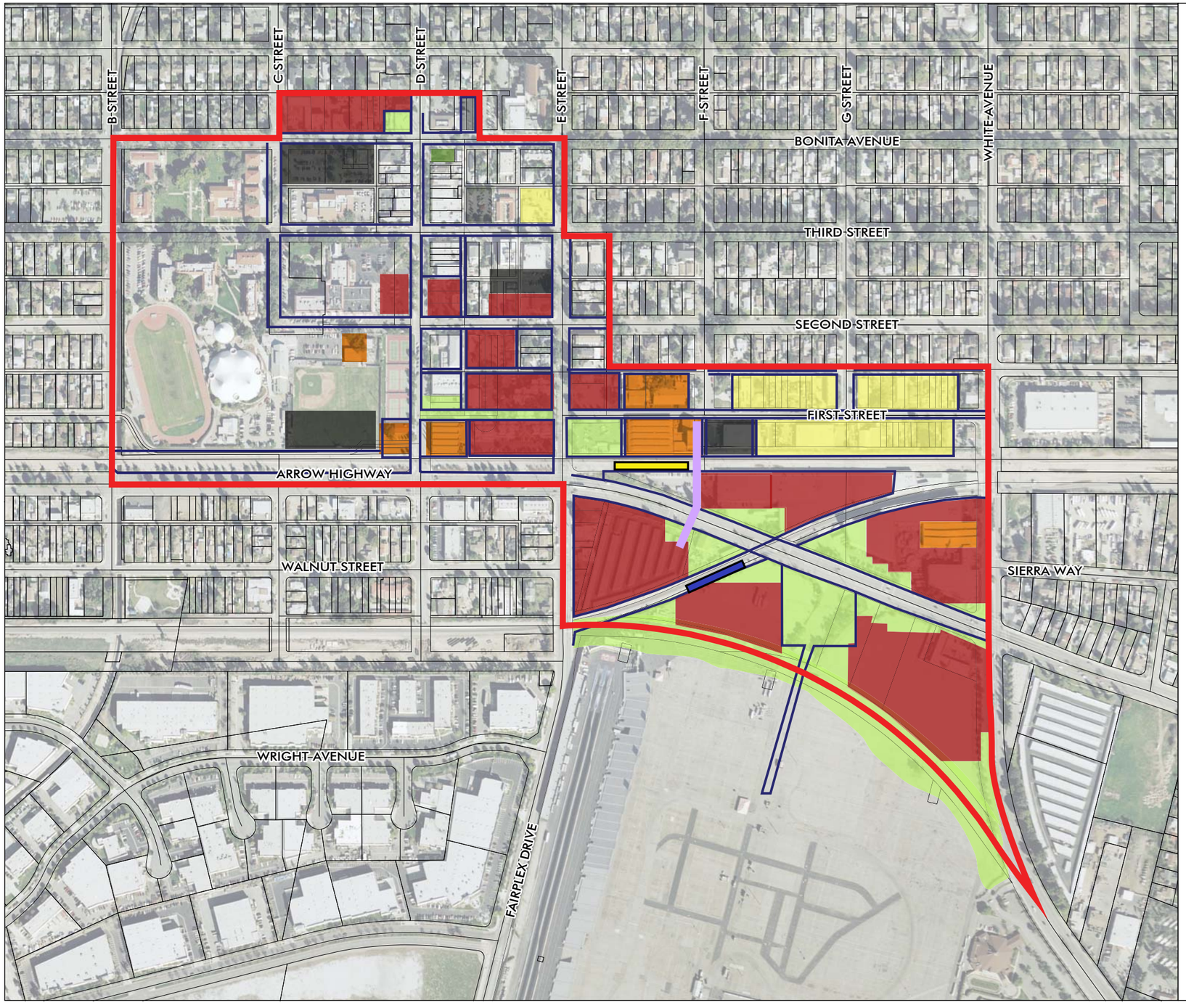
A long-term plan for retrofitting surface parking lots with permeable paving, low-glare and low-heat intensive surfaces can be put into place. Design guidelines encourage parking lots and structures to incorporate solar panels for renewable energy production and as shade canopies.

Street Network

La Verne's interconnected grid of walkable streets and alleyways promotes a healthy lifestyle and benefits the local economy. The street rights-of way also present opportunities for sustainable practices. Adopting the 'green street' model in which biofiltration of street stormwater runoff is accommodated in street-side planting areas and parkways is possible on most of the streets throughout the Old Town La Verne area. (See Figures 4.2, 6.1-6.3)

Old Town La Verne Specific Plan

FIGURE 5.1: SUSTAINABILITY CONCEPT



Specific Plan Area

STRUCTURES

- Mixed-Use
- Residential
- Adaptive Reuse of Existing Structures
- Parking Lots / Structures
- Surface Parking Lots

CIRCULATION NETWORK

- Gold Line Station
- Pedestrian and Bicycle Network
  - within 0-5 minute walk of Gold Line Station
- Alley Walkway Network
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)
- New Parks and Plazas
- Potential Pedestrian Bridge

5 minute walk (1,200')

0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

6 CIRCULATION AND PARKING

This chapter describes the circulation and parking for the Old Town La Verne Specific Plan and contains the following sections:

6.1 Introduction

The Circulation and Parking recommendations of the Specific Plan are illustrated in Figure 6.1.

The basis for the Circulation and Parking Recommendations include:

- Applicable recommendations of prior, existing plans
- Field analyses of existing conditions
- The community's Vision as defined in prior plans, stakeholder interviews, and public meetings
- Potentials for transit-oriented development

The recommendations are described below, by transportation mode.

6.2 Automobile Circulation Network

The existing street system will be maintained in its current configuration, with some minor changes designed to improve access, circulation, and walkability. Key access corridors to the Old Town area will continue to be Arrow Highway, Bonita Avenue, D Street, E Street, and White Avenue. Key circulation streets within the Old Town area will continue to be D Street, Bonita Avenue, Second Street, Third Street, E Street, and C Street. The number of traffic lanes, and roadway lane configurations will remain the same.

The following street enhancements, shown in Figure 6.1 are intended to improve all modes of circulation within the Specific Plan area.

Second Street

Second Street between C Street and D Street will be converted from the current one-way westbound configuration to a two-way street with one lane in each direction. The current angle-parking may be converted to parallel parking, dependent on demand and local merchant acceptability. This street section is a private street owned by the University of La Verne therefore any change in configuration would require their approval.

C Street

C Street between Second Street and Third Street will be converted from the current one-way southbound configuration to a future two-way street with one lane in each direction. The current angle-parking may be converted to parallel parking, dependent on demand and local merchant acceptability. This street section is a private street owned by the University of La Verne therefore any change in configuration would require their approval.

The following street enhancement, shown in Figure 6.1, is intended to improve traffic circulation in the vicinity of the Gold Line Station and reduce traffic-train conflicts.

First Street

The intersection of First Street and D Street is currently immediately adjacent to the railroad tracks. This may present traffic operation problems when the Gold Line Station introduces an at-grade crossing at D Street. Therefore, this intersection may be moved north to be approximately 150 feet from the railroad tracks to allow for better traffic operations.

The new location may be on an alignment with First Street east of E Street and west of B Street. This will entail realigning First Street northwards at and to the west of D Street and then returning to its current alignment as it proceeds westward immediately north of the railroad tracks.

The relocated intersection of First Street with D Street will also provide improved access to a potential parking structure (Parking Structure P2) on the University of La Verne campus, as identified in the Master Plan.

Recommended illustrative cross sections of key streets in the Specific Plan area are contained in Chapter 7.

6.3 Transit

Rail Transit

The most significant change in transit service to the Specific Plan area will be the introduction of light rail transit with the completion of the Gold Line Extension from Pasadena to Montclair. A Gold Line Station will be located immediately east of E Street.

Metrolink service will continue to operate through the Specific Plan area, but without a regular station stop. The nearest Metrolink stations will continue to be at the North Pomona Station (Fulton Street) to the east, and in Covina to the west. However, Metrolink does stop at the Fairplex during the LA County Fair. The Fairplex platform is located between Fairplex Drive and Arrow Highway as shown in Figure 6.1.

Bus Transit

Regional bus transit routes will continue to serve the Specific Plan area, as well as serving the Gold Line Station directly with stops on Arrow Highway adjacent to the station. Bus pullouts are recommended on Arrow Highway at the Gold Line Station to facilitate bus loading/unloading (see proposed roadway cross section in Figure 7.11). Provision of the turnouts would require coordination with Metro for the north side of Arrow Highway when they plan/build the Gold Line Station, and would be dependent on coordination with any future redevelopment on the south side of Arrow Highway.

Tram Connection

A tram connection is proposed between the Fairplex, Gold Line Station, Old Town La Verne, and the University of La Verne, as shown in Figure 6.1. This would start within the Fairplex and run along Arrow Highway to the Gold Line Station with stops on Arrow Highway east of E Street for the rail station. It would turn from Arrow Highway to run up E Street and circulate through the heart of Old Town and the University of La Verne campus on Second Street, C Street, and Third Street, before returning to E Street, and back to Arrow Highway, the Gold Line Station, and the Fairplex. This could be an extension of the on-site system already operated by the Fairplex, or could utilize different vehicles. Smaller individual tram vehicles are envisaged. Initially this service might be operated only during Fairplex events. As future development occurs in the Arrow Highway Corridor, it may become a more regular service associated with such development. Further study would be necessary to address feasibility and who could own/operate the service, to develop and evaluate an operating plan and to determine appropriate vehicle type/size. The tram/trolley vehicle will need to be "street-legal" for operation on the public roadway system, and be operable on the streets in Old Town.

6.4 Pedestrians

The Specific Plan identifies a number of measures to enhance walkability and to improve pedestrian connections between Old Town, the University of La Verne, the Gold Line Station, and the Fairplex. These are described below. Recommended cross sections for key streets that show sidewalk widths and streetscape enhancements are illustrated in Chapter 7.

Sidewalks

Due to the limited street right-of-way widths in Old Town, there is very limited opportunity for widening of sidewalks. However, wider sidewalks are recommended where possible, including along First Street, and along Arrow Highway, as shown in Figure 7.10 and 7.11. Widening of the sidewalk on the north side of Bonita Avenue between C Street and D Street up to 15 feet through either dedication or easement is also recommended when development occurs. This will both enhance pedestrian circulation and encourage outdoor dining.

The pedestrian environment could be further enhanced by providing sidewalk bulb-outs at downtown intersections. While the existing number of traffic lanes would be maintained, the bulb-outs would reduce the crossing distance for pedestrians at intersections, as well as enhancing the sidewalk environment. Bulb-outs should be installed on a case-by-case basis as feasible.

Directional Signage

It is recommended that directional signage be installed in the Specific Plan area to direct pedestrians to the multiplicity of destinations in the area, particularly to/from key transportation arrival points such as from the Gold Line Station, from bus and tram stops and parking areas. This signage could be integrated into a walking tour of Old Town that could demonstrate the heritage of the area.

First Street

First Street is currently discontinuous between D Street and E Street, with a meandering pedestrian connection between these two streets. As many of the land uses on both sides of this pedestrian way are planned for redevelopment, the pedestrian connection should be upgraded to provide the principal walking connection between the Gold Line Station, D Street in Old Town La Verne, and the University of La Verne Campus. This area is currently privately owned by the University of La Verne therefore any change in configuration would require their approval.

Arrow Highway

Arrow Highway is a key arterial roadway running east-west through the area. It is currently very auto-oriented with low density adjacent land uses. Sidewalks are sporadic and generally quite narrow. In the future, with the Gold Line Station and higher density development along the roadway east of E Street, Arrow Highway will become a more multimodal street with more pedestrian activity. To this end, a number of measures should be implemented to make motorists more aware of pedestrians and transit on Arrow Highway between B Street and White Avenue – the key gateways to the area – and indicate to motorists that they are in a multimodal district encompassing Old Town, the Gold Line Station TOD, and the future Fairplex TOD. It is not anticipated that the number of lanes or roadway widths would be reduced or modified. However, measures could include special signage, landscaped medians, wider and landscaped sidewalks, wider crosswalks with special paving treatments, and enhanced/attractive traffic signal equipment. Proposed cross sections for Arrow Highway are shown in Figures 7.10 and 7.11.

These treatments should focus initially in the area between D Street and the Fairplex entry, in order to enhance the pedestrian environment between the Gold Line Station parking in the Fairplex and the Gold Line Station, and later between the Fairplex TOD and Old Town La Verne. Improved pedestrian crosswalks should be provided at the intersection of Arrow Highway and E Street adjacent to the Gold Line Station. The sidewalks on Arrow Highway between E Street and the Fairplex entrance should be widened, with a landscaped strip adjacent to the curb to provide some measure of separation between pedestrians and passing traffic.

Pedestrian Bridge

A pedestrian bridge could significantly enhance pedestrian circulation to/from the Gold Line Station. The bridge, shown in Figures 6.1 and 6.2, could connect from the west end of the P3 Parking Structure on First Street (see parking discussion below), over the railroad right-of-way at the east end of the Gold Line Station (providing direct access to the platforms), to the potential P4 Parking Structure, and across to the south side of Arrow Highway (providing an improved connection to the Gold Line Station parking at the Fairplex and the Fairplex TOD). This would shorten access routes to the rail station, particularly from the Fairplex parking, would facilitate rail patrons crossing Arrow Highway between the Fairplex parking and the station, and provide a grade separated access to the Gold Line platform from adjacent parking structures. It could possibly link directly into parking structures and/or new development buildings. A future feasibility study should investigate design options and potential locations, and identify possible costs and funding sources.

6.5 Bicycles

Bicycle Route

A bicycle route should be established that connects the University of La Verne Campus with Old Town La Verne, the Gold Line Station, and the Fairplex (as shown in Figures 6.1 and 6.2). The eastern segment would be a Class I Bike Route that would be provided off-street on the south side of Arrow Highway, starting at White Avenue in the east, and extending westward past the Fairplex to E Street. This would also connect to a Class I Bike Route within the Fairplex. A Class I Bike Route is defined by a bike route that is completely seperate from traffic.

The route would continue into Old Town and the University of La Verne campus via E Street, Second Street, C Street, and Third Street back to E Street. As there is insufficient roadway width to stripe bike lanes on these streets and to retain on-street parking, this would be accomplished in the downtown with the designation of Class III Bike Route. A Class III Bike Route is a signed street providing for shared use of a street by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, the signage - both on the side of the street and with large bicycle symbols stenciled on the roadway surface - warns motorists of bicyclists sharing the roadway space and that the street is an official bike route. Wayside directional signs to Specific Plan area destinations could also be provided for bicyclists.

The designation of these streets as Class I Bike Routes and Class III Bike Routes is consistent with the University of La Verne Campus Master Plan which also recommends them as Class III Bike Routes.

6.6 Parking

Introduction

The overall strategy of the Specific Plan for parking in Old Town is to provide sufficient parking to ensure the economic viability and success of Old Town, to provide that parking is cost-effective and in convenient locations to users, and to efficiently manage parking in a manner that supports a walkable and pedestrian-friendly Old Town environment.

The supply of parking should be carefully balanced with the actual demand for parking. An oversupply of parking takes up valuable land that could be used for better purposes and also discourages walking and use of transit – which is inconsistent with the overall goals of a transit-oriented district.

In order to achieve a more efficient utilization of overall parking resources in Old Town, the Specific Plan recommends increased ownership and management of the parking supply by the City. This includes a "Park Once" strategy, where Old Town visitors can park once in conveniently located lots or garages, and then walk around Old Town as they shop, dine, and visit entertainment without having to re-park their cars. The Specific Plan anticipates the increased use of public-private partnerships in the provision and operation of parking, including shared use parking, in Old Town and with the University of La Verne.

Background - General Parking Characteristics in Downtowns

Downtowns contain many different land uses that are located in close proximity, and that interact with each other. Downtown users and visitors can therefore park and leave their car to visit multiple destinations by walking rather than driving and having to park again.

When the uses in downtowns have different time profiles of peak parking demands, then parking spaces can be shared between uses – resulting in fewer total spaces being necessary than for "stand-alone" buildings in more suburban locations.

Also because of the multiplicity of uses, there are better opportunities to manage and share parking resources, particularly if the majority of parking spaces are in public ownership or under public control.

Research and experience in other cities has shown that actual parking needs in downtown areas are often between 25% and 50% less than the theoretical requirements of city parking codes. Some cities have therefore not only reduced parking requirements in downtown areas, but have also instituted a "flat rate" parking requirement for commercial land uses – in some cases as low as 2.0 or 2.5 spaces per 1,000 sq. ft.

Background - Current Parking in Old Town

There are currently about 1,600 parking spaces in the area bounded by B Street, Bonita Avenue, E Street, and the railroad tracks (along with about four blocks outside but immediately adjacent to this area). Of these, approximately 1,065 spaces are in off-street lots - with about 690 spaces for the University of La Verne, about 240 spaces for public uses (including permit parking for merchant, permit parking for the City and for general public use), and approximately 140 spaces in other small private lots. There are about 550 on-street spaces in this area.

General observation indicates that many of these spaces are well used. A 2005 Parking Occupancy Study conducted by the University of La Verne found that on-street spaces were typically at least 60% occupied for much of the day, and were almost 70% occupied at other times. The study also found that off-street spaces were typically 80% or more occupied through most of the day. Utilization is therefore approaching the practical capacity of 85% (this allows for sufficient spaces to be available to accommodate people wanting to park without having to circulate excessively to find an available space).

Future Parking Needs in Old Town

Old Town Land Uses

It is estimated that potential new development in Old Town, which would involve new buildings on some existing surface lots would remove about 130 off-street spaces.

The Specific Plan estimates that potential buildout of new development in Old Town could total approximately 266,000 square feet of retail commercial space, of which approximately 15% could be restaurant space, and on the order of 220 new dwelling units.

It is assumed that parking for the residential uses would be provided by the individual residential buildings.

Parking for the commercial uses could be accommodated in centralized public facilities, rather than in parking facilities for each individual building. This would allow for a more effective utilization of the parking supply. It is estimated that the additional land uses in Old Town will require an additional 715 parking spaces to meet the typical weekday demand. This is based on an analysis of parking needs, assuming shared parking between uses where feasible, and a modest amount of walking, bicycling, and use of transit in the future (assumed as 10% of all trips).

The University of La Verne estimates the peak parking demand for the University at Master Plan build-out level of 4,000 FTE students to be 1,750 spaces. The University of La Verne Master Plan seems to identify the net addition of approximately 460 spaces in Phase 1 of the Plan (next five years), including 177 spaces in a joint-use parking structure with the City of La Verne, at the southeast corner of Bonita Avenue and C Street, 125 spaces in a surface lot on 1st Street, 85 spaces in a surface lot at the southwest corner of Bonita Avenue and C Street, and the addition of various other smaller surface parking areas. By the end of Phase 3 of the Plan (2018 and later), the Plan seems to estimate a net reduction of this total by 20 spaces, and identifies a potential parking structure in Phase 3 on the south side of the campus along First Street and to the west of D Street – although the Master Plan does not identify the size of such a structure.

The Gold Line

The Metro Gold Line is projected to initially require 300 parking spaces, with anticipated growth to 600 spaces in the future.

The Fairplex has made a commitment to the City of La Verne to provide up to 600 surface parking spaces in three years prior to full development of the site, for the Gold Line Station, in the northernmost portion of the LA County Fairgrounds adjacent to Arrow Highway. Due to the possible development of transit-oriented uses on the Fairplex site alternate locations will most likely be needed in the longer term and should probably involve structured parking, preferably in some sort of shared use facility.

Future Parking Needs in the Arrow Highway Corridor at Buildout

The estimated parking need for the future additional land uses of approximately 490,000 sq. ft. of commercial retail uses in the Arrow Highway Corridor is 1,225 spaces for a Saturday in a typical month. While the demand could increase to about 1,760 spaces during the peak holiday season, it is assumed the excess could be accommodated on the Fairplex site.

For the option that would also include about 1,121,000 sq. ft. of office space the estimated parking need for a typical weekday is 4,155 spaces. While the demand could increase to about 4,596 spaces during the peak Christmas month, it is assumed the excess could be accommodated on the Fairplex site.

This area is not considered to be close enough to Old Town to share parking supplies, so it is assumed that the parking supply for the Arrow Highway Corridor would need to be independent of Old Town parking supply. There would however be the possibility of sharing parking with the Gold Line Station.

The Specific Plan Parking Strategy

The Old Town Parking Strategy comprises the following elements, designed to provide an integrated and comprehensive approach to parking in Old Town.

1. "Park Once"

The Parking Strategy is based on the "Park Once" concept, where people are encouraged to park once in one location and then walk around Old Town to multiple destinations. This reduces the need for parking, reduces vehicular

traffic and vehicle emissions, consolidates the parking supply into fewer strategic locations, and improves the pedestrian environment by increasing pedestrian volumes on sidewalks (which also increases the volume of potential patrons passing by on-street businesses). Figure 4.1 "Urban Design Concept" illustrates the exceptional walkability of the Specific Plan. Most of the major activity centers of Old Town are located within a five minute walk of each other. Also, it is only a ten minute walk from the Historic Old Town Sector to the heart of the TOD Sector. The high level of activities and pedestrian amenities along this connection will make it feel "walkable." As illustrated in Figure 1.1, most of the Specific Plan area is within a five minute walk from the Gold Line Station.

2. Allow Shared Parking

The Specific Plan allows the use of shared parking in order to minimize overall parking supply needs and to allow for the most efficient utilization of parking resources. The existing zoning code contains certain provisions for complementary use parking. The Specific Plan extends these to incorporate the shared use of parking by all land uses throughput the Old Town Area – i.e. rather than reserving separate parking supplies for specific land uses, development projects, and/or buildings, parking spaces in Old Town can instead be shared between all uses. This sharing of spaces between uses with potentially different peak hours and peak days of parking needs (such as office, retail, restaurant, and entertainment uses) allows for a more efficient overall utilization of the parking supply, and a more appropriately sized parking supply. It also leads to more convenient parking for customers and visitors to Old Town.

3. Better Use of Existing On-Street Parking Supply

In the future, as the University of La Verne provides more on-site parking, it is expected that the relocation of university visitors, students, and employees, who currently park on-street will in the future park in off-street university lots/structures and thereby free up on-street spaces for other users of Old Town. The Specific Plan recommends a detailed Parking Study of Old Town to determine current parking occupancies and to determine how many on-street spaces are currently being used by the University of La Verne. This will help refine estimates of the future number of new off-street parking spaces needed.

4. Encourage Use of Alternative Modes to Reduce Parking Demand

The City should encourage the use of alternate transportation modes, such as transit and bicycling, and should encourage transportation demand management programs, to reduce the overall demand for parking. The planned Gold Line with a station at E Street provides a unique opportunity to reduce auto trips and parking demand in the Old Town area.

5. Encourage Employees to Use Off-Street Parking Facilities

The City should work with the private sector, the Old Town business community, the University of La Verne, and public institutions, to encourage employees to use off-street parking, rather than short-term on-street spaces, so that the on-street spaces are conveniently available for visitors. This can also be facilitated by increased and more effective enforcement of short-term on-street parking.

6. Provide Parking Supply Information

The City should prepare and distribute, with ongoing updates as necessary, enhanced parking supply information for visitors and employees, including brochures and maps showing parking locations, and encouraging the "Park Once" strategy. This could include the use of on-street electronic directional and informational signage and/or web-based information systems.

7. Modify the Parking Code Requirements for Old Town

This Specific Plan makes various modifications to allow reduced parking requirements in Old Town (described in more detail later in this section), to reflect the generally lower overall parking needs of downtowns, as follows:

(i) Provides for reduced parking requirements for certain uses
(ii) Increases the allowable distances to the locations of off-site code parking
(iii) Provides exemptions from code requirements for certain uses or sizes of uses

These reduced requirements are not stand alone actions and should only be implemented in conjunction with and in coordination with the other elements of the Specific Plan parking strategy and recommendations.

8. Increase the Parking Supply as Needed

The City should increase the amount of public parking in Old Town, either with additional surface lots or with new parking structures, as and when appropriate. These future parking facilities, which will need to be built as and when demand dictates, should be public facilities provided for either by the City, or with some form of public-private partnership. Lots of suitable sizes should be preserved to enable future construction of parking structures (see recommendations in later section below).

9. An Old Town Parking Management Plan

The City should develop and implement an Old Town Parking Management Plan to plan for and operate parking in Old Town. The Parking Management Plan should be maintained and updated as necessary.

The first step in developing the plan, and before the City proceeds with strategies that could involve costly structured parking, should be to conduct a comprehensive parking study of the Old Town area, to accurately determine the current supply and utilization, as well as to refine the projected future for both Old Town uses and the University of La Verne.

10. An Old Town Parking District

The City should consider the establishment and operation of an Old Town Parking District, which could manage all public and public-private parking operations in Old Town including enforcement and maintenance, as well as the construction of new public shared parking facilities. This should cover the Specific Plan area.

11. Identify Long-Term Revenue Strategies

The City should identify long-term revenue strategies to support the future provision and operation of public parking facilities. In the mid-to long-term it may be necessary to charge for parking, both to regulate the efficient use of parking resources and to provide revenue for new parking construction and ongoing operations.

One option that should be considered is the use of on-street parking meters. This not only will provide revenues, but will also regulate parking to increase the convenience to visitors. Revenues from parking meters remain within the Old Town Parking District, for parking and sidewalk improvements.

In-Lieu Parking Fee

Future revenue options should also include the use of in-lieu parking fees, as well as public-private partnerships. In-lieu parking fees would entail private developments paying in-lieu fees for the City or a Parking District to develop off-street parking facilities to satisfy some or all of the required on-site parking for a project. This would substitute for the development of off-street parking facilities on a project-by-project basis. This could include in-lieu fees for residential development for off-site visitor/guest parking spaces in the shared public supply.

With an in-lieu fee, La Verne can avoid problems such as empty parking spaces, streetscapes disrupted by surface lots, and disruption of Old Town's historic fabric. An in-lieu fee will provide an alternative to constructing large amounts of parking, allowing Old Town to maintain its historic fabric, be more pedestrian-oriented, and improve its streetscapes.

Further parking studies should be conducted by a traffic consultant in order to create a parking management plan in conjunction with an in-lieu parking fee program. This further analysis of parking demand in Old Town La Verne will enable determination of in-lieu fees based on land, construction, and operating costs.

The Future Parking Supply in the Specific Plan Area

A key feature of the Specific Plan is the future provision of City (or joint public-private) parking garages within Old Town to support the "Park Once" plan. These should be public garages to facilitate shared parking and parking management.

The number of garages eventually needed and the exact size of these potential parking garages will need to be more precisely determined in the future, according to actual needs.

In the shorter term, additional parking supply may need to be provided in surface lots if funding from in-lieu fees or upfront revenues is not available for garages. As the funding mechanisms allow, the surface parking can then be converted to structured parking.

Four potential new parking structures have been identified, as shown in Figures 6.1 and 6.2. These locations would provide for a well-distributed supply of additional parking in Old Town, thereby encouraging "Park Once" and walking throughout the Old Town area. These would be close to and convenient for Old Town uses, the University of La Verne, and the Gold Line Station. Providing multiple structures rather than one larger structure enables parking supply to be located closer to more destinations, and disperses traffic over more streets rather than concentrating traffic in one location. For parking structures P1 and P2, surface lots would probably be provided initially - to meet initial development levels - followed by construction of parking structures as needed.

Parking Structure P1 would be located on the south side of Bonita Avenue between C Street and D Street, and would provide parking for the University of La Verne, the City, and adjacent development. Parking Structure P1 would replace the existing surface parking lot at that location.

This structure could accommodate up to about 600 parking spaces in four levels. It could accommodate about 45% of the projected future additional parking need for Old Town, the 180 spaces identified for the University of La Verne use in a structure in this location by the University of La Verne Master Plan, and replacement of the existing 105 spaces.

Parking Structure P2 would be located on the north side of First Street between B Street and D Street on the University of La Verne campus, and would provide parking primarily for University of La Verne but could also provide parking for Old Town.

This structure could also accommodate about 600 spaces in four levels. The actual size would depend on the needs of the University of La Verne. It could accommodate some or all of the other 55% of the future Old Town parking needs (400 spaces) .

Parking Structure P3 would be located on First Street east of F Street, and could provide parking for adjacent development, University of La Verne facilities, Old Town, and possibly for the Gold Line.

This structure could accommodate about 210 spaces in four levels or 265 spaces in five levels. It could accommodate some of the parking need for Old Town – if not accommodated in the P2 Structure, and possibly some Gold Line parking in the longer term.

Parking Structure P4 could be located south of the Gold Line tracks and just east of the Gold Line Station (with access from Arrow Highway). This could serve the Gold Line, as well as possibly future mixed-use developments between the Gold Line and Arrow Highway. A structure in this location could accommodate between 330 spaces in three levels and 550 spaces in five levels.

This structure would not only be very close to the Gold Line Station, with good access from Arrow Highway, but also close to future development in the Arrow Highway Corridor as well as reasonably close to Old Town. It could therefore be an ideal site for shared parking.

Parking Code Modifications

The parking requirements and standards contained in Chapter 18.76 of the La Verne Municipal Code shall be followed, except for the provisions required in this Specific Plan.

The Specific Plan provides for the following modifications to the La Verne Municipal Code parking requirements in the Old Town Area. These modifications are introduced in order to provide a parking supply that is more closely tailored to the actual needs of Old Town land uses, to avoid the over overprovision of parking supply, and to allow greater flexibility in the provision of required parking. They are also intended to facilitate and encourage smaller businesses and land uses in Old Town for which parking requirements may otherwise be too restrictive.

Reduced Parking Requirements

The Specific Plan should implement various modifications to the parking requirements for Old Town. Figure 6.4 shows the proposed parking requirements for the Old Town part of the Specific Plan Area (area bounded by B Street, Bonita Avenue, F Street, and the Gold Line tracks), for the key land uses anticipated to expand in Old Town. These modifications are based on a shared parking needs analysis conducted for the anticipated future land use in Old Town.

Old Town Area – Parking Requirement for the Old Town Area - Number of Spaces

Land Use	Parking Requirements
Retail	2.00 / 1,000 sq. ft.
Restaurant	7.50 / 1,000 sq. ft.
Residential (Multifamily)	1.0 / Bedroom (max. of 2 spaces / D.U.)

Note: Applies to area bounded by B Street, Bonita Avenue, F Street, and the Gold Line tracks.

These reduced requirements are not stand alone actions and should only be implemented in conjunction with the other elements of the Specific Plan parking strategy and recommendations, as they depend on coordination with the overall approach to parking in Old Town with respect to "Park Once" and shared parking.

The intimate, shaded pedestrian environment of Old Town will be extended to connect with the Gold Line Station

Provision for bicyclists should be made at the Gold Line Station and Packing House/Lordsburg Depot Plaza

An open air tram/trolley can connect Old Town, the University of La Verne, the Gold Line Station and the Fairplex

Parking requirements for land uses not shown above shall be as specified in Chapter 18.76.150 of the La Verne Municipal Code.

The parking requirements found in Section 6.6 allow for shared parking between land uses throughout Old Town. For any mixed-use development project in Old Town, either the requirements in Section 6.6 shall apply, or the requirements from a specific shared parking analysis shall apply, whichever is the lowest.

Further reductions in parking requirements should be considered in the future, as development occurs and parking conditions are monitored.

Changes in parking requirements for the Arrow Highway Corridor are not recommended at this time, and will need to be identified once the proposed land uses concepts have been more clearly defined. However, given the proximity to transit and the possibility of mixed-use developments in that area, there is certainly the potential for reducing parking requirements to more appropriate levels. The analysis to date suggest that preliminary requirements would be on the order of 2.0 to 2.5 spaces per 1,000 sq. ft. for retail space, and 2.8 to 3.0 spaces per 1,000 sq. ft. for office space, depending on the mix of land uses and the ability for sharing peak parking needs with the Fairplex.

Distance to Off-Site Code Required Parking

The Old Town La Verne Specific Plan extends the distance within which off-site code-required parking can be located to 1,000 feet.

6.7 Sustainability Elements

Circulation and parking in the Specific Plan incorporates measures, in accordance with LEED-ND guidelines, to promote walkable streets and reduced automobile dependence. The Specific Plan designs continuous sidewalks for walking on both sides of 90% of the streets inside the Project Area. Automobile dependence is reduced by locating 50% of residential and non-residential buildings within a 1/2 mile walking distance of bus rapid transit stops or the Metro Gold Line Station.

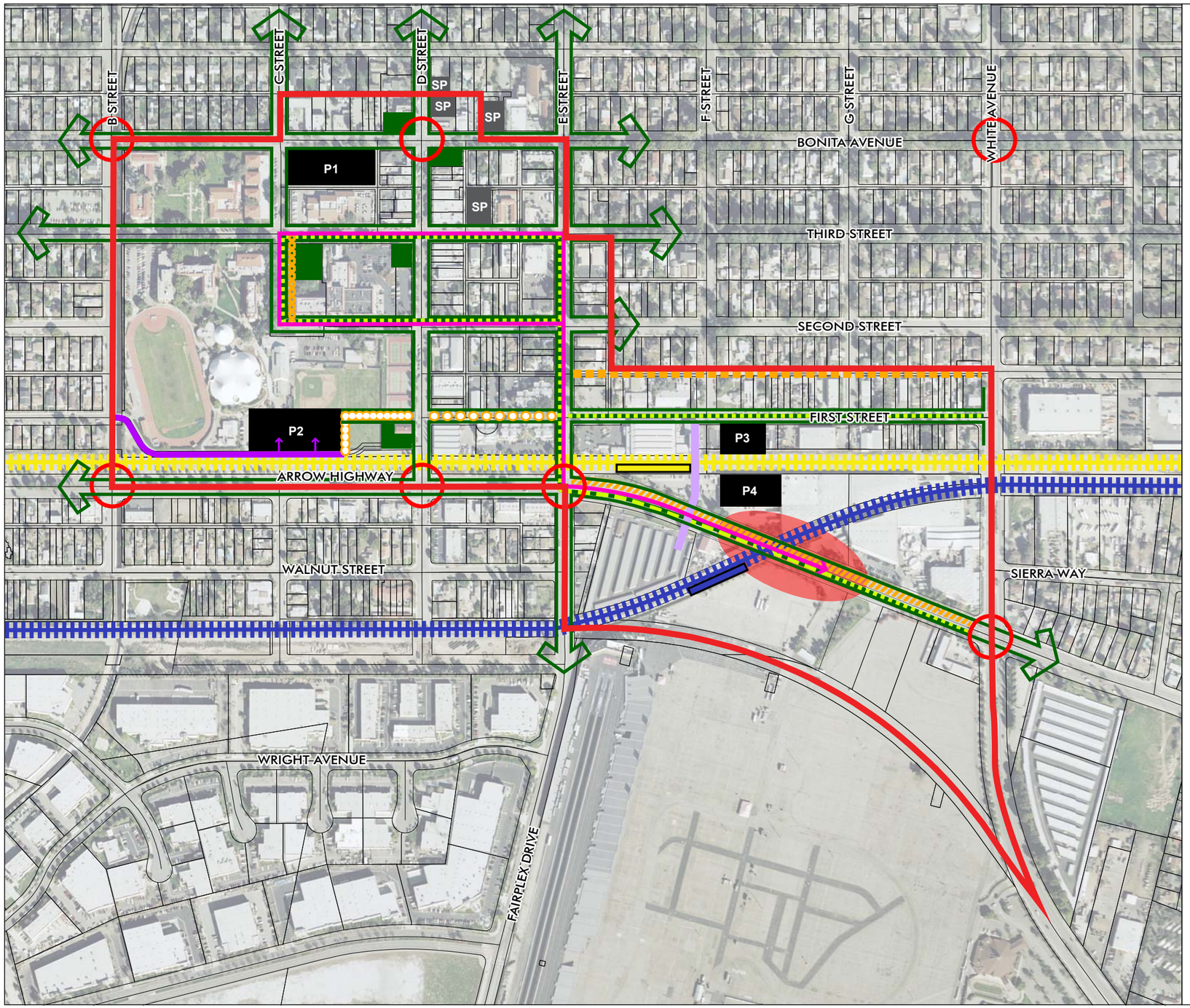
Chapter 6 sets forth a variety of options to reduce the parking footprint, to increase the pedestrian-orientation of projects, and to minimize the adverse environmental effects of parking facilities. These measures include reducing the minimum parking requirements for developments and designing residential parking so that street frontages are free of surface parking lots.

PUBLIC IMPROVEMENTS

The compact design of Old Town La Verne presents an ideal opportunity to reduce automobile traffic and parking, and to encourage bicycling and walking. The Specific Plan proposes Class I and III Bike Routes connecting the Fairplex, University of La Verne, and Old Town La Verne. Additionally bike storage is provided at the Gold Line Station, University of La Verne, and at other new developments.

Old Town La Verne Specific Plan

FIGURE 6.1: CIRCULATION AND PARKING



- Specific Plan Area
- First Street Extension
  (Enables Parking Structure P2 to work with Arrow/D Street intersection and increases Old Town ease of use and security)
- Arrow Highway Pedestrian and Bicycle enhancements
  (Between E Street and Fairplex Transit Plaza)
- C Street Enhancement
  (Between Second and Third Streets to Accommodate Tram Connecting Old Town and University of La Verne with Fairplex TOD)
- Enhanced Pedestrian Connection
- Enhance Alley for Residential Frontage
- Tram Connector
  (Connects Old Town and the University of La Verne with Fairplex TOD and rest of Fairgrounds/Hotel/Exhibitions/etc.)
- Bike Connector - Class 1
- Bike Connector - Class 3
  (Connects Old Town and the University of La Verne with Fairplex TOD and rest of Fairgrounds/Hotel/Exhibitions/etc. Addition of Signing to create Class 3 Bike Route on E Street, Class 1, off-street Bikeway on south side of Arrow)
- SP Surface Parking
  (Retain Surface Parking Lots for Shoppers and Churchgoers)
- P Parking Lots / Structures
  (Parking Structures P1 and P2 serve both the University of La Verne and Old Town including Student Parking, Retail Parking and Employee Parking. Parking Structure P3 serves the Packing House Complex.)
- Fairplex Plaza
- Parks
- Entry Points
- Gold Line
- Metrolink
- P2 Parking Lot / Structure Access
- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair; evaluate current location in the future)
- Potential Pedestrian Bridge

5 minute walk (1,200')

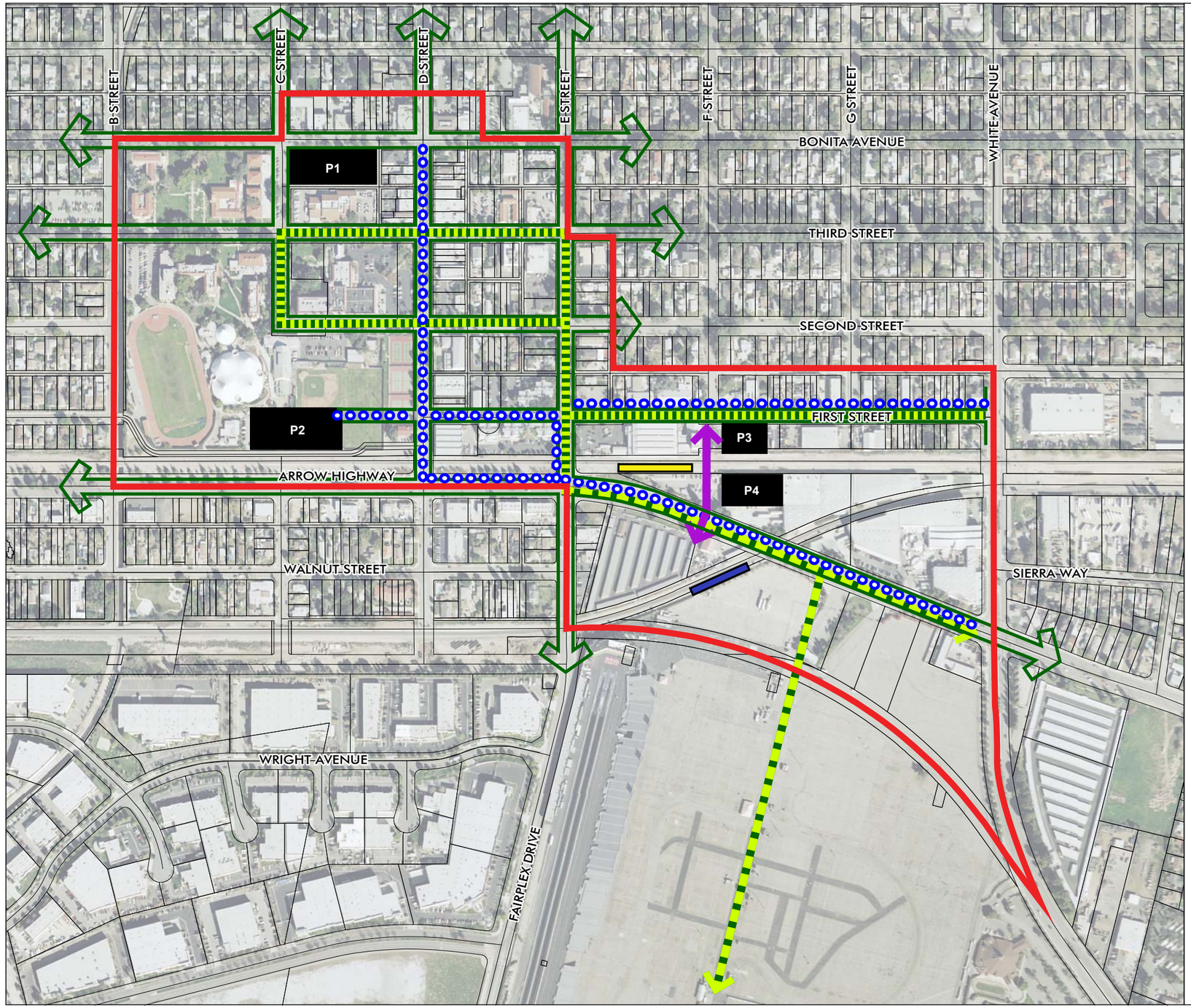
0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

Old Town La Verne Specific Plan

FIGURE 6.2: PEDESTRIAN AND BICYCLE CIRCULATION



- Specific Plan Area
- Enhanced Pedestrian Connections
- Potential Pedestrian Bridge
- P — Parking Lots / Structures
  (Parking Structures P1 and P2 serve both the University of La Verne and Old Town including Student Parking, Retail Parking and Employee Parking. Parking Structure P3 serves the Packing House Complex and/or Gold Line. Parking Structure P4 serves the Gold Line and/or adjacent Mixed Use development.)
- Bike Connector - Class 1
  Off-street Bike Route connecting with Gold Line Station, Old Town and Fairplex
- Bike Connector - Class 3
  Special Bike Route Signing on low traffic streets connecting to the Gold Line Station, Old Town and the University of La Verne
- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)

5 minute walk (1,200')

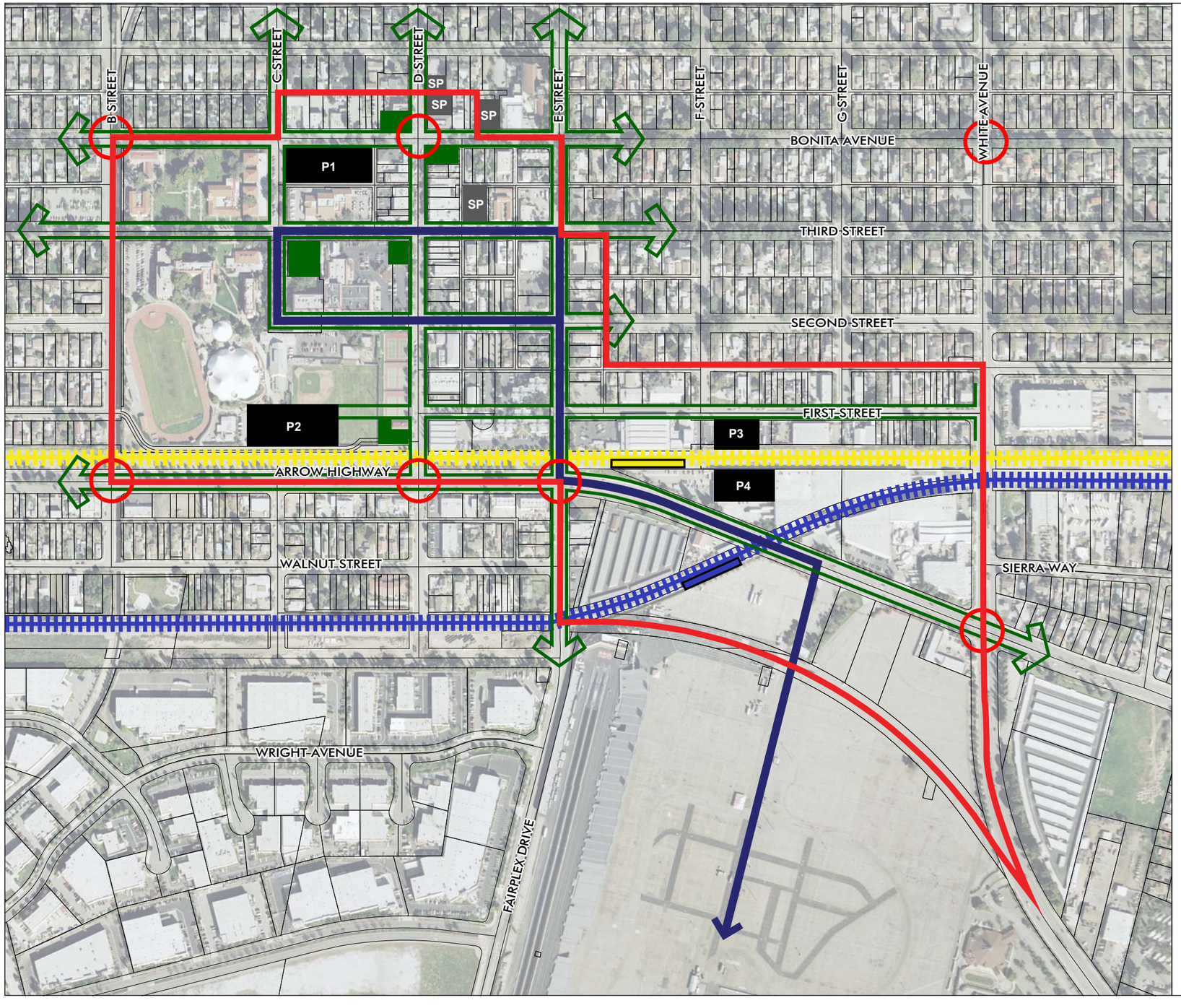
0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

Old Town La Verne Specific Plan

FIGURE 6.3: LOCAL TRANSIT CIRCULATION



- Specific Plan Area
- Tram Connector
  (Connects Old Town and University of La Verne with Fairplex TOD and rest of Fairgrounds/Hotel/Exhibitions/etc.)
- SP — Surface Parking
  (Retain Surface Parking Lots for Shoppers and Churchgoers)
- P — Parking Lots / Structures
  (Parking Structures P 1 and P 2 serve both the University and Downtown including Student Parking, Retail Parking and Employee Parking. Parking Structure P 3 serves the Packing House Complex and/or Goldline. Parking Structure P4 serves the Goldline and/or adjacent Mixed Use development.)
- Parks
- Entry Points
- Gold Line
- Metrolink
- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair; evaluate current location in the future)

5 minute walk (1,200')

0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

7 OPEN SPACES AND STREETSCAPES

The open spaces and streetscapes of Old Town La Verne are essential components of the overall environment. In combination with the historic and other structures they create the unique ambience of Old Town. Following are a description of Old Town's existing parks, recommendations for new parks and plazas, and a definition of potential enhancements to Old Town's streetscapes.

7.1 Existing Parks

Lordsburg Park, (1.1) Mainiero Square, (1.2) and Library Park/ Sneaky Park (1.3) are all beautiful green spaces with mature trees and places to relax. They each have a unique significance to the community and are enjoyed by residents and visitors. It is recommended that the furniture and amenities in these spaces be evaluated and augmented to serve increased use. Planting beds can be updated and planted with drought-tolerant plant species and in masses that reflect the residential palette zone in which they are located.

Library Park/Sneaky Park (1.3) on the University of La Verne campus is an ideal location for summer evening movie screanings, an activity that has been historically enjoyed in downtown La Verne. Re-introduced outdoor movie events can bring a festive atmosphere and additional activity to downtown.

7.2 New Public or Private Parks and Plazas

The following new parks and plazas are identified in Figure 7.1 by the reference numbers that follow.

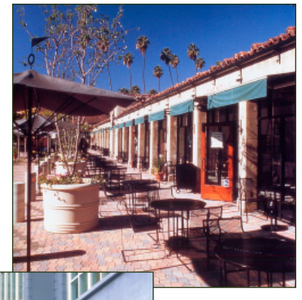
Historic Cactus Garden Reference (2.1)

The mixed-use development proposed for Bonita Avenue between C and D Streets can feature an interpretation of the renowned cactus garden created by "Pop" Herr, a local businessman and druggist who lived on Fourth Street in the mid-1900s. At

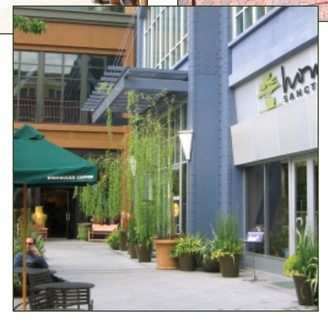
this location, the historic cactus garden could be appropriately referenced as part of a privately developed plaza at the corner, creating a unique and beautiful addition to the community fabric.

Lordsburg/Citrus Gateway Park (2.2)

This park can feature an orange grove in the courtyard of the historic Fruit Exchange Building proposed to be restored on D Street near Arrow Highway. The citrus grove is an iconic symbol of the area's heritage and can form a strong visual gateway element to D Street. The grove can consist of a tree species grown historically in the local citrus industry. A water element can also be a meaningful component of the courtyard, telling the story of water transport and management that supported the agricultural industry and residential development.



Examples of Drought tolerant landscaping

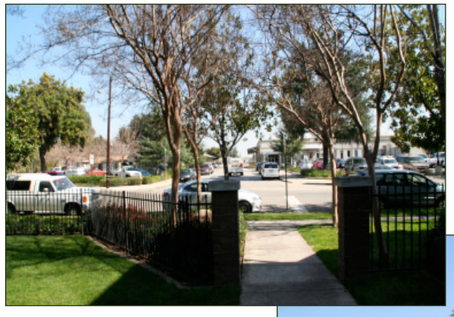


Arts Plaza (2.3)

The open space on D Street adjacent to the University of La Verne's art building can become a civic Arts Plaza with sculpture, trees, seating, and refreshment vending. The plaza can function as an anchor of the extended First Street Pedestrian Promenade and alley walkways. A kiosk with both Campus and City information and with information about the changing art displays within the plaza and alley walkways can be located in the plaza. This plaza can be a comfortable 'civic living room' with the green wall of the Barkley Building on the north and the street trees of D and First Street forming a comfortably scaled enclosed space. Views into the plaza from the street can be inviting and the softness of the adjacent 'green' wall can give it ambiance and color.

Packing House Plaza (2.4)

This space, in conjunction with adjacent adaptively re-used Packing House, can be a charming civic welcome center. The Packing House Plaza, with a central fountain, an iconic citrus grove, and ample space to meet and gather can be an important gateway element for both transit riders and drivers. Signage directing pedestrians to the First Street Pedestrian Promenade that connects to D Street and other First Street shops and galleries can be an important component of



Existing views of the First Street Pedestrian Promenade

this space. La Verne's agricultural heritage can be further interpreted into the landscape design with the use of an appropriate plant palette and linear row-like forms resulting in a formal, yet engaging and playful space. This park is also a potential receiving area for a few well-chosen specimens of the City's Oak trees displaced by other development.

First Street Pedestrian Promenade (2.5)

This Promenade can be an extension from E Street to D Street of the First Street right-of-way. As a pedestrian-only street it can be paved with permeable paving through which turf and other groundcover can be grown in lower traffic areas. Oak trees can visually connect the street to the park/plaza, strengthening its role as a connection from the Packing House Plaza to D Street. Since this street can be closed to vehicular traffic, street trees can be planted more closely together in linear planters, which is ideal for plant health in an urban setting. The trees can create a beautiful overhead canopy that can provide shade and create a pleasant environment for sidewalk cafes, farmers' markets, and seasonal festivals.

Fairplex TOD Plaza (2.6)

This area can be a series of large-scale plazas fronting new commercial development flanking Arrow Highway. The plazas can feature modern sustainable design and materials and a bold planting palette. Each can offer a distinct experience with different program elements and relationships to the architecture. However, the space can appear unified when viewed from above and from Arrow Highway because of their use of materials, planting palette and design language.

Fairplex Linear Park (2.7)

A green space with native and drought tolerant shrubs and grasses can act as a buffer between the new development along Arrow Highway and the rest of the Fairplex. The space can serve as a stormwater retention area with basins landscaped with riparian plant material.

7.3 Streetscape Enhancements

The existing street grid in Old Town and the Univeristy of La Verne is at a conveniently walkable scale. The layout with streetside parking is convenient and safe for pedestrians. However, much of the planting is aging and non-descript. The area has the potential to be a truly unique destination neighborhood. Enhancing the streetscape can make a big visual impact on the area. Updating the planter areas and adding furniture and pedestrian scaled lighting can make the sidewalks a safe, inviting place to walk and linger.

Example of landscaping with in-fill residential

Figure 7.1 identifies proposed streetscape enhancements by the following reference numbers.

D Street (3.1)

A phased approach can be taken to replace the aging street trees and establish a cohesive streetscape for the length of D Street. California Sycamores (Platanus racemosa) are recommended. It is a deciduous tree with an open form that allows signage and architecture to be visible through its branches, while still shading the sidewalk and street parking areas. Streetside planters and parkways can be replanted with drought tolerant, easily maintained material that reflects the plant palette zones established in this document. Street furniture can be added to the existing palette to accommodate a higher level of pedestrian traffic.

D Street Streetscape looking north near Third Street

First Street (3.2)

As a noncontinuous right-of-way, First Street cannot have a high level of vehicular traffic. The Pedestrian Promenade section of First Street can set the tone for the entire length of the street; it can be pedestrian-oriented even where traffic is allowed. Wide walkways can front the historic structures and new mixed-use development. A unified pedestrian connection can be created by continuing to line the entire length of the street with Oak trees.

Arrow Highway (3.3)

Arrow Highway can be a linear extension of the new transit plaza. It can have a separated two-lane bikeway on its south side under a double row of trees. Street paving can have a horizontal striped pattern that can calm traffic in the plaza area. California Fan Palm (Washingtonia filifera), planted at regular intervals can form a 'sky line' visible from the fairgrounds and Old Town La Verne. An evergreen street tree is suggested for Arrow Highway.

Bonita Avenue (3.4)

Areas where the signature Deodar Cedar trees are sparse can be filled in to regularize their spacing for a more uniform look and feel along the street. The

Bonita Avenue looking east from B Street

trees are a beautiful feature of La Verne that give the City character, therefore they must be preserved and celebrated.

C and E Streets (3.5)

Existing significant trees should be preserved, but establishing a new street tree palette to achieve a unique look and feel for each street can improve wayfinding throughout Old Town and the University of La Verne area. The established La Verne street tree pattern lends itself to a predominantly evergreen palette on streets running east and west and a deciduous street tree palette on streets running north and south. The E Street environment can benefit with a deciduous street tree planting schedule phased over time.

7.4 Open Spaces and Streetscapes Landscape Concept

Figure 7.2 illustrates the Open Spaces and Streetscape Landscape Concept for the Open Spaces and Streetscapes Components identified in Figure 7.1

The overall concept is further detailed in plan and section views in Figures 7.3 through 7.11 and includes the following subareas and components:

Old Town and University of La Verne Edges and Connections Concept (Figure 7.3), which includes:

1. Citrus Gateway Park
2. First Street Pedestrian Corridor
3. Arts Plaza
4. Second Street/C Street/Third Street Loop

First Street Residential and Arrow Highway Corridor Landscape Concept (Figure 7.8), which includes:

1. Remnant citrus groves
2. Entry plazas with palm groupings
3. Transit Plaza Focal Point
4. Pedestrian and bike paths
5. Linear park edge with jogging path
6. Gold Line Station platform and park area
7. Pedestrian bridge connecting to Gold Line parking
8. Enhanced paving at intersection
9. Primary gateway enhancements
10. Secondary gateway enhancements
11. Packing House/Lordsburg Depot Plaza

7.5 Street Trees and Furnishings for Public Streets

Figure 7.12 illustrates the Street Tree Vocabulary for the Public Streetscapes defined in the Street Sections.

Figure 7.13 illustrates the Furnishings Vocabulary for Public Streetscapes. These furnishings complement the existing furnishings.

Final determination of street trees will be subject to approval by City of La Verne.

7.6 Public Alley Walkways and Edges

Alley Walkway Network (4.1)

The City of La Verne is very fortunate to have a network of service alleys. They ease congestion, allow trash and utility services to remain mostly out of sight, and in this case, present an opportunity for mid-block pedestrian connections to parking, shopping, and University of La Verne uses. The alleys have the potential to become an Art Walk Network in which University of La Verne student art installations are featured, artwork and films are projected on walls, and sculptures are located at focal points. The alley spaces could also be designed as art pieces themselves, with the use of lighting displays, color, and materials. The Alley Art Walk Network can engage the community

Existing passthroughs and alley walkways along D Street

and the University of La Verne in creating public space that can benefit everyone involved.

Alley Edges (4.2)

Mixed-use development projects are proposed that face the alley network. In this condition the alleys can become an intimate public street. The building design can take into account the narrow right-of-way and allow for tuck-in spaces for planting to soften building edges and spaces for utilities and services such as trash pick up.

7.7 Major Gateways

Landscaped gateways can mark the Historic Old Town and University area boundaries, indicating entry into a specialized environment. The gateways can be articulated with enhanced paving in intersections, planting, and signage. Figure 7.1 identifies proposed Gateways as follows:

Bonita Avenue (5.1)

Intersection gateways on Bonita Avenue can be located at White Avenue and B Street. The existing Deodar Cedars are a dramatic statement on the street. At ground level on the gateway corners and landscape parkways, the City's signature crinium lilies and other perennials can be planted for seasonal color. Crosswalk and intersection paving can be enhanced with color and texture.

Arrow Highway (5.2)

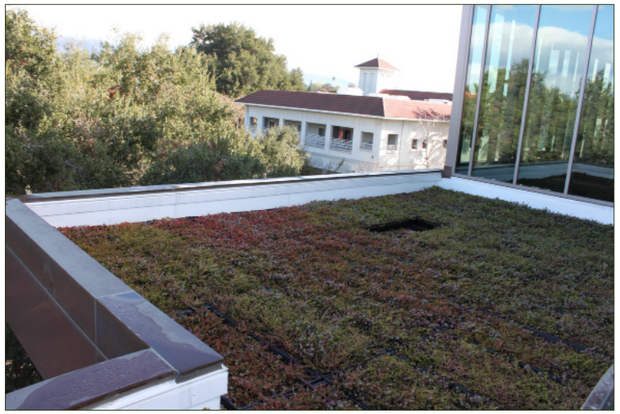
Enhanced intersection paving and palm tree planting at the corners of White Avenue, E Street, D Street, and B Street can mark Old Town and University area entries. Paving and signage on E Street can mark the bikeway as well. Gateways on D and E Streets can be further reinforced by the Plaza Park citrus grove and the citrus grove at the Historic Fruit Building.

First Street (5.3)

The gateway for this mixed-use commercial and residential pedestrian-oriented street can extend across White Avenue. Specimen Oak trees can be planted near each corner of First Street to create a canopied entry to the street.

7.8 Green Roof Potentials at Fairplex Mixed-Use Complex

The height and massing of the architecture in this development can be softened with planting. The lines between exterior and interior, landscape and architecture can be blurred in these sustainable structures. Figures 11.4B and 11.4C illustrate a variety of possbilities for active and passive green roofs.



Examples of Green Roofs

7.9 Screened Railway Edge

The railroad tracks can be screened by tall evergreen drought-tolerant trees like the Deodar Cedar and Canary Island Pine. Tightly growing shrubs at the ground level can screen sound walls where installed and form a barrier to the railway right-of-way.

7.10 Sustainability Elements

Designing and providing access to quality opens spaces and streetscapes encourages walking and vibrant community life. The Specific Plan designs these spaces to promote sustainable landscaping and infrastructure in order to reduce urban heat island effect, improve air quality, and conserve water use. The tree-lined and shaded streets encourage walking and bicycling, while improving air quality, and reducing urban heat island effect.

To reduce pollution from construction activities, the implementation of an erosion and sedimentation control plan may be required for all new construction activities within the Specific Plan area. New projects may also be required to develop and implement stormwater management and construction waste management plans.

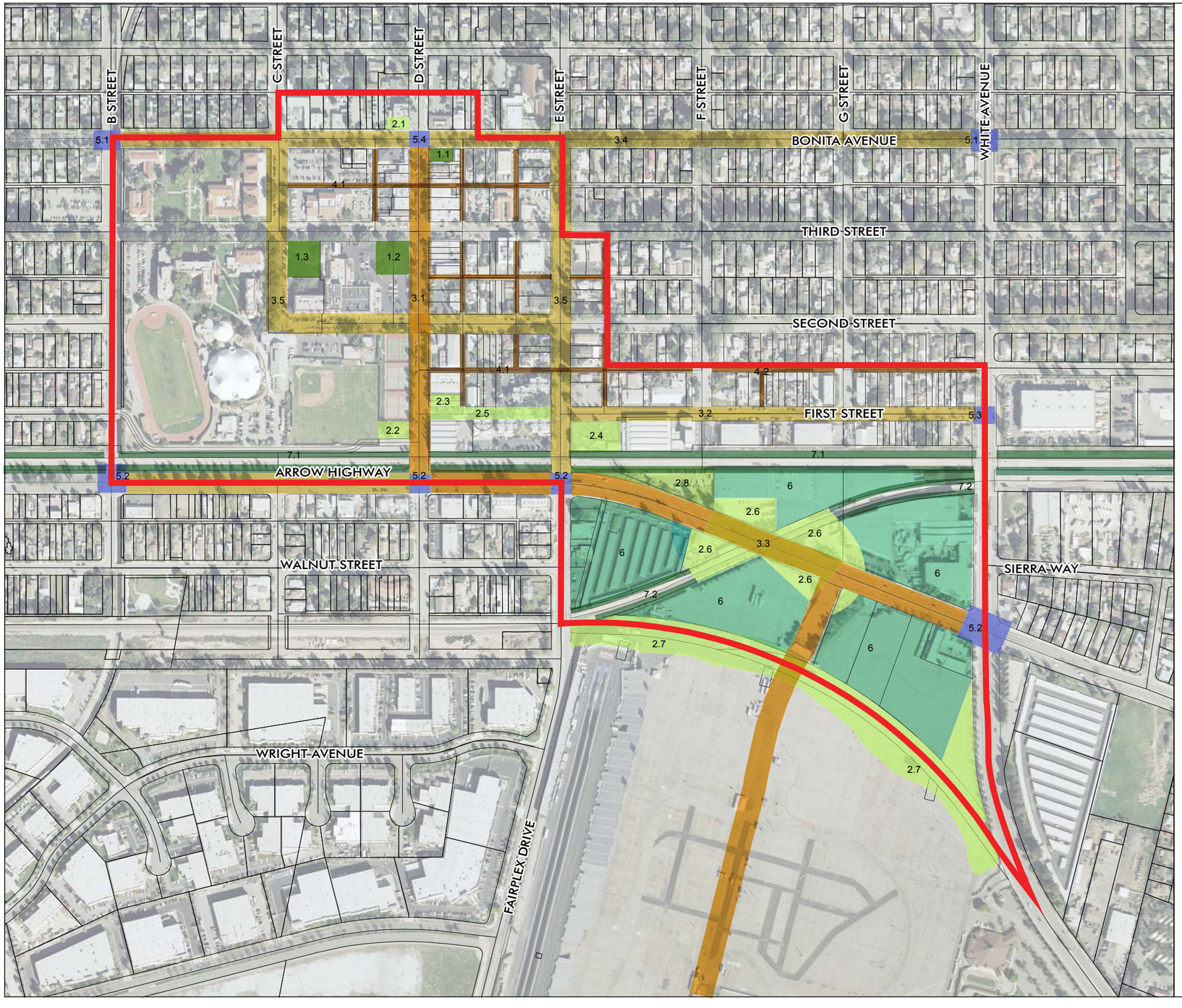
As a means to reduce water use while enhancing open spaces and streetscapes, the landscape concept relies on native and drought-tolerant plan species, irrigation efficiency, and nonpotable water sources. New development may also be required to retain on-site at least 25% of the average annual wastewater generated by the project, and reuse that wastewater to replace potable water.

The Specific Plan promotes on-site renewable energy and other methods to reduce the adverse environmental, economic, and health effects associated with fossil fuel use. Roof-top solar photovoltaic and/or solar thermal panels on new buildings, including parking structures, will produce at least 5% of a new building's annual electrical and thermal energy cost. Green roofs provide open space as well as opportunities to save energy by improving building insulation and reducing heat island effect. By requiring orientation of buildings along an east-west orientation for at least 75% of the square footage of new developments, the buildings obtain a high-level of energy efficiency through passive solar orientation.

The Specific Plan reduces waste and promotes recycling to reduce use of virgin materials and limit the amount of waste deposited in landfills. The Specific Plan encourages use of recycled and reclaimed materials for infrastructure improvements such as roadways, parking lots, sidewalks, unit paving, curbs, and water piping. Recycling receptacles and stations will be provided along streets and at new developments to reduce solid waste and to maintain clean, walkable streets.

Old Town La Verne Specific Plan

FIGURE 7.1: OPEN SPACES AND STREETSCAPES COMPONENTS



- Specific Plan Area
- 1. Existing Parks
  - 1.1 Transportation Plaza
  - 1.2 Mainiero Square
  - 1.3 Library Park (Sneaky Park)
- 2. Potential New Parks and Plazas
  - 2.1 Cactus Garden
  - 2.2 Lordsburg/Citrus Gateway Park
  - 2.3 Arts Plaza
  - 2.4 Packing House/Lordsburg Depot Plaza
  - 2.5 First Street Pedestrian Promenade
  - 2.6 Fairplex TOD Plaza
  - 2.7 Fairplex Linear Park
  - 2.8 Kiss and Ride and Handicapped Parking and Dropoff
- 3. Streetscape Enhancements
  - Primary
  - Secondary
  - 3.1 D Street
  - 3.2 First Street
  - 3.3 Arrow Highway
  - 3.4 Bonita Avenue
  - 3.5 C Street and E Street
- 4. Alley Walkways/Art Walk
  - 4.1 Network
  - 4.2 Residential Edge
- 5. Gateways
  - 5.1 Bonita Avenue
  - 5.2 Arrow Highway
  - 5.3 First Street
  - 5.4 D Street
- 6. Green Roofs in Fairplex Mixed-Use Complex
- 7. Screened Railway Edges
  - 7.1 Gold Line Edge
  - 7.2 Metrolink Edge

Gold Line Station Platform

Metrolink Station Platform
(currently Metrolink stops only during the LA County Fair)

5 minute walk (1,200')

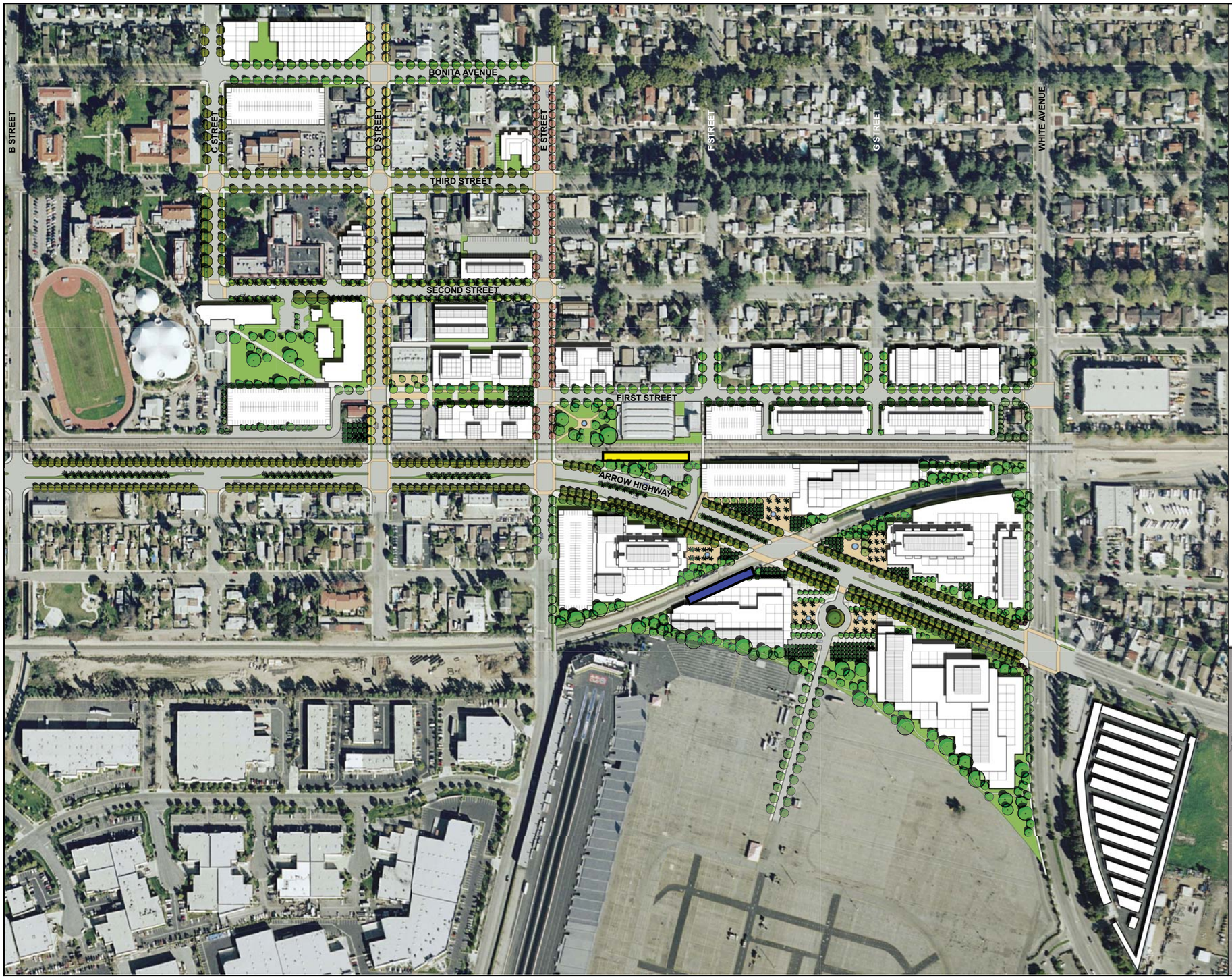
0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

Old Town La Verne Specific Plan

FIGURE 7.2: OPEN SPACES AND STREETSCAPES LANDSCAPE CONCEPT



Gold Line Station Platform

Metrolink Station Platform
(currently Metrolink stops only during the LA County Fair)

0 90 180 360 540 720 Feet

Old Town La Verne Specific Plan

FIGURE 7.3: OLD TOWN AND UNIVERSITY EDGES AND CONNECTIONS CONCEPT

COMPONENTS

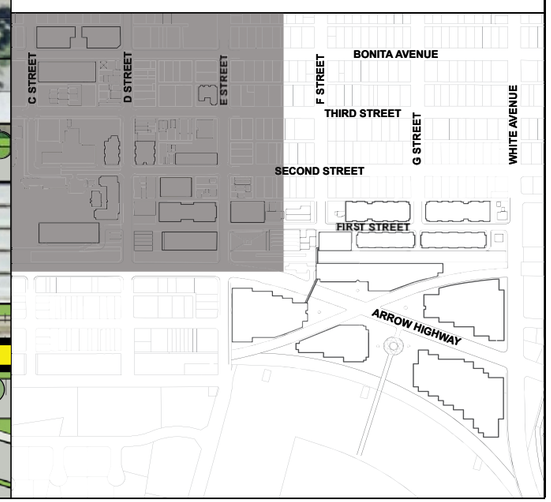
1. The Citrus Gateway Park provides a welcome to Historic Old Town La Verne. A citrus grove in the courtyard of the historic fruit exchange building along with a water feature would relate to the story of water transport and management that supported the local agricultural industry and residential development.

2. The First Street Pedestrian Corridor creates a vital connection for foot traffic from the University of La Verne to the east. The tree species would match the street tree along First Street, creating a visual link across several blocks. This space would consist of flexible lawn panels with enhanced paving, allowing for farmers' markets, art fairs, or seasonal festivals.

3. The Arts Plaza along the green southern facade of the Barkley Building would provide permanent and temporary outdoor exhibit spaces. These "green rooms" could be fenced in and allowed to spill out into the west portion of the First Street Promenade for events.

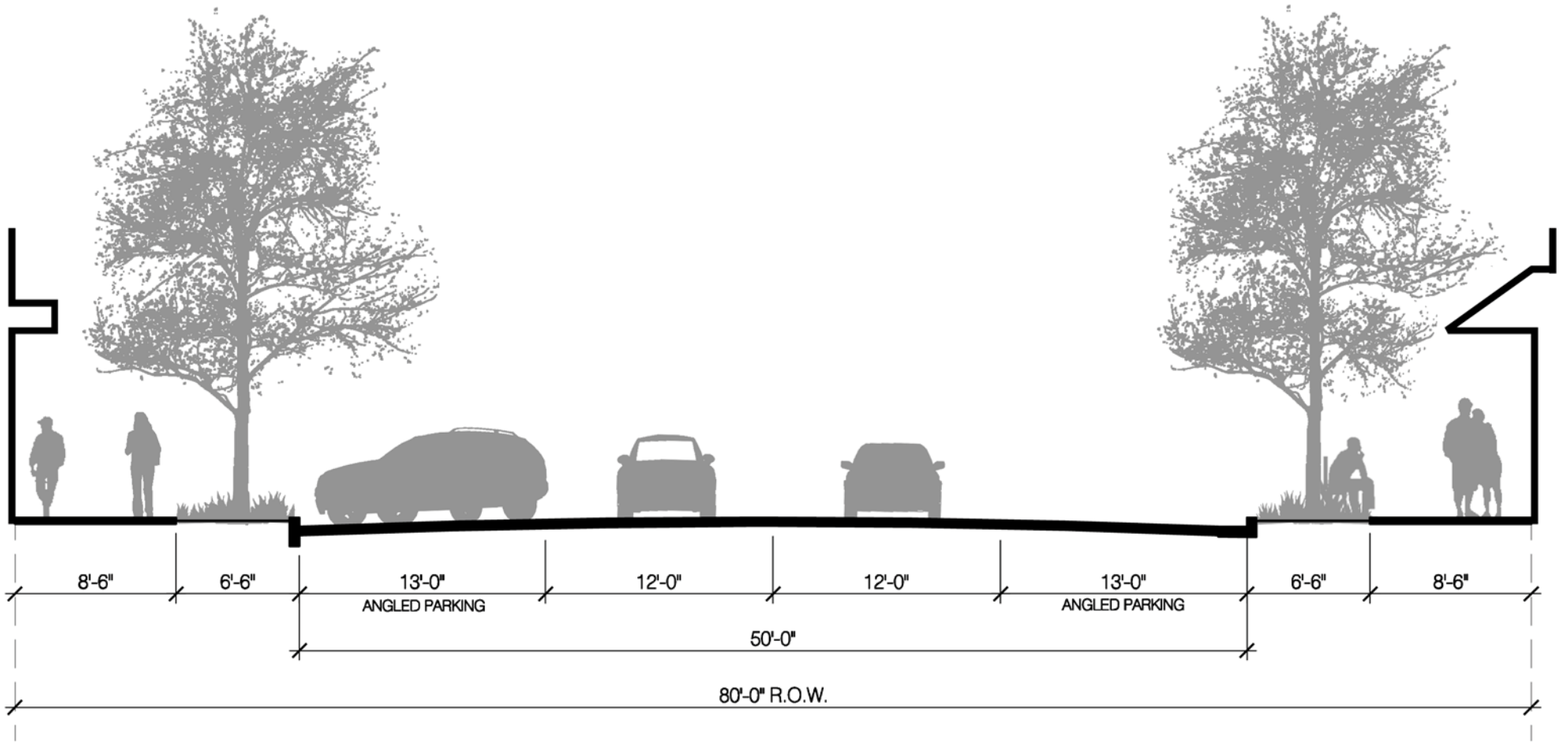
4. The Second Street, C Street, Third Street loop is the primary bicycle and transit hub connecting the University of La Verne to Old Town, the Gold Line station, the T.O.D. Plaza, and the Fairplex. Unifying the Oak trees along C and Third Street, paving marking, signage, and decorative pedestrian scale paving materials will all contribute to the sense of place.

0 40 80 160 240 320 Feet



Old Town La Verne Specific Plan

FIGURE 7.4: D STREET SECTION

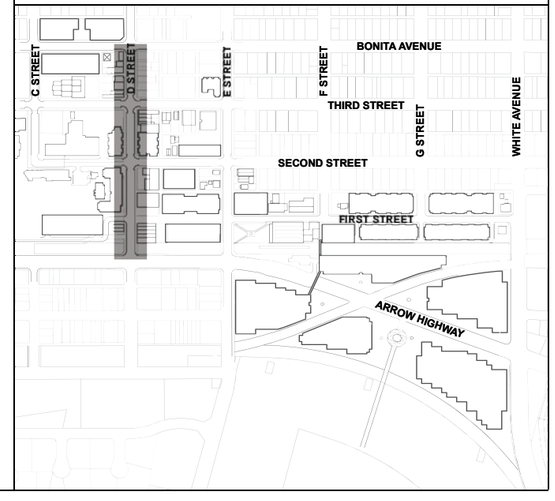


- STREET FUNCTIONS
  -Primary Pedestrian Connector
  -Low Speed Auto Carrier
  -Destination Place

- LANDSCAPE APPROACH
  Phasing in of the California Sycamore (*Platanus racemosa*) would provide a deciduous tree with an open form which allows signage and architecture to be visible through its branches.

- STREET FURNISHINGS
  Replace existing furnishings with a new palette used only within the Old Town La Verne historic district, consisting of benches, potted plantings, bike racks, and trash receptacles.

0 2 4 8 12 16 Feet



D Street Existing and Proposed

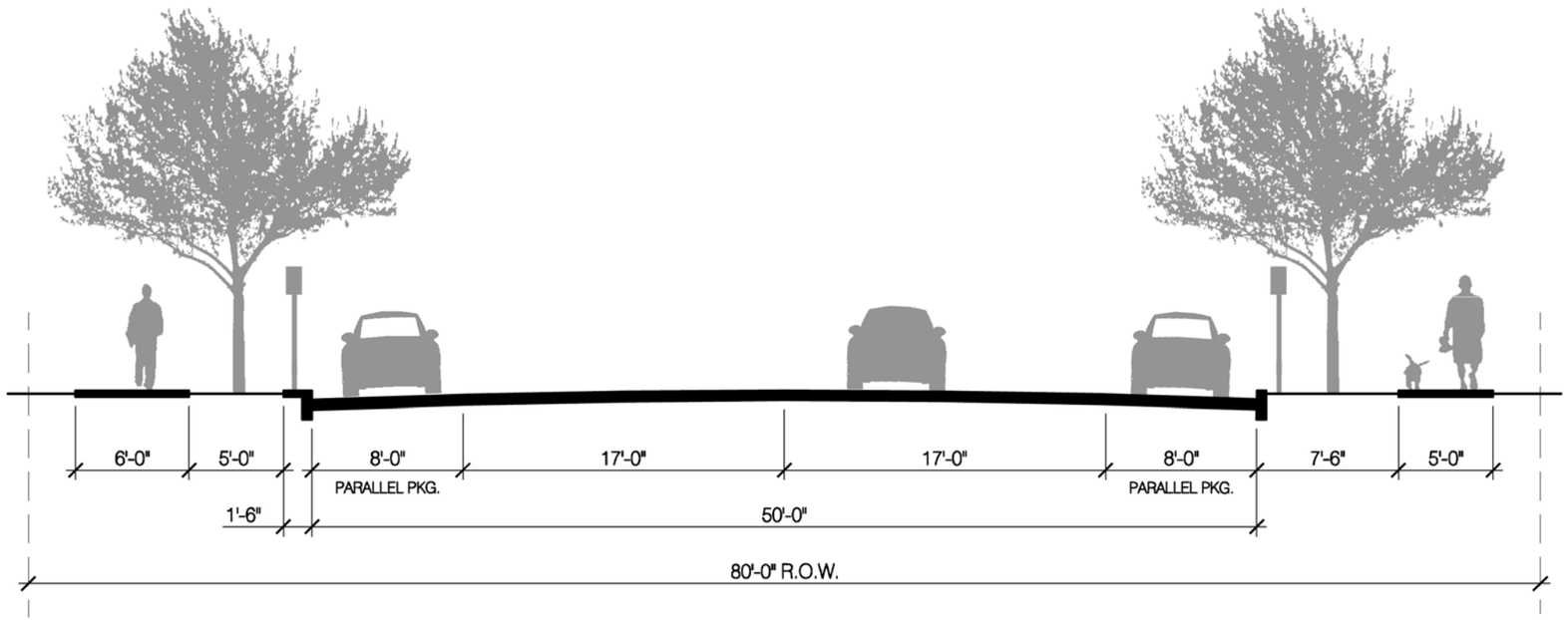
Old Town La Verne Specific Plan

FIGURE 7.5: E STREET SECTION

- STREET FUNCTIONS
  -Bikeway
  -Pedestrian Connector
  -Auto and Local Transit Carrier

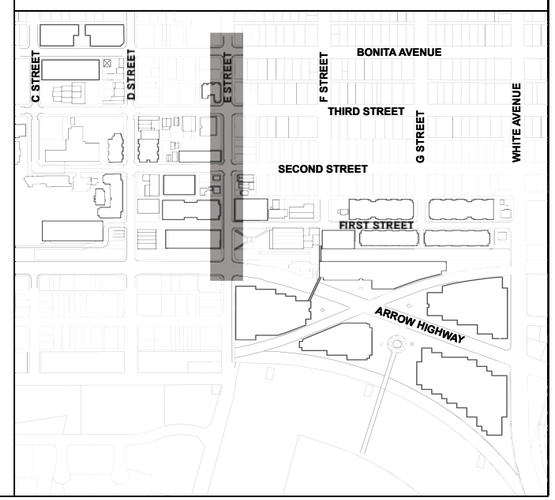
- LANDSCAPE APPROACH
  Continuing the Crepe Myrtle tree species at close spacings would create a unified theme for the stretch of E Street between Arrow Highway and Bonita Avenue.

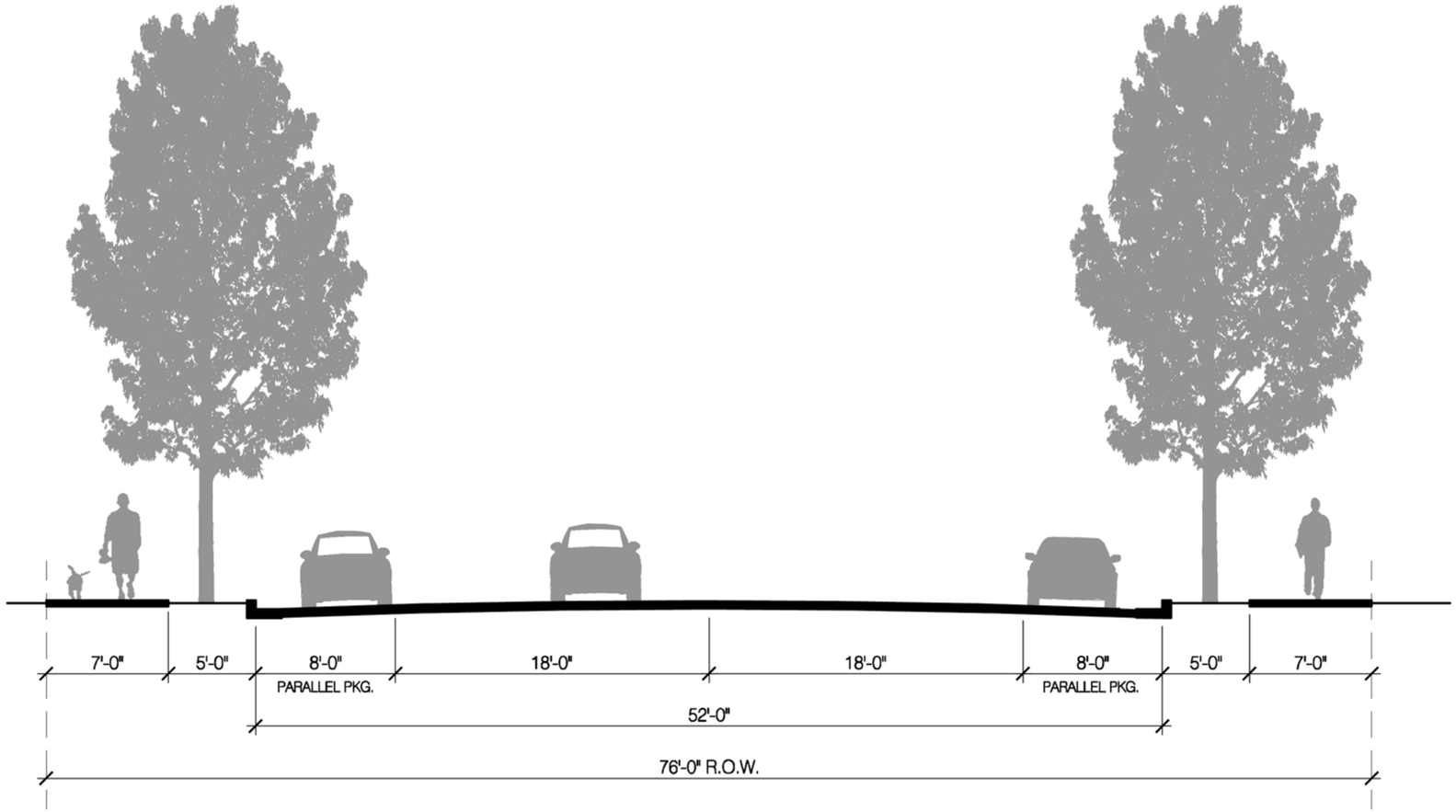
- SIGNAGE
  Bicycle signage in concert with pavement markings will identify E Street as a bikeway corridor.



E Street Existing and Proposed
(Looking North on E Street)

0 2 4 8 12 16 Feet





Bonita Avenue Existing and Proposed
(Looking East on Bonita Avenue)

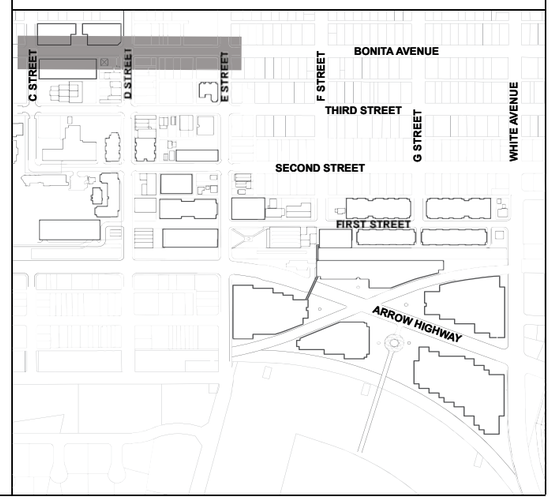
Old Town La Verne Specific Plan

FIGURE 7.6: BONITA AVENUE SECTION

- STREET FUNCTIONS
  -Auto Carrier
  -Pedestrian Connector
  -Destination Place

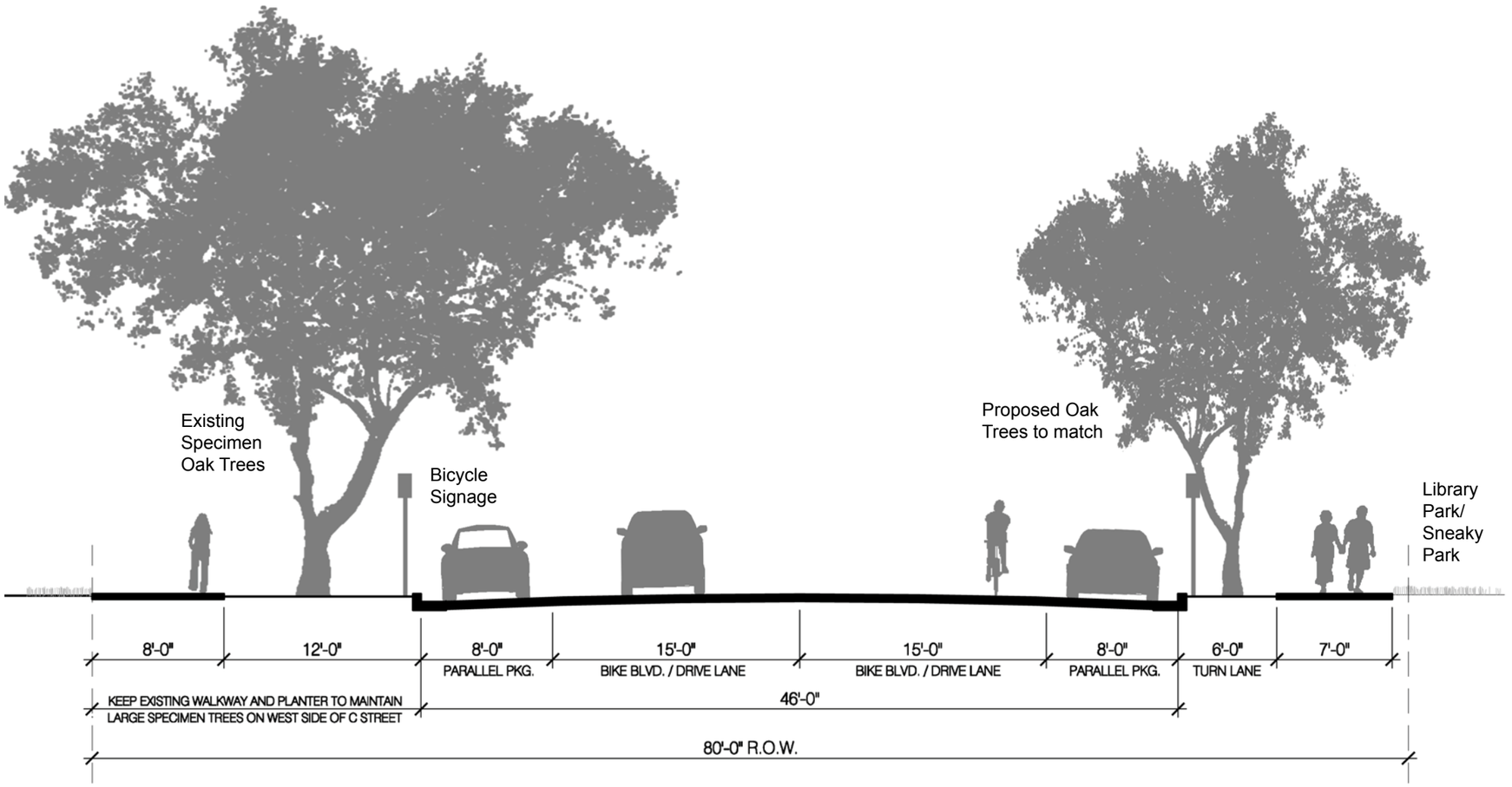
- LANDSCAPE APPROACH
  Phasing in of the American Sweetgum (*Liquidambar styraciflua 'Rotundiloba'*) would continue the existing stand of Sweetgums to the west of C Street.

0 2 4 8 12 16 Feet

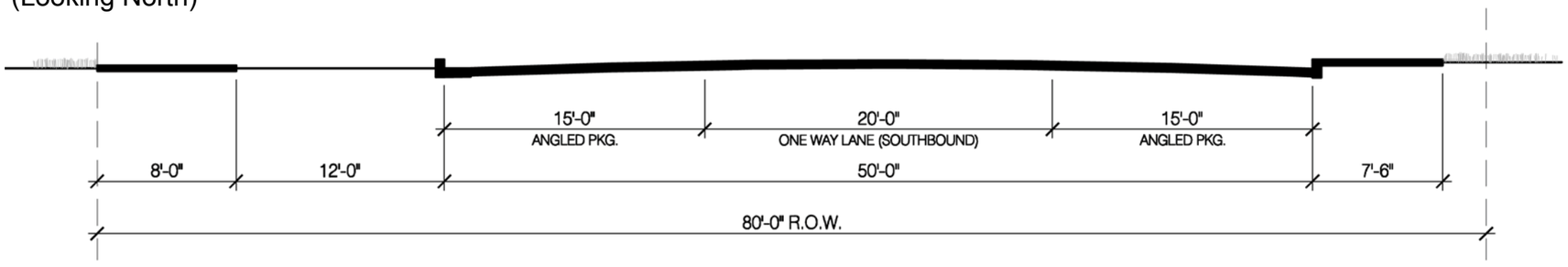


Old Town La Verne Specific Plan

FIGURE 7.7: C STREET SECTION



C Street Proposed
(Looking North)



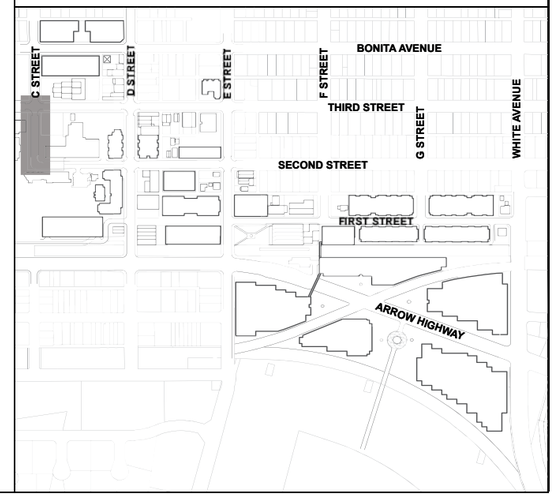
C Street Existing
(Looking North)

- STREET FUNCTIONS (Second/Third/C Street Loop)
  -Pedestrian Connector
  -Bikeway
  -Local Transit Carrier
  -Campus Maintenance & Security Vehicles

- LANDSCAPE APPROACH
  Existing specimen Oak trees line the west side of C Street in a clean bed of decomposed granite. With the addition of a row of matching Oak trees along the east side, the experience of C Street is enhanced as is the connection to Library Park/ Sneaky Park.

- SIGNAGE
  Bicycle Boulevard signage in concert with pavement markings will alert pedestrian and vehicular traffic to the presence of bicycles along the Second/Third/C Street loop.

0 2 4 8 12 16 Feet



Old Town La Verne Specific Plan

FIGURE 7.8: FIRST STREET RESIDENTIAL AND ARROW HIGHWAY CORRIDOR LANDSCAPE CONCEPT

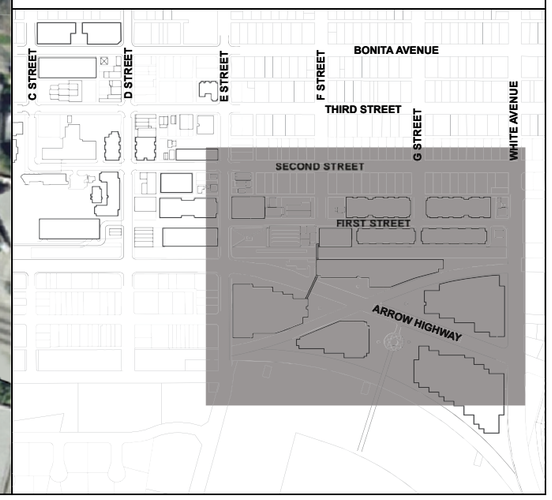
TRANSIT-ORIENTED DEVELOPMENT

1. Remnant citrus groves continue the historical theme and provide edges to plaza spaces.
2. Entry plazas with palm groupings, water features, and outdoor seating to support adjacent uses.
3. Transit Plaza Focal Point with specimen tree.
4. 12' wide pedestrian path with 10' wide Class I bike route.
5. Linear park edge with walking/jogging path.
6. Gold Line platform with adjacent park space.
7. Pedestrian bridge connecting to First Street parking structure.
8. Enhanced paving at intersection.

PLACES

9. Primary gateway with small groves of flowering trees, signage and enhanced paving.
10. Secondary gateway with flowering trees, signage, and enhanced paving.
11. The Packing House Park provides outdoor open space to compliment the adjacent packing house and the Gold Line station. A water element anchors the central plaza, with flexible park space including relocated specimen Oak trees from local development.

0 40 80 160 240 320 Feet



Old Town La Verne Specific Plan

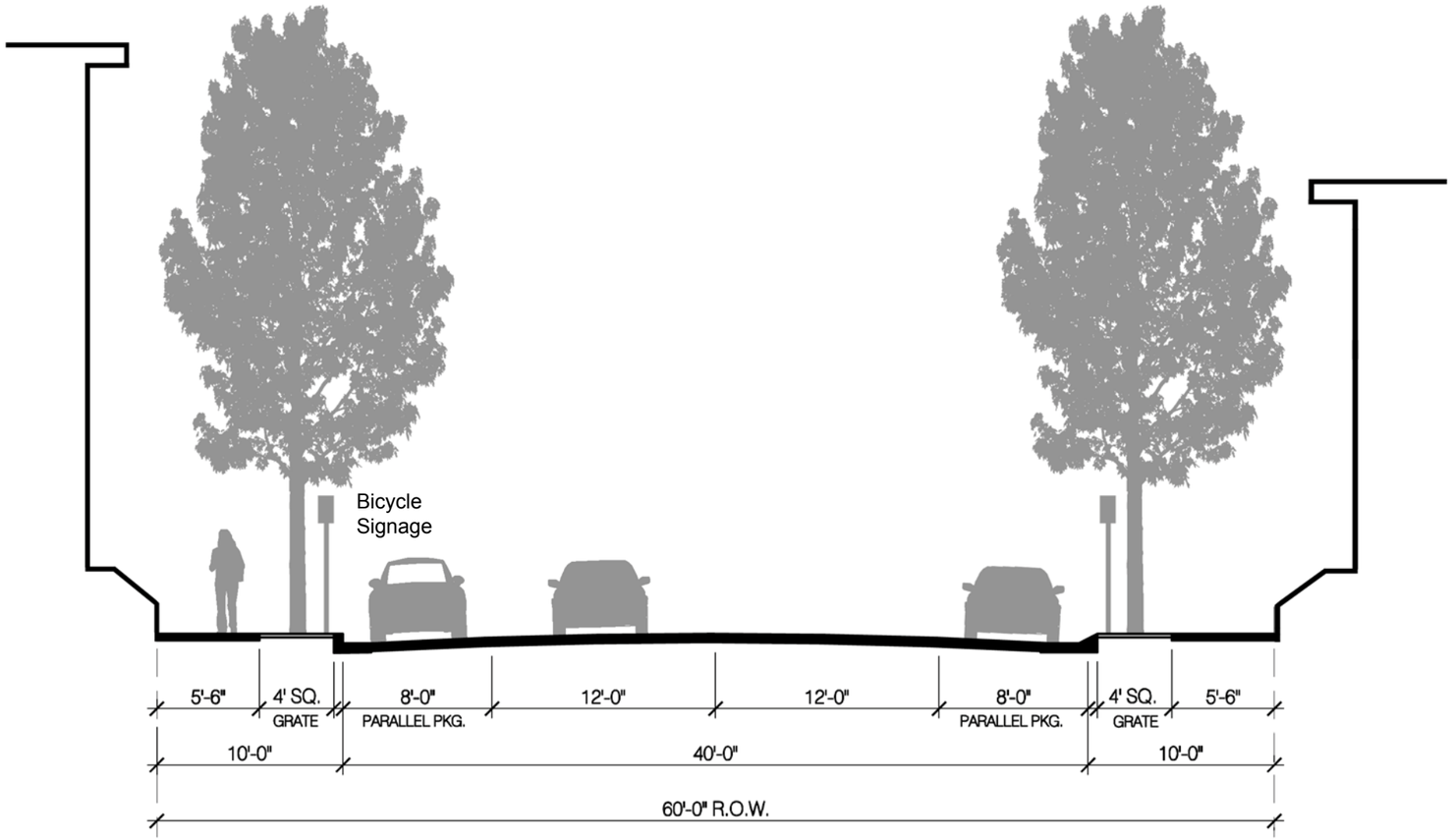
FIGURE 7.9: FIRST STREET SECTION

- STREET FUNCTIONS
  -Primary Pedestrian Connector
  -Low Speed Auto Carrier
  -Secondary Bikeway
  -Destination Place

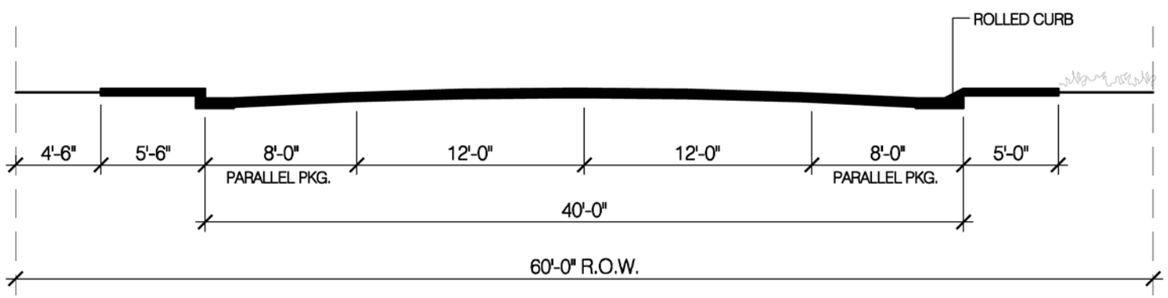
- LANDSCAPE APPROACH
  First Street requires a street tree that acknowledges the reduced 60’ right-of-way. An ideal selection would also provide excellent fall color and a unique character to the reimagined First Street corridor, linking the gateway at White Avenue to the University of La Verne campus.

- FURNISHINGS
  4’ square tree grates maximize walking space along the 10’ pedestrian right-of-way.

- SIGNAGE
  Class III bikeway signage identifies First Street as a secondary bikeway corridor.

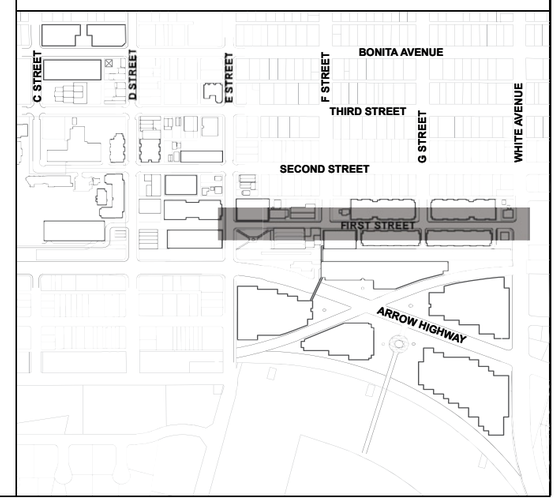


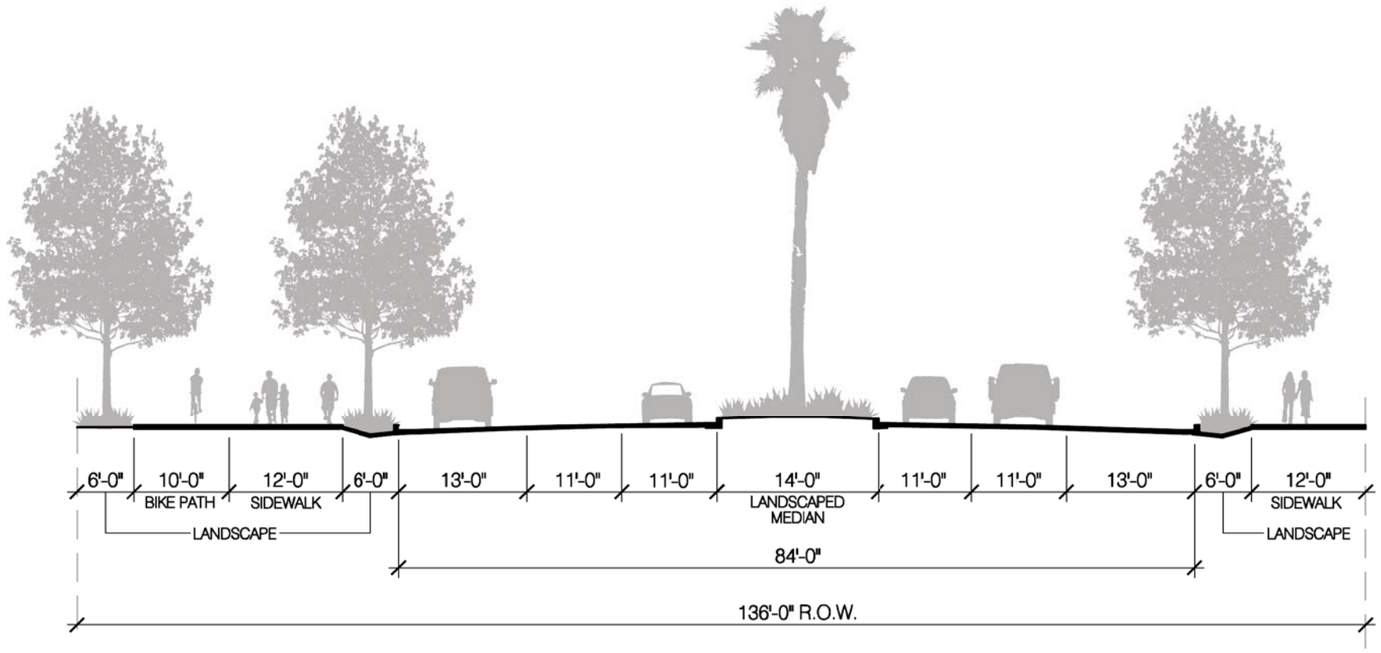
First Street Proposed
(Looking West)



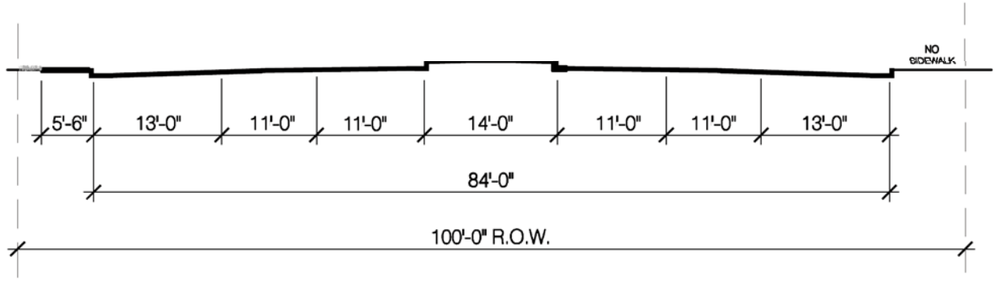
First Street Existing
(Looking West)

0 2 4 8 12 16 Feet





Arrow Highway
(Looking West)



Arrow Highway Existing
(Looking West)

Old Town La Verne Specific Plan

FIGURE 7.10: ARROW HIGHWAY SECTION

- STREET FUNCTIONS
  -Primary Pedestrian Corridor
  -Primary Bikeway
  -Medium Speed Auto and Local Transit Carrier

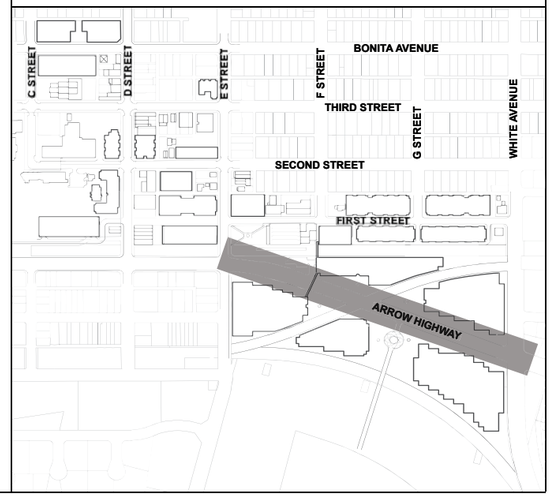
- LANDSCAPE APPROACH
  The ideal street tree along the newly configured Arrow Highway is an evergreen species with an open canopy and a scant amount of debris produced from leaves, fruit, etc. A single row softens the north side and a double row along the south side frames the pedestrian and bike path corridor.

  A landscape parkway on each side creates a safe separation between the pedestrain uses and the higher speeds of Arrow Highway vehicular traffic. This parkway would contain hearty drought tolerant shrubs that could double as a stormwater filtration system.

  The landscaped median would contain a single row of California Fan Palms (*Washingtonia filifera*) which will create a skyline element visible from the fairgrounds as well as downtown La Verne.

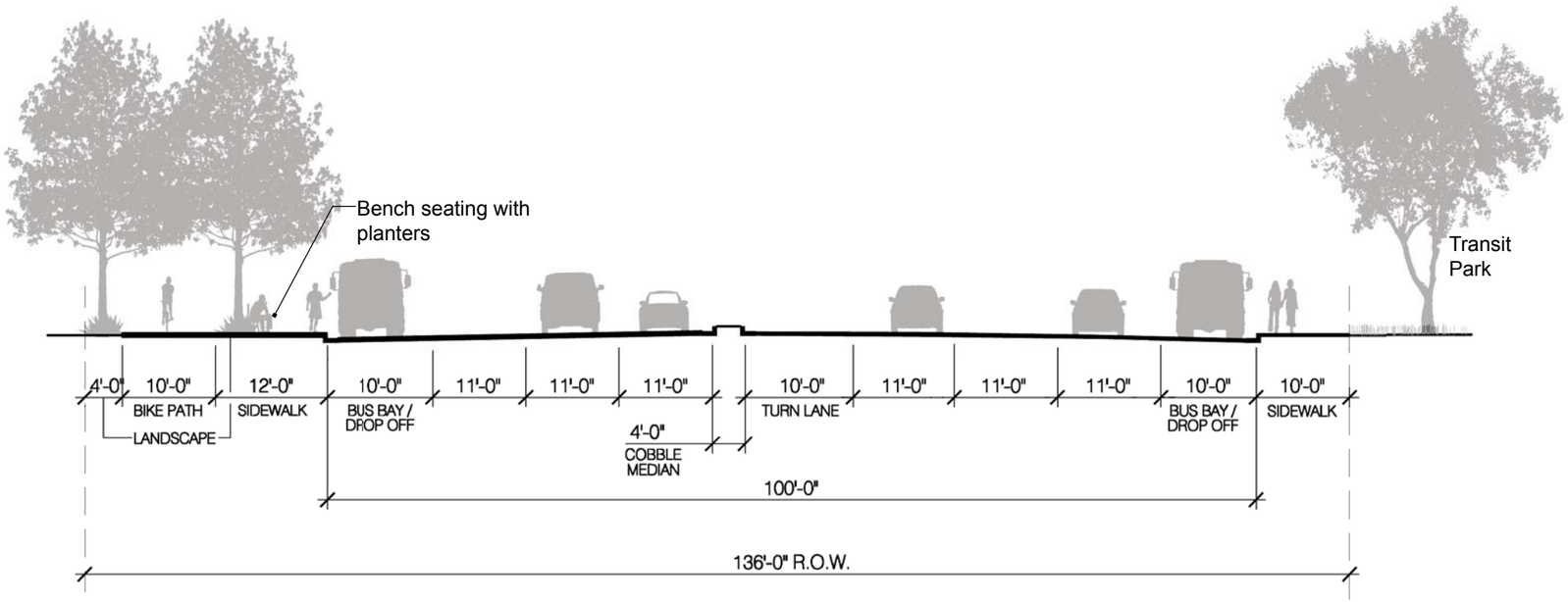
- SUSTAINABILITY
  Curb cuts along Arrow Highway would allow for stormwater runoff to be captured by the landscape parkway where it would be filtered naturally and allowed to percollate. Excess water would be directed to a standard drain system.

0 4 8 16 24 32 Feet



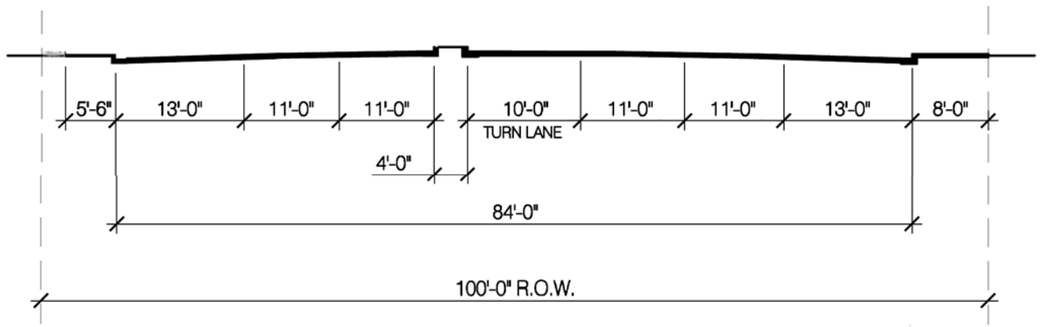
Old Town La Verne Specific Plan

FIGURE 7.11: ARROW HIGHWAY SECTION AT BUS DROPOFF



Arrow Highway at Bus Dropoff

(Looking West)



Arrow Highway Existing

(Looking West)

- STREET FUNCTIONS
  - -Primary Pedestrian Corridor
  - -Primary Bikeway
  - -Medium Speed Auto and Local Transit Carrier

- LANDSCAPE APPROACH

  Along the south side of Arrow Highway the bus dropoff area is separated by the bike path with a series of 4' wide rectangular planters containing low plantings and street trees.

  Along the north side of Arrow Highway the distance to the right-of-way is shorter, making it diffcult to fit trees into this area while maintaining bus clearances. Further north, the Transit Park area provides tree cover and a flexible park area to wait for riders.

- STREET FURNISHINGS

  Benches tucked into the planting beds along the south side of Arrow Highway will support the separation of pedestrian and bike traffic as well as provide seating for riders.

0 4 8 16 24 32 Feet

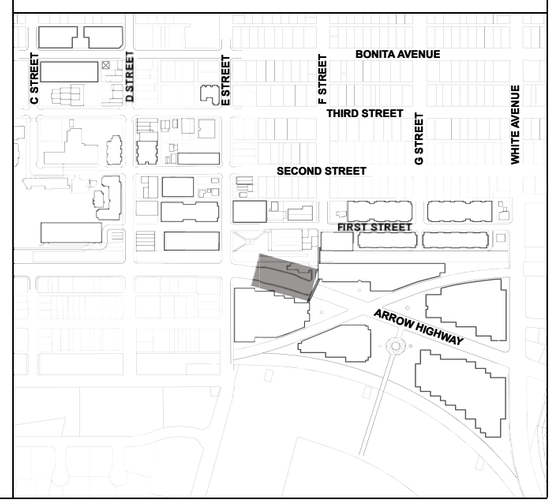
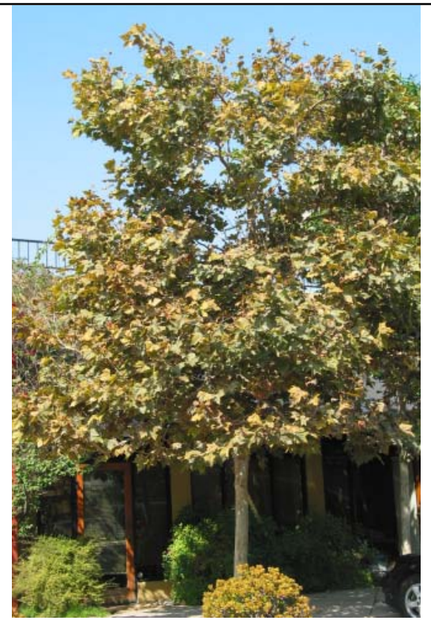


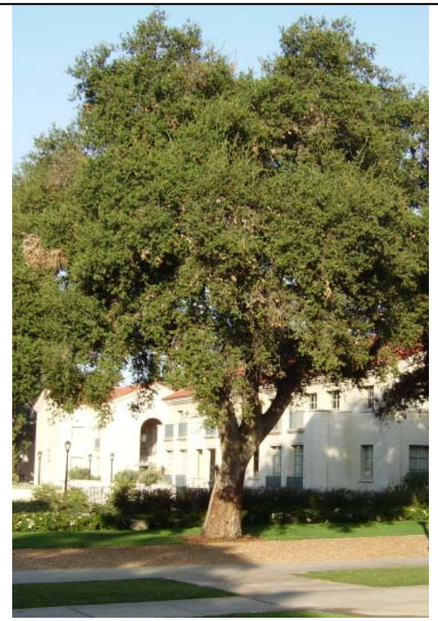
FIGURE 7.12: STREET TREE VOCABULARY FOR PUBLIC STREETSCAPES

FIRST STREET & BONITA AVENUE
American Sweetgum
Liquidambar styraciflua 'Rotundiloba'



SECOND STREET
London Plane Tree
Platanus x acerifolia

SECOND STREET
Mexican Fan Palm
Washingtonia robusta



THIRD STREET & C STREET
Coast Live Oak
Quercus agrifolia

D STREET
California Sycamore
Platanus racemosa

E STREET
Crape Myrtle
Lagerstroemia sp.

ARROW HIGHWAY
Chinese Elm
Ulmus parvifolia 'Drake'

ARROW HIGHWAY
California Fan Palm
Washingtonia filifera

STREET BENCH
Plainwell Bench
by Landscape Forms

TRASH RECEPTACLE
Plainwell Litter Receptacle
by Landscape Forms

TRASH & RECYCLING RECEPTACLE
Triad Litter and Recycling Receptacle
by Forms+ Surfaces

BIKE RACK
Pi Bike Rack
by Landscape Forms

TRASH RECEPTACLE- metal alternate
Plainwell Litter Receptacle
by Landscape Forms

STREET BENCH- metal alternate
Plainwell Bench
by Landscape Forms

PLANTER
Dune Series
by Kornegay Design

PLANTER
Dune Series
by Kornegay Design

Old Town La Verne Specific Plan

FIGURE 7.13: STREET FURNISHINGS VOCABULARY FOR PUBLIC STREETSCAPES

8 IMPLEMENTATION

This chapter describes potentials for implementation of the Old Town La Verne Specific Plan and contains the following sections:

8.1 Public Private Partnerships
8.2 Potential Catalytic Projects
8.3 Shared Parking
8.4 Redevelopment Financing
8.5 Inclusionary Housing/Affordable Housing
8.6 Key Next Steps

8.1 Public Private Partnerships

Figures 8.1 and 8.2 describe a broad array of public funding sources and public and private implementation mechanisms as they apply to the various aspects of the Specific Plan. Often, to implement public improvements in a downtown district, it is necessary to combine a number of funding sources and a number of participants. The Old Town area is projected to have limited growth in the near-term to mid-term, so the initial projects are likely to be moderate in scale. The development of the larger future projects may require the joint participation of property owners, the University of La Verne, and Fairplex. The development of larger projects will require a significant change in the market for the Old Town area and with regard to the Fairplex, the likely decision by one or more corporate interests to locate at the Fairplex site.

Primary funding sources are expected to be a combination of private financing (debt and equity), outside public funding sources (e.g. Federal, State and possibly Metro), and local public funding sources (e.g. in-lieu fees, business improvement districts).

8.2 Potential Catalytic Projects

General locations are illustrated for the following potential catalytic projects in the Historic Old Town and Arrow Corridor/TOD Sectors.

Given the limited initial demand in the Old Town area, one or two smaller projects at the heart of the Old Town area could be developed to jump start development. Catalytic site OT3 located on the east side of D Street between Second and Third Streets could be an initial project. Catalytic site OT2 could also be an initial project as a potential residential development. As initial projects they are likely to be developed at a much smaller scale than is allowed in the Specific Plan. Their development could begin to create development "momentum" for the area. The initial development may be only 5,000 to 10,000 square feet of commercial development, which represents two to four years of expected demand.

The catalytic site OT1 (in conjunction with parking site P1) at the northwest corner of Bonita Avenue and D Street can be developed as either a mixed-use commercial residential project or as primarily a residential project with commercial uses at the key intersections. If this site is developed early on as a primarily residential development, the residential uses will provide additional support to the retail uses in the Old Town area. The commercial uses on the site will contribute in-lieu fee payments that will contribute toward the provision of public parking. The initial development of parking site P1 should be as a surface lot to support this project.

The areas adjacent to the proposed Gold Line Station (TOD sites 1, 2, 3, and 4) are proposed for higher density development. The higher density development on the south side of Arrow Highway is likely to be dependent upon the choice of one or more corporate tenants to choose to establish a corporate presence at this location. Normative market analysis cannot make such a prediction. If it occurs such development is likely to be related to activities that already occur at the Fairplex.

The development of the parcel to the north of Arrow Highway with a transit-oriented mixed-use development could have a negative land value. Adjusting the density at this site along with the opening of the Gold Line Station could be one means to improve the feasibility of development at this location. Moreover, development at this location in the future may be more feasible with a greater percentage of residential development and less retail and office development. Finally, new structural approaches to using wood construction could also make projects along Arrow Highway more financially feasible.

8.3 Shared Parking

A shared parking program has the potential to facilitate development in Old Town La Verne. One of the key advantages of the shared parking concept is that it reduces the total amount of parking required in the Old Town and makes it easier for Old Town visitors to "Park Once" in order to go about their business. From a financial perspective, it is likely that the parking facilities will initially be surface lots.

Funding for the three public parking lots and potentially for the Gold Line spaces can come from several sources. With respect to Gold Line Station parking, it may be possible for Metro (or the Gold Line Authority) to pay for or contribute to parking costs. Metro has contributed to parking obligations for a number of sites (e.g. Sierra Madre Villa, Westlake-MacArthur). Funding from State Transportation Bond Programs (e.g. Proposition 1A) is also a possibility. For the public parking lots, financing can be provided through a number of vehicles including a parking in-lieu fee or the creation of a parking assessment district. If the City considers the use of parking meters to ration popular on-street parking, these revenues could be used to help fund the off-street parking.

8.4 Inclusionary Housing/Affordable Housing

Affordable Housing in La Verne is generally intended to be disbursed such that it comprises only a small portion of a given project or area and is thus indistinguishable from market rate housing. Through this Specific Plan the City will strive to make Inclusionary Housing a requirement for all residential development that occurs in the Old Town La Verne Specific Plan area. Requiring inclusionary housing enables the City of La Verne to meet its housing goals, as stated in the Housing Element of the adopted General Plan and as consistent with the City's obligations under the SCAG Regional Housing Needs allocation Model (RHNA).

Inclusionary Housing Product Requirements

A certain percentage of all new and substantially rehabilitated dwelling units must be made available to low- or moderate-income households.

- At least 15 percent of all new and substantially rehabilitated dwelling units developed by public or private entities or persons other than the City shall be available at affordable housing cost to, and occupied by, persons or familiies of low- or moderate-income. Of these, 40 percent must be available at affordable housing cost to, and occupied by persons and families of very low-income households.

	% required to be low- and moderate-income affordable	% of low- and moderate-income affordable that must be very-low-income affordable
City Developed Residential Units*	30%	50%
Non-Agency Developed Residential Units*	15%	40%

** This includes all new and substantially rehabilitated dwelling units developed.*

Final determination of the required percentage and/or number of affordable housing units within proposed residential developments shall be as determined by the City Council, but not to exceed the limits stated herein. Other methods to provide for affordable housing units within the City and/or providing equivalent in-lieu affordable housing fees may satisfy all or a portion of the mandated affordable units, as approved by the La Verne City Council.

Affordability Covenants

Low- and moderate-income housing affordability covenants must run for 55 years for rental housing and 45 years for owner occupied housing in order to count towards the inclusionary requirements, satisfy the replacement housing requirements or when spending 20% set aside monies to assist new or substantially rehabilitated housing.

Affordable Housing Potentials - In-Lieu Potential

Smaller residential developments with less than 10 residential units shall be able to pay an inclusionary housing in-lieu fee to be paid into the affordable housing fund rather than provide actual affordable housing units in the residential project.

Affordable Housing Potentials

Figure 8.4 illustrates potential locations for dispersed affordable housing. Potential locations for Dispersed Affordable Housing including but not limited to infill and upper level units:

- Upper Level Residential as part of Bonita Avenue Mixed Use project
- Upper Level Residential as part of D Street Mixed Use projects
- Upper Level Residential as part of 1 st Street Pedestrian Promenade Mixed Use projects
- Upper Level Residential as part of 2nd Street Mixed Use project
- Residential Option for Bungalow Court type of infill project
- Upper Level Residential as part of Packing House Plaza/Park Mixed Use project
- North side of 1 st Street Residential project
- South side of 1 st Street Residential project
- Upper Level Residential as part of Arrow Corridor Mixed Use project
- Upper Level Residential as part of Arrow Corridor Mixed Use project
- Upper Level Residential as part of Arrow Corridor Mixed Use project
- Upper Level Residential as part of Arrow Corridor/Fairplex Mixed Use project

Housing Programs/Assistance

A variety of financial assistance mechanisms are outlined in the City's Housing Element.

8.5 Key Next Steps

Potential Key Next Steps include:

- Establishment of a Shared Parking District and parking in-lieu fee program involving the City, existing property owners, University of La Verne, and Fairplex, as appropriate. These programs will allow for the efficient and effective provision of public parking in the area.

- Preparation of a Streetscapes and Open Spaces Implementation Plan including allocation of costs to an Improvements or Landscape District supported by the City, existing property owners, University of La Verne, and the Fairplex.

- Creation of a Property Based BID supported by the City, existing property owners, University of La Verne, and the Fairplex, as appropriate. A property-based BID can facilitate services beyond those traditionally provided by the City. It provides the opportunity to provide augmented security, maintenance, signage, and wayfinding.

- Apply for available State and Federal Grants related to becoming a model Green Neighborhood and sustainability.

- Apply for available State and Federal Grants related to the Specific Plan's emphasis on reduced automobile dependence, including its connection to the Gold Line Station.

- Prioritize development of area-wide infrastructure and catalytic sites through a Capital Improvement Program, to economize on scarce public resources.

Figure 8.1: Potential Public Financing Mechanisms, Revitalization Approaches and Implementation Strategy

	I. CITY / REGIONAL		
	Housing Successor Agency Funds	**General Fund Revenue**	**Community Development Block Grants / Section 108 Loans**
A. Description	• A $2,410,000 receivable.	• Fees collected in the City's General Fund, generated by property taxes, sales tax, transient occupancy tax, motor vehicle license fees, and other sources of revenue.	• Annual grants for use towards economic development, public facilities, and housing rehabilitation. • Section 108 loans provide front-end financing for large-scale community and economic development projects that cannot be financed from annual grants.
B. Eligible Uses	• Affordable housing.	• City services such as police, fire, life safety, libraries, and parks and recreational facilities. • Capital improvements.	• Acquisition and disposition of property. • Clearance and demolition. • Public facilities and site work. • Funds must be targeted to specific areas benefiting low- and moderate-income persons or to eliminate blight.
C. Funding Parameters	• Amounts are payable $1,920,000 in FY 2015 and $490,000 in FY 2016.	• The City can elect to dedicate portions of specific revenues, e.g., Hotel (TOT), sales tax, etc. to targeted capital improvements that the County determines that sufficient benefit exists for the assistance.	• Funds are provided by HUD and administered by cities and Los Angeles County.

	II. STATE / FEDERAL		
	California Infrastructure and Economic Development Bank (I-Bank)		**NAFTA Infrastructure Bank**
	Infrastructure State Revolving Fund	**Industrial Development Bonds**	**Federal Grants**
A. Description	• Low cost financing to public agencies for a wide variety of infrastructure projects.	• Low cost financing for the development of manufacturing and processing facilities for private companies.	• Financial assistance to Mexican border states for transportation projects that are necessary to accommodate increased traffic resulting from the implementation of the North American Free Trade Agreement.
B. Eligible Uses	• City streets. • Educational facilities. • Environmental mitigation measures. • Parks and recreational facilities. • Public transit.	• Manufacturing and processing facilities.	• Grants provided to (1) relieve congestion due to increased traffic resulting from the implementation of NAFTA and (2) improve enforcement of motor carrier safety laws.
C. Funding Parameters	• The Infrastructure State Revolving Fund Program offered by the I-Bank offers loans ranging between $250,000 to $10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues, and property assessments.	• Industrial Development Bonds (IDBs) are tax-exempt securities issued up to $10 million by a governmental entity to provide money for the acquisition, construction, rehabilitation and equipping of manufacturing and processing facilities for private companies.	• Limits the Federal share of costs for such projects to 80%.

Figure 8.1: Potential Public Financing Mechanisms, Revitalization Approaches and Implementation Strategy (CONT'D.)

	II. STATE / FEDERAL		
	State of California Propositions		
	Propositions 42 and 1A	**Proposition 1B**	**Proposition 1C - Infill Program**
A. Description	• Proposition 42 required a portion of sales tax on gasoline be transferred to the Transportation Infrastructure Fund (TIF). Amended by Proposition 1A to limit the State's ability to suspend transfer of revenues from the TIF during fiscal difficulties.	• Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. • Approved in 2006, made available $20 billion for state and local improvement projects.	• Proposition 1C, the Housing and Emergency Trust Fund Act of 2006, was created to promote housing in three types of projects infill, transit-oriented development (TOD), and brownfield development. • No more than $50 million may be awarded to any one project or area over the life of the program.
B. Eligible Uses	• Congestion relief. • Safety enhancements. • Local streets repair. • Public transportation.	• Congestion relief. • Improve air quality. • Enhance safety and security of transportation systems.	• Project-specific creation, development, or rehabilitation of parks and open space. • Water, sewer, and utilities, or other direct infrastructure needs to the project. • Roads, parking structures, transit linkages, and alternative transit modes. • Traffic mitigation. • Demolition and site preparation. • Sidewalks and streetscapes.
C. Funding Parameters	• Funds provided directly for local road improvements, as well as for capital projects (highway and transit) selected by Caltrans in the State Transportation Improvement Program.	• Various categories of funding are available. Funding is likely to be distributed through the legislative process.	• Funds are competitively awarded by the Department of Housing and Community Development (HCD) to qualifying infill projects and areas via the RFP process. • Eligible applicants may include non-profit and for-profit developers, cities, counties, and redevelopment agencies.

	III. STATE / FEDERAL	
	State of California Propositions	
	Proposition 1C - Brownfield Program	**Proposition 1C - TOD Program**
A. Description	• Proposition 1C, the Housing and Emergency Trust Fund Act of 2006, was created to promote housing in three types of projects infill, transit-oriented development (TOD), and brownfield development.	• Proposition 1C, the Housing and Emergency Trust Fund Act of 2006, was created to promote housing in three types of projects infill, transit-oriented development (TOD), and brownfield development. • A maximum of $17 million per eligible residential or mixed-use TOD project for both infrastructure and direct construction assistance.
B. Eligible Uses	• Clean-up, mitigation, and remediation. • Mid-project assessment. • Technical assistance. • Governmental oversight. • Environmental insurance. • Capitalization of operation and maintenance funds.	• Property acquisition and relocation. • Construction work. • Engineering design/supervision. • Environmental studies/remediation/mitigation. • Replacement parking required by public agency.
C. Funding Parameters	• Funding up to $300,000 per eligible project, or a higher funding cap of $500,000 for brownfield projects containing infill residential or mixed-use development. • Participants in the CALReUSE cleanup program will be eligible for up to $5 million in grants and loans.	• Grants are provided to municipalities for infrastructure supportive of eligible TOD projects. • Grants to municipalities to provide first-time homebuyer loans for for-sale units in eligible TOD projects. • Loans to developers for the development of rental units at eligible TOD projects.

Figure 8.2: Financing Mechanisms to Assist Private Development

	I. DEVELOPER / PROPERTY OWNER / USER		
	Community Facilities Districts (CFDs)	**Special Assessment Districts**	**Development Impact Fees**
A. Description	• A special tax placed against property located within an established district to fund public facilities and services. • Municipal bonds supported by revenues from the special tax are sold by the CFD to provide upfront funding to build improvements or fund services.	• Similar to a CFD but shifts the funding of infrastructure from all taxpayers to only those who benefit specifically from the improvement. • Sets a fixed lien on every parcel within the assessment district. • Municipal bonds supported by special assessments provide upfront funding.	• Fees paid by developers to pay all or a portion of the costs of any public facility that benefits their development.
B. Eligible Uses	• Funding of capital facilities including: - parks - schools - fire stations - water and sewer systems - government facilities • Purchase, construction, and improvement or rehabilitation of real property.	• Construction of capital facilities such as roads, water, sewer, and flood control.	• Capital facilities or ongoing services. Examples of impact fees include: - school impact fee - mitigation fee (police, fire, park, etc.) - water meter installation - sanitation capacity charge - water system facility/backup facility charge
C. Funding Parameters	• Requires 2/3 vote of qualified electors in district. If fewer than 12 residents, vote is conducted on current landowners. • Assessment based on allocation formula, not necessarily in proportion to the benefit received. • Requires value-to-lien ratio of 3:1.	• Typically property owners petition a City to form a district to finance large-scale infrastructure improvements. • Assessments on property owners are determined in proportion to the benefit received.	• Fees are paid in the form of a predetermined money payment as a condition to the issuance of building permits, an occupancy permit, or subdivision map approval.

	I. DEVELOPER / PROPERTY OWNER / USER		
	Property Owner / Developer Exactions	**Developer Advances / Reimbursement Agreements**	**User Fees**
A. Description	• Payments made by developers or property owners in addition to, or in lieu of, development impact fees. • Funds contributed are used to install selected public improvements. • Alternatively, developers are required to construct and deliver specific improvements.	• Advance of funds from developers for use toward backbone infrastructure. • Alternatively, developers construct and deliver specific improvements. • City and developer enter into Reimbursement Agreement.	• Fee imposed by a city, utility, or other franchise for services and facilities they provide.
B. Eligible Uses	• Dedication of right-of-way streets and utilities • Provision of open space • Parks or landscape improvements • Schools and community facilities	• Backbone infrastructure.	• Water meter hook-ups. • Gas, electric, cable, and telephone hook-ups. • Park and recreation facilities.
C. Funding Parameters	• Typically paid or committed as part of the development approval process.	• Typically repaid from redevelopment tax increment, CFD bond proceeds, and/or development impact fees collected from future developers.	• Use of user fee revenues are limited to paying for the service for which the fees are collected. • The fee amount may not exceed the cost of providing the service but may include overhead, capital improvements, and debt service.

Figure 8.2: Financing Mechanisms to Assist Private Development (CONT'D.)

	I. DEVELOPER / PROPERTY OWNER / USER	
	Landscaping Districts / Parking Districts	**Business Improvement Districts (BIDs)**
A. Description	• Assessment on properties located within a specific district that benefit from landscaping and/or parking.	• Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area.
B. Eligible Uses	• Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and irrigation. • Parking districts allow for the acquisition, improvement, and operation of shared parking facilities.	• Marketing and promotion. • Security. • Streetscape improvements. • Operating and maintenance of public improvements. • Special events.
C. Funding Parameters	• Funds are typically collected concurrently with the annual business license tax or property tax bill, with varying formulas for retail vs. non-retail businesses, and residential vs. non-residential property.	• Once established, annual BID fees are mandatory for businesses/properties located within the BID boundary. • Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills.

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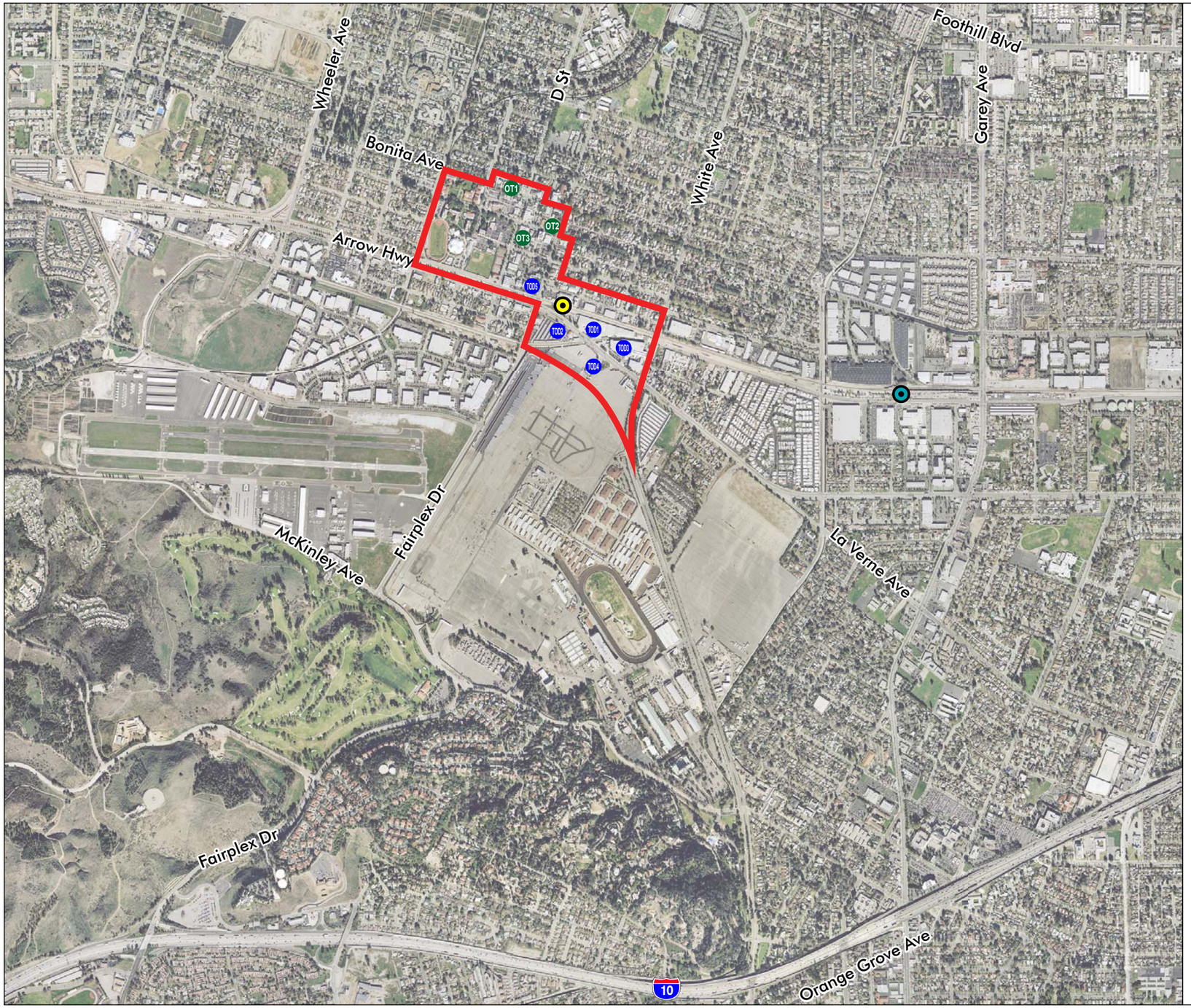
FIGURE 8.3: POTENTIAL CATALYTIC PROJECTS



- Specific Plan Area
- OT1 Bonita Avenue Mixed-Use
- OT2 D Street Mixed-Use - West
- OT3 D Street Mixed-Use - East
- TOD1 Transit-Oriented Development - North
- TOD2 Transit-Oriented Development - West
- TOD3 Transit-Oriented Development - East
- TOD4 Fairplex Transit-Oriented Development
- TOD5 Oaks Housing
- La Verne Gold Line Station
- La Verne Metrolink Station
  (currently Metrolink stops only during the LA County Fair)

Walking Time 5 minutes 10 minutes 15 minutes
0 1,200’ 2,400’ 3,600’

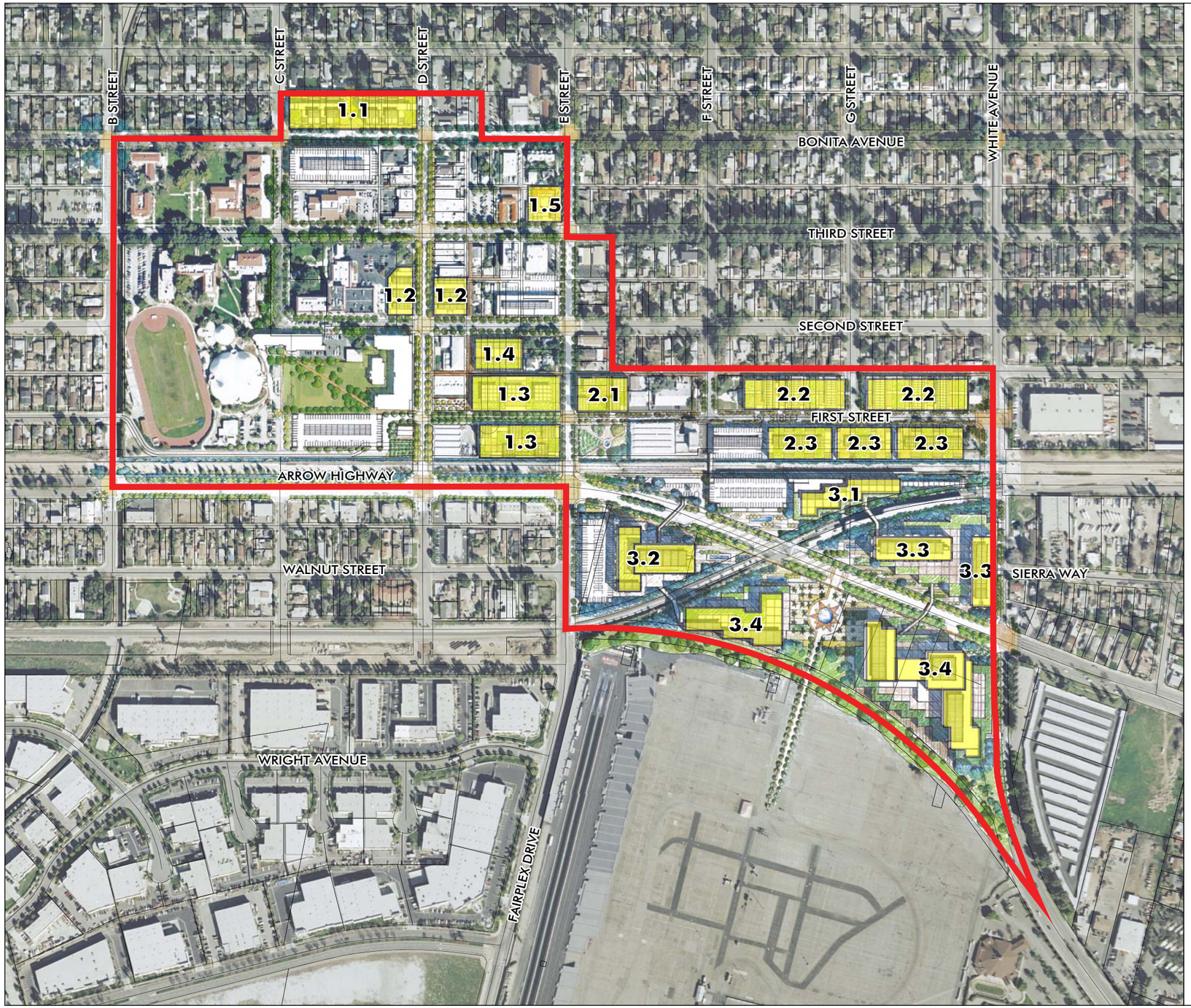
0 350 1,000 2,000 3,000 Feet

100 Acres

10 Acres

Old Town La Verne Specific Plan

FIGURE 8.4: HOUSING POTENTIALS



- Specific Plan Area
- Potential locations for limited Dispersed Affordable Housing including infill and upper level units
  - 1.1 Upper Level Residential as part of Bonita Avenue Mixed-Use project
  - 1.2 Upper Level Residential as part of D Street Mixed-Use projects
  - 1.3 Upper Level Residential as part of 1st Street Pedestrian Promenade Mixed-Use projects
  - 1.4 Upper Level Residential as part of 2nd Street Mixed-Use project
  - 1.5 Residential Option for Bungalow Court type of infill project
  - 2.1 Upper Level Residential as part of Packing House Plaza/Park Mixed-Use project
  - 2.2 North side of 1st Street Residential project
  - 2.3 South side of 1st Street Residential project
  - 3.1 Upper Level Residential as part of Arrow Corridor Mixed-Use project
  - 3.2 Upper Level Residential as part of Arrow Corridor Mixed-Use project
  - 3.3 Upper Level Residential as part of Arrow Corridor Mixed-Use project
  - 3.4 Upper Level Residential as part of Arrow Corridor/Fairplex Mixed-Use project

5 minute walk (1,200')

0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

9 LAND USES AND LAND USE DISTRICTS

The Proposed Land Uses for the Old Town La Verne Specific Plan are illustrated in Figure 9.1 and in the following sections:

The basis for the Proposed Land Uses include the:

- Applicable recommendations of prior existing plans
- Field analyses of existing conditions
- Analysis of Market Demand
- Community's Vision for Old Town

The Proposed Land Uses support the community's Vision for Old Town La Verne by complementing the existing, historically based and contemporary uses of Old Town, enabling transit-oriented development near the Gold Line Station and facilitating the appropriate expansion of the University of La Verne. The Land Uses are also highly supportive of creating a pedestrian and bicycling environment that interconnects Old Town, the University of La Verne, the Gold Line Station, and transit-oriented development.

9.1 Land Uses

The Proposed Land Uses include:

Historic Core Retail provides for small-scale retail stores, restaurants, and services in the original retail area of Old Town La Verne as identified in the Lordsburg Specific Plan.

Old Town Mixed-Use provides for small-scale and medium-scale uses which include retail stores, restaurants, and services on the ground level, with residential or office uses above or adjacent.

Adaptive Reuse Mixed-Use provides for the reuse of La Verne's unique, historical citrus era packing houses and supporting structures for small-scale and medium-scale uses including retail, restaurant, services, and educational uses.

Historic Fabric Mixed-Use provides for the adaptive reuses or sensitive new construction of retail, restaurants, offices, services or residential uses in the small-scale residential structures or lots located between D and E Streets and along the east side of E Street.

Medium Density Residential provides for one and two-story condominiums or apartments along First Street within walking distance of the Gold Line Station.

Mixed-Use 1 provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Gold Line Station.

Mixed-Use 2 provides for not only transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Gold Line Station, but also for hotel and cultural uses to complement the land uses of the Fairplex.

University of La Verne provides for educational uses and support services associated with the University of La Verne as described in the City-approved Campus Master Plan.

Office provides for a stand-alone use.

Institutional provides for public uses such as the fire station and private uses such as churches.

Open Space provides for City or University owned parks or plazas.

Parking provides for use in the form of shared parking lots or structures, which are publicly owned by the City and/or the University of La Verne.

9.2 Land Use Districts

The Proposed Land Use Districts for the Old Town La Verne Specific Plan are illustrated in Figure 9.2. The Land Use Districts implement the Proposed Land Uses as described in section 9.1. The Proposed Land Use Districts include:

Historic Core Retail District provides for small-scale retail stores, restaurants, and services in the original retail area of La Verne as identified in the Lordsburg Specific Plan.

Old Town Mixed-Use provides for small-scale and medium-scale uses which include retail stores, restaurants, and services on the ground level with residential or office uses above or adjacent. This District also allows surface parking lots or parking structures and Open Space to implement the proposed Land Use plan.

Adaptive Reuse Mixed-Use District provides for the reuse of La Verne's unique, historical citrus era packing houses and supporting structures for small-scale and medium-scale uses including retail, restaurant, services, and educational uses.

Historic Fabric Mixed-Use District provides for the adaptive reuses or sensitive new construction of retail, restaurants, offices, services, or residential uses in the small-scale residential structures or lots located between D and E Streets and along the east side of E Street.

Medium Density Residential District provides for one and two-story condominiums or apartments along First Street within walking distance of the Gold Line Station. This District also allows surface parking lots or parking structures and Open Space to implement the proposed Land Use plan.

Mixed-Use 1 District provides for transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Gold Line Station. This District also allows surface parking lots or parking structures and Open Space to implement the proposed Land Use plan.

Mixed-Use 2 District provides for not only transit-oriented development consisting of retail with residential or office uses above within easy walking distance of the Gold Line Station, but also hotel and cultural uses to complement the land uses of the Fairplex. This District also allows surface parking lots or parking structures and Open Space to implement the proposed Land Use plan.

University of La Verne District provides for educational uses and support services associated with the University of La Verne as described in the City-approved Campus Master Plan. This District also allows surface parking lots or parking structures and Open Space to implement the proposed Land Use plan.

Office District provides for a stand-alone use.

Institutional District provides for public uses such as the fire station and private uses such as churches. This District also allows surface parking lots or parking structures and Open Space to implement the proposed land uses.

Open Space District provides for City or University of La Verne owned parks or plazas.

9.3 Permitted and Prohibited Uses

Figure 9.3 lists the uses which are permitted, permitted with a conditional use permit, and prohibited in the Old Town La Verne Specific Plan area.

9.4. Land Uses Not Listed

Classification of Use: All land uses not specifically listed in this Specific Plan are prohibited. However, the Development Review Committee may determine through the Classification of Use process that any use not listed is comparable to a listed use and shall be treated in a similar manner. A Classification of Use may be granted pursuant to the procedures set forth in Chapter 18 of the Municipal Code, unless otherwise specified. The Community Development Director may also refer the decision to the Planning Commission for a determination. A list of comparable use determinations shall be kept on file in the Planning Department.

9.5 Interpretation

The Director of Community Development or Development Review Committee shall interpret the phrases "other similar uses," "uses customarily incidental to," etc., as used in this Specific Plan. Where this Specific Plan imposes a greater restriction upon the use of buildings or land or requires larger open spaces than are imposed or required by the Municipal Code or other ordinances, rules, regulations or by easements, covenants or agreements, the provisions of this Specific Plan shall prevail. Whenever there is any question regarding the interpretation of the provisions of this Specific Plan or their application to any specific case or situation, the Director of Community Development shall interpret the intent of this Specific Plan.

9.6 Nonconforming Uses

Any use within the Specific Plan boundary which is nonconforming to the requirements and standards of this Land Use plan shall be subject to the requirements of the Municipal Code.

9.7 Variances

Variances may be granted from the development standards contained in the Old Town La Verne Specific Plan pursuant to the procedures set forth in the Municipal Code, unless otherwise specified.

Examples of Old Town Mixed-Use Two-Story

Examples of Old Town Mixed-Use Three-Story

Examples of Mixed-Use 1 and 2

Examples of Horizontal Mixed-Use in Downtown Claremont

9.8 Interim Uses

Adoption of this Specific Plan recognizes the apparent likelihood of a delay in the funding for the Gold Line light rail transit system and the La Verne Gold Line Station, which may have an impact upon the feasibility of new Transit Oriented Development. In order to provide for feasible, short-term, alternative land uses, the ability to request consideration of an Interim Use Permit is herein provided.

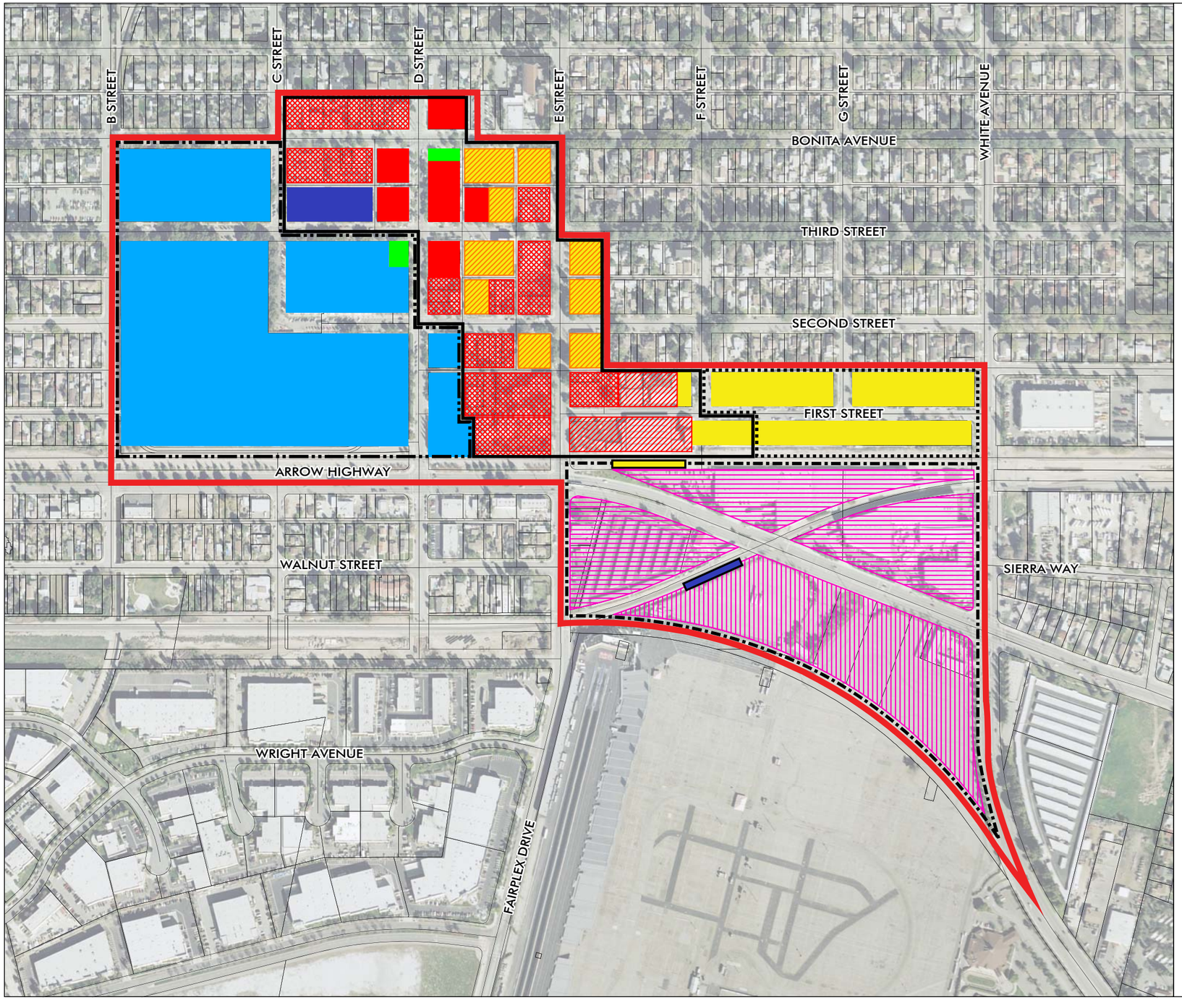
Interim use permits may be issued for the Specific Plan area for any use which was previously authorized by the prior zoning and/or specific plan(s) as a permitted use or as a conditional use in accordance with the following provisions:

1. Such use permits shall be valid for a five (5) year period only, and thereafter may be renewed on a yearly basis only through such time period as construction is set to begin on the Gold Line station. There shall be no renewal beyond the date on which construction is reasonably anticipated to start.
2. At the expiration of the interim use permit, or any extension thereof as provided for in this section, the applicant shall automatically cease the interim use and neither the applicant nor the property owner shall be entitled to any revocation hearing.
3. In order to obtain an interim use permit, the owner of the property and the applicant must sign an interim use agreement which sets forth the interim nature of the use as specified herein and the agreement must be recorded. The agreement shall provide that if any action is necessary to enforce the terms of the agreement, the prevailing party shall be entitled to attorney's fees.
4. The interim use permit shall require the applicant to file a deposit against which staff and consultant time shall be charged, in accordance with the city's adopted fee resolution.
5. Interim use permits shall be processed in accordance with the procedures set forth in Sections 18.108.060 through 18.108.110 of the La Verne Municipal Code.
6. To grant an interim use permit, the Planning Commission must find from the facts presented that the following circumstances exist:
   a. The proposed use and development are each consistent with the general plan and the applicable specific plan.
   b. The site for the proposed use is adequate in size, shape, topography, accessibility, and other physical characteristics to accommodate the proposed use and development.
   c. The development site has adequate access to those utilities and other services required for the proposed use.
   d. The proposed use is designed to be temporary in nature and will not interfere with the ultimate development of the Old Town La Verne Specific Plan.
   e. Potential adverse effects upon the surrounding properties will be minimized to the extent practical and any remaining adverse effects are justified by the benefits conferred upon the neighborhood or community as a whole.
   f. If applicable, the proposed use will meet such additional criteria as required elsewhere in the code or adopted specific plan for other similar uses.

Institutional Uses will continue to be important in Old Town (Top - Church of the Brethren, Middle - Without Spot or Wrinkle Ministries, Bottom - Fire Station)

The University of La Verne will continue to be a major use in the Planning Area

Example of Historic Fabric Mixed-Use, Bonita Avenue, east of D Street



Old Town La Verne Specific Plan

FIGURE 9.1: LAND USE DISTRICTS

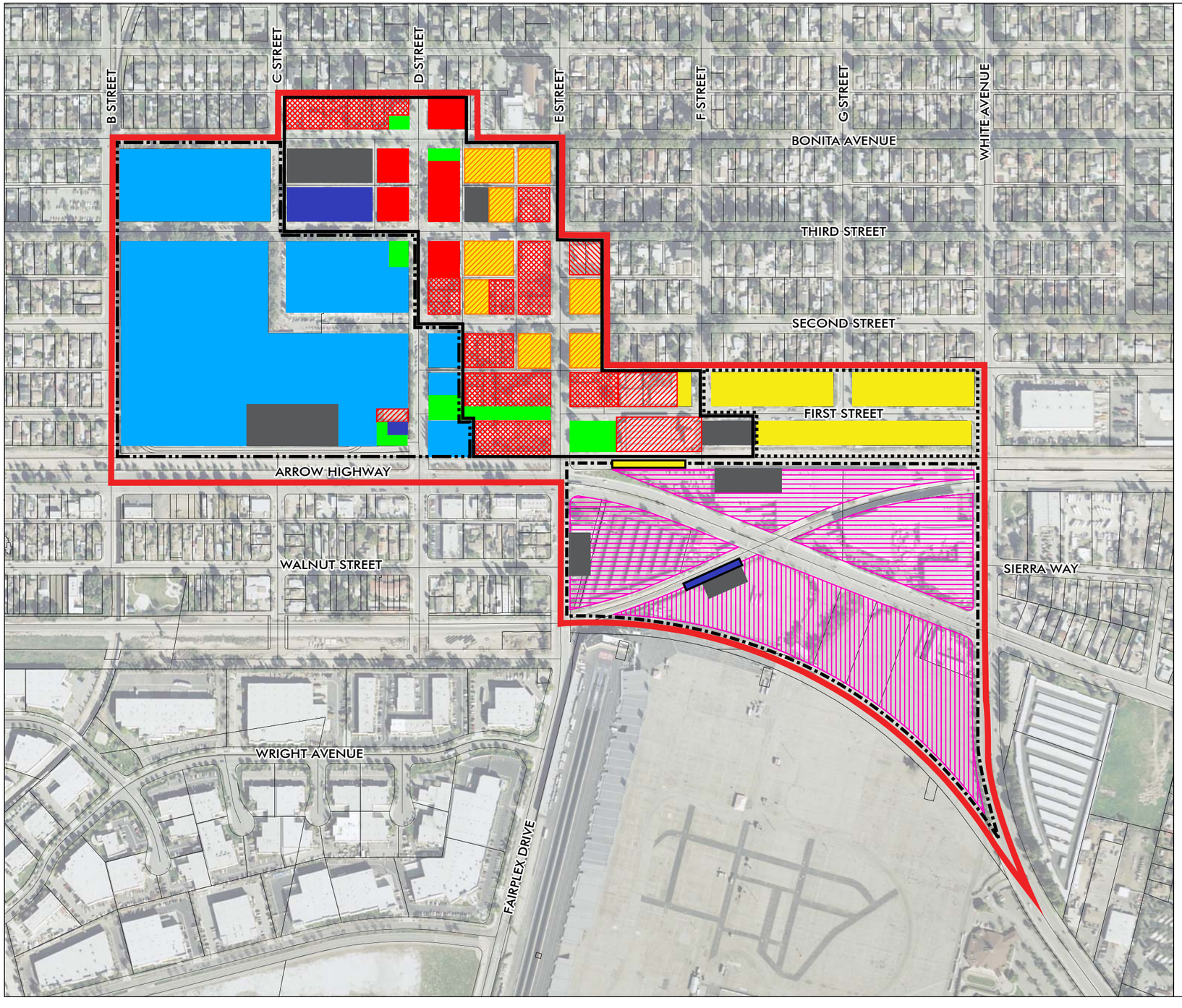
- Specific Plan Area
- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)
- Historic Core Retail District
  (Small-Scale Shops, Restaurants and Services)
- Old Town Mixed-Use District
  (Small-Scale Shops and Restaurants and Services. First Level Retail with Residential above for Residents.)
- Adaptive Reuse Mixed-Use District
  (Adaptive Reuse of Packing Houses for Shops, Restaurants, Services and Educational Uses.)
- Historic Fabric Mixed-Use District
  (Adaptive Reuse of Single-Family Structures for Retail, Office, Restaurant, or Residential)
- Medium Density Residential District
  (Two or Three Story Row Houses, Stacked Flats or Lofts)
- Mixed-Use 1 District
  (Retail with Residential or Office above)
- Mixed-Use 2 District
  (Retail and/or Cultural with Residential or Office above)
- University of La Verne District
- Institutional District
- City Parks
  (Parks or Plazas)
- Historic Old Town Sector
- University of La Verne Sector
- Arrow Corridor / TOD Sector
- First Street Sector

5 minute walk (1,200')

0 120 250 500 750 1,000 Feet

10 Acres

1 Acre



Old Town La Verne Specific Plan

FIGURE 9.2: PREFERRED LAND USE DEVELOPMENT PLAN

- Specific Plan Area
- Gold Line Station Platform
- Metrolink Station Platform
  (currently Metrolink stops only during the LA County Fair)

HISTORIC OLD TOWN SECTOR

- Historic Core Retail
  (Small-Scale Shops, Restaurants and Services)
- Old Town Mixed-Use
  (Small-Scale Shops and Restaurants and Services. First Level Retail with Residential above for Residents.)
- Adaptive Reuse Mixed-Use
  (Adaptive Reuse of Packing Houses for Shops, Restaurants and Services.)
- Historic Fabric Mixed-Use
  (Adaptive Reuse of Single-Family Structures for Retail, Office, Restaurant, or Residential)

FIRST STREET SECTOR

- Medium Density Residential
  (Two-or Three-Story Row Houses, Stacked Flats or Lofts)

ARROW CORRIDOR / TOD SECTOR

- Mixed-Use 1
  (Retail with Residential or Office above)
- Mixed-Use 2
  (Retail and/or Cultural with Residential or Office above)

UNIVERSITY OF LA VERNE SECTOR

- University of La Verne

OTHER USES

- New Historic Fabric
- Institutional
- Open Space
  (Parks or Plazas)
- Parking

5 minute walk (1,200')

0 120 250 500 750 1,000 Feet

10 Acres

1 Acre

Figure 9.3: Permitted and Prohibited Uses

Permitted Uses	P
Conditional Use Permit	C
Prohibited Uses	X

	HISTORIC OLD TOWN SECTOR	HISTORIC CORE RETAIL DISTRICT	DOWNTOWN MIXED-USE DISTRICT	ADAPTIVE REUSE MIXED-USE DISTRICT	HISTORIC FABRIC MIXED-USE DISTRICT	FIRST STREET SECTOR	MEDIUM DENSITY RESIDENTIAL DISTRICT	ARROW CORRIDOR/ TOD SECTOR	MIXED-USE 1 DISTRICT	MIXED-USE 2 DISTRICT	UNIVERSITY OF LA VERNE SECTOR	SUBDISTRICTS AND USES PER THE APPROVED CAMPUS MASTER PLAN	OTHER DISTRICTS	OFFICE DISTRICT	INSTITUTIONAL DISTRICT	OPEN SPACE DISTRICT (Parks or Plazas)
Adult Businesses (per Ordinance 826)		X	X	X	X		X		X	X				X	X	X
Alcohol Beverage-Related Uses:																
(a) On-site consumption		C	C	C	C		X		C	C				C	C	X
(b) Off-site consumption		C	C	C	C		X		C	C				C	C	X
(c) Off-sale		C	C	C	C		X		C	C				C	C	X
Arcades, Billiards, or similar uses per LVMC		C	C	C	C		X		C	C				C	C	X
Art Galleries		P	P	P	P		X		P	P				P	P	X
Auditorium		X	X	X	X		X		C	C				X	X	X
Automobile Fuel Stations		X	X	X	X		X		C	C				X	X	X
Automobile Rental		X	X	X	X		X		C	C				X	X	X
Auto Repair		X	X	X	X		X		X	X				X	X	X
Auto Sales and Parts		X	X	X	X		X		X	X				X	X	X
Banks and Financial Institutiions/Services		P	P	P	P		X		P	P				P	P	X
Bars and Cocktail Lounges (with or without a bonafide dining establishment)		C	C	C	C		X		C	C				C	C	X
Bed-and-breakfasts/Boutique Hotels		C	C	C	C		C		C	C				C	C	X
Business support services, facilities and supplies:																
(a) Under 5000 square feet		P	P	P	P		X		P	P				P	P	X
(b) Over 5000 square feet		C	C	C	C		X		C	C				C	C	X
Catering Establishments without Restaurants		C	C	C	C		X		C	C				C	C	X
Child Daycare Centers - Commercial		C	C	C	C		X		C	C				C	C	X
Cinemas/Theaters		C	C	C	C		X		C	C				C	C	X
Clubs and lodges		C	C	C	C		X		C	C				C	C	X
Convention and Conference Facilities		X	X	X	X		X		C	C				X	X	X
Educational Facilities (Master Plan required)		C	C	C	C		X		C	C				C	C	X
Entertainment Establishments		C	C	C	C		X		C	C				C	C	X
Equipment Sales		P	P	P	P		X		P	P				P	P	X
Equipment Rental		X	X	X	X		X		X	X				X	X	X
Farmer's Market		P	P	P	P		X		P	P				P	P	P
Florist		P	P	P	P		X		P	P				P	P	X
Graphic Arts and Photo Studio		P	P	P	P		X		P	P				P	P	X
Grocery Store		C	C	C	C		X		C	C				C	C	X
Health and fitness clubs:																
(a) 4000 sf or less		C	C	C	C		C		C	C				C	C	X
(b) more than 4000 sf		C	C	C	C		X		C	C				C	C	X
Helistop		X	X	X	X		X		C	C				X	X	X
Home improvement sales and service:																
(a) 10,000 sf or less, indoor only		P	P	P	P		X		P	P				P	P	X
(b) over 10,000 sf		C	C	C	C		X		C	C				C	C	X
Home Occupations (per LVMC Chapter 18.96)		P	P	P	P		P		P	P				P	P	X

	HISTORIC OLD TOWN SECTOR	HISTORIC CORE RETAIL DISTRICT	DOWNTOWN MIXED-USE DISTRICT	ADAPTIVE REUSE MIXED-USE DISTRICT	HISTORIC FABRIC MIXED-USE DISTRICT	FIRST STREET SECTOR	MEDIUM DENSITY RESIDENTIAL DISTRICT	ARROW CORRIDOR/ TOD SECTOR	MIXED-USE 1 DISTRICT	MIXED-USE 2 DISTRICT	UNIVERSITY OF LA VERNE SECTOR	SUBDISTRICTS AND USES PER THE APPROVED CAMPUS MASTER PLAN	OTHER DISTRICTS	OFFICE DISTRICT	INSTITUTIONAL DISTRICT	OPEN SPACE DISTRICT (Parks or Plazas)
Hotels		X	X	X	X		X		C	C				X	X	X
Liquor Stores		C	C	C	C		X		C	C				C	C	X
Medical and Dental Offices and Laboratories		P	P	C	P		X		P	P				P	P	X
Museums		P	P	C	P		X		P	P				P	P	X
Nonconforming Use Expansions - Minor (20% or less)		C	C	C	C		C		C	C				C	C	X
Offices		C	C	C	C		X		P	P				P	P	X
Outdoor Use and Storage (primary use)		C	C	C	C		C		C	C				C	C	X
Parking Lot or Parking Structure (stand alone)		C	C	C	C		C		C	C				C	C	X
Parking Structure with Ground Floor Retail and/or Office		C	C	C	C		X		C	C				C	C	X
Parks and Open Spaces		P	P	P	P		P		P	P				P	P	P
Performing Arts Facilities		C	C	C	C		X		C	C				C	C	X
Personal Services (barber, beauty salon, spa, tailor, dry cleaner)		P	P	C	P		X		P	P				P	P	X
Pet Shop & Pet Grooming		C	C	C	C		X		C	C				C	C	X
Pharmacies		P	P	C	P		X		P	P				P	P	X
Places of Worship		C	C	C	C		X		C	C				C	C	X
Private Recreational Facility and Incidental Commercial Use		C	C	C	C		X		C	C				C	C	X
Public Buildings, Public Parks, and Recreation facility		P	P	P	P		X		C	C				P	P	X
Public Utilities or Installations		C	C	C	C		C		C	C				C	C	X
Recycling Collection Facility (maximum size: 500 square feet)		C	C	C	C		X		C	C				C	C	X
Residential:																
(a) Row houses		X	X	C	X		P		P	P				X	X	X
(b) Flats and lofts: Ground Level		X	X	C	X		P		P	P				X	X	X
(c) Flats and lofts: Upper Level		P	P	C	P		P		P	P				P	P	X
(d) Live/Work units		P	P	C	P		C		P	P				P	P	X
Restaurants:																
(a) Sit down and take out		P	P	C	P		X		P	P				P	P	X
(b) Drive in and drive-throughs		X	X	X	X		X		X	X				X	X	X
(c) Outdoor dining		P	P	C	P		X		P	P				P	P	X
Retail sales:																
(a) 10,000 sf or less (neighborhood-serving)		P	P	C	P		X		P	P				P	P	X
(b) 10,000 sf or more		X	X	C	X		X		P	P				X	X	X
Temporary office/Temporary modular buildings		X	X	X	X		X		C	C				X	X	X
Transit Center		X	X	X	X		X		C	C				X	X	X
University of La Verne: Academic and Other Uses		X	X	C	X		X		X	X			P	X	X	X
Veterinary Services		C	C	C	C		X		C	C				C	C	X
Video Rental		P	P	P	P		X		P	P				P	P	X
Wedding Chapels		C	C	C	C		X		C	C				C	C	X
Wine and Beer: tasting and retail		C	C	C	C		X		C	C				C	C	X
Wireless Communications		C	C	C	C		X		C	C				C	C	X

10 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

This chapter describes the Development Standards and Design Guidelines for the Old Town La Verne Specific Plan and contains the following sections.

10.1 Purpose and Applicability

The development and design standards and guidelines for Old Town La Verne are intended to provide property owners, merchants, and their designers with basic development and design criteria that are intended to reinforce the desired character of the Land Use Districts and Streetscapes, through the design of appropriate buildings and their environs. Further, the design standards and guidelines encourage the incorporation of sustainable elements and public art in buildings and their environs.

10.2 Interpretation

The development standards and design guidelines may be interpreted for specific projects with some flexibility, consistent with the purpose of the district. Variations may be considered for projects with special design characteristics during the City's design review process to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

10.3 Development Standards and Guidelines Not Listed

Any issue or standard not specifically covered in this Specific Plan shall be subject to the Municipal Code. In cases where development standards or guidelines set forth in this Plan are inconsistent with the Municipal Code, the standards of the Specific Plan shall prevail.

10.4 Design Review

All new construction, new additions to existing buildings, and any other exterior improvements shall be subject to the design standards and guidelines set forth in this Specific Plan and require design review pursuant to the provisions of Chapter 18 of the Municipal Code.

10.5 Development Standards for the Old Town Mixed-Use, Mixed-Use 1 and 2, Medium Density Residential, University of La Verne, Office and Open Space Districts

Figure 10.1 contains the Development Standards for the following:

- Maximum Height
- Minimum Lot Size
- Maximum Residential Density
- Public Street Setbacks
- Public Alley Setbacks
- Parking

PROPOSED FIRST STREET RESIDENTIAL BETWEEN WHITE AVENUE AND E STREET

10.6 Development Standards for the Historic Core Retail, Adaptive Reuse Mixed-Use and Historic Fabric Mixed-Use Districts

Figure 10.2 contains the Development Standards for the following:

- Lot Requirements
- Setbacks
- Building Standards

Required Parking for Retail and Residential Uses in these Districts shall be the same as for Old Town Mixed-Use as contained in Figure 10.1.

10.7 Design Standards and Guidelines for Old Town Mixed-Use

Figure 10.3 illustrates appropriate applications of design standards and guidelines for Old Town Mixed-Use including:

(1) Components of Old Town Mixed-Use Façades
(2) Access to Upper-Level Residential
(3) Retail Façade Entrances for Building Entrances and Sidewalk Dining
(4) Towers
(5) Awnings
(6) Signage
(7) Passthroughs from Public Streetscapes to Public Alleys
(8) Alley Dining
(9) Alley Entries to Retail including Universal Access
(10) Trash and Loading Areas
(11) Alley Access to On-site Residential Parking
(12) Parking Lot Interfaces
(13) Railroad Edge Interfaces
(14) Parking Structure Interfaces

Figure 10.1: Development Standards for the Old Town Mixed-Use, Mixed-Use 1 and 2, Medium Density Residential and University of La Verne Districts

Land Use Districts	DEVELOPMENT STANDARDS: MAXIMUM HEIGHT	MINIMUM LOT SIZE	MAXIMUM RESIDENTIAL UNIT DENSITY	PUBLIC STREET SETBACK (except as noted in Design Standards & Guidelines)	PUBLIC ALLEY SETBACK (except as noted in Design Standards & Guidelines)	PARKING
Old Town Mixed-Use	24 Feet flat roof, 32 feet pitched roof	10,000 SF	30 DU/ACRE	0 FT*	2 FT	2 spaces per 1,000 SF of retail/7.5 spaces per 1,000 SF of restaurant/2 spaces per 1,000 SF of office/1 space per residential bedroom
Mixed-Use 1	72 feet	40,000 SF	60 DU/ACRE	0 FT*	2 FT	2 spaces per 1,000 SF of retail/7.5 spaces per 1,000 SF of restaurant/2 spaces per 1,000 SF of office/1 space per residential bedroom
Mixed-Use 2	84 feet [(a)] 108 feet [(b)]	40,000 SF	70 DU/ACRE	0 FT*	2 FT	2 spaces per 1,000 SF of retail/7.5 spaces per 1,000 SF of restaurant/2 spaces per 1,000 SF of office/1 space per residential bedroom
Medium Density Residential	24 Feet flat roof, 32 feet pitched roof	10,000 SF	40 DU/ACRE	3 FT	2 FT	1 space per bedroom
University of La Verne	See Campus Master Plan	See Campus Master Plan	See Campus Master Plan	See Campus Master Plan	See Campus Master Plan	See Campus Master Plan

** Projects over 10,000 square feet or with a frontage that exceeds 100 feet are subject to landscaping and open space improvements subject to review and approval by the Development Review Committee.*

(a) Residential or Office

(b) Hotel

10.8 Design Standards and Guidelines for Medium Density Residential

Figure 10.4 illustrates appropriate applications of design standards and guidelines for Medium Density Residential Use including:

(1) Entrances from Public Streetscapes
(2) Edges with Parking Lots, Railroads, and Parking Structures
(3) Below Grade Parking Access
(4) Outdoor Living Spaces and Architectural Elements Along Alleys
(5) Garage Doors and Trash Enclosures
(6) Passthroughs
(7) Auto Gateways

10.9 Design Standards and Guidelines for Mixed-Use 1 and 2

Figure 10.5 illustrates appropriate applications of design standards and guidelines for Mixed-Use 1 and 2 including:

(1) Towers
(2) Courtyards
(3) Façade Articulation
(4) Water Elements

Each development along the Arrow Highway shall locate a publicly oriented plaza so as to create an integrated TOD/Gold Line Plaza as illustrated in Figure 11.4B and 11.4C.

10.10 Landscape Standards and Guidelines for Private Development

Figure 10.6 describes appropriate Landscape Standards and Guidelines for key elements of Private Development including Alley Setbacks, Passthroughs, and Courtyards and Dining Spaces.

10.11 Design Guidelines for Green Roofs

Figure 10.7 describes potentials for Green Roofs including:

(1) Integrated Solar Panels and Flower/Vegetable Boxes to define private outdoor spaces
(2) Multi-use Green Roofs including pathways, mini-plazas, mechanical screening, walkways, and dining and meeting spaces
(3) Integration of Solar Panels with building architecture
(4) Solar Panels to generate electricity and shade spaces

10.12 Landscape Guidelines for Green Roofs

Figure 10.8 illustrates potential landscape approaches and palettes for south and north exposed Green Roofs as well as for the following:

- South and North exposed Roof Patio or Garden
- Multi-Use Green Roofs

10.13 Design Guidelines for Public Art

Figure 10.9 illustrates potentials for public art including:

- Ground and wall surface art
- Textures
- Murals
- Informative Art
- Artist Designed Building Elements
- Figurative Art
- Temporary Art

10.14 Dark Sky Requirements

In addition to the lighting requirements of Section 18.76.090 (Parking lot lighting standards) of the La Verne Municipal Code, all light fixtures shall be:

- Hooded and directed downward to minimize light and direct glare impacts on neighboring properties and reduce impact upon dark skies
- Directed to illuminate only the areas and elements intended, such as paths, entryways and focal elements
- Shielded to avoid direct views to any unshielded light source from pedestrian or vehicular sight lines (light sources include freestanding and façade lighting, as well as interior light within ten feet of the structure's windows)
- Equipped with an appropriate level of fixture dimming and cut-off capability (fixtures certified by the International Dark Sky Association)

10.15 Exterior Noise Levels

To reduce the exterior noise levels at the proposed residential units located within the Mixed-Use 1 and Mixed-Use 2 Zones of the Specific Plan during drag racing events at the Pomona Fairplex, a noise barrier that obstructs the line-of-sight between the racetrack and the residential units shall be constructed during these events. Additionally, to the extent feasible, the design of the residential units may consider orienting all service areas toward the Fairplex site with outdoor balconies away from the Pomona Fairplex grounds.

10.16 Design Standards and Guidelines for Historic Structures

Demolition of any building in the Specific Plan area that is 50 years old or older, unless it is demonstrated that it is not a significant resource or unless has been previously approved by a master plan, is prohibited.

Appendix A contains guidelines and principles for historic structures within the Old Town La Verne Specific Plan also that also fall within the boundaries of the Lordsburg Specific Plan area. In addition, the Secretary of Interior's Standards for Rehabilitation apply to all historic structures within the Old Town La Verne Specific Plan area.

The Secretary of the Interior's Standards for Rehabilitation are ten basic principles created to help preserve the distinctive character of a historic building and its site, while allowing for reasonable change to meet new needs. The standards are:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

10.17 Protection of Archaeological and Paleontological Resources

Should prehistoric or historic subsurface cultural resources be discovered during construction, a qualified archaeologist will be contacted to asses the significance of the find according to CEQA Guidelines Section 15064.5.

In the event that paleontological resources are discovered, a qualified paleontologist will be contacted to document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.

Figure 10.2: Development Standards for the Historic Core Retail, Adaptive Reuse Mixed-Use and Historic Fabric Mixed-Use Districts

LAND USE DISTRICTS	HISTORIC FABRIC MIXED USE DISTRICT	INSTITUTIONAL DISTRICT	HISTORIC CORE RETAIL DISTRICT ADAPTIVE REUSE MIXED USE
DEVELOPMENT STANDARDS			
LOT REQUIREMENTS			
Minimum Lot Area (sq. ft.)	7000 sq ft	7000 sq ft	7000 sq ft
Minimum Lot Width (feet)	50'	50'	50'
Minimum Lot Depth (feet)	120'	120'	120'
MINIMUM SETBACKS (from property line, feet) For principal structure:		Setbacks subject to DRC review Buffers may be required [See La Verne Municipal Code Chapters 18.60 and 18.108 for master plan standards and process]	
Front	25'		
Rear	25'		
Interior Side (adjacent to residential)	5'		
Interior Side (adjacent to commercial)	10'		
Street Side	10'		
For incidential and accessory structures in residential zones (Not second units). All roofed structures are included in lot coverage. For second units, see La Verne Municipal Code.	Accessory structures must not exceed 60% of size of principal structure's footprint; cannot cover more than 50% of rear yard; must be 10ft. Or more from principal structure to be considered a separate structure	Any accessory structures should be included in Master Plan	Accessory structure setbacks subject to DRC review
Front	25'		
Rear- Not on alley and 1 story	3'		
Rear setback on alley. Garage door does not face alley, 1-story	3'		
2-Story	20' or DRC approval for 5' if warranted		
Rear setback, garage door facing alley, 1-story	5' or 20' or more		
2-Story	20' or DRC approval for 5' if warranted		
Interior Side: If 70 ft. from front PL, 1-story; 5' otherwise	3'		
Streetside	10'		
For Patios (included in lot coverage)	Per La Verne Municipal Code		

BUILDING STANDARDS			
Maximum lot coverage	30%- If character-defining features retained, expansion conforms to original building, up to 45% may be allowed for a 1-story house. Additions to be contiguous ground floor expansions. No future 2nd story if coverage exceeds 35%. See page 123. Two-story max is 35% with maximum overall 0.45 Floor Area Ratio	35%	Up to 100% per DRC
Maximum Height			
Main structures	30'	35'	35'
Non-habitable design elements (feet) Subject to DRC review	NA	50'	50'
1-story accessory structure	15'	15'	15'
2-story accessory structure	Not to exceed height of primary structure	15'	15'
Second Residential Unit Allowed?	Per La Verne Municipal Code Chapter 18.36	NO	Per La Verne Municipal Code Chapter 18.36 if residential use is mixed with commercial use; otherwise, not permitted
Design Review required per Chapter 18.16, La Verne Municipal Code	YES	YES	YES

FIGURE 10.3A: DESIGN STANDARDS AND VOCABULARY FOR OLD TOWN MIXED-USE

Components of Old Town Mixed Use Façades (1)

Towers (4)

Articulate Corners, Screen Mechanical Equipment and/or Serve Rooftop Activities

Awnings (5)

Retractable Awnings to provide shade during appropriate times of year or day

Signage (6)

Perpendicular hanging and awning edge signing to identify businesses

Access to Upper Level Residential (2)

Integrated with Retail Façade

Separate Entrance on Sites with two or more Street Exposures

Access from Garages or below Garage Structures

Retail Façade Setbacks for Building Entrances and Sidewalk Dining (3)

Entry Setback

Dining Setback

Sidewalk Dining

Passthroughs from Public Streetscapes to Public Alleys (7)

Passthrough (12′)

Passthrough (15′)

Passthrough (25′)

Articulate Large Sites and Provide Convenient Pedestrian Access

FIGURE 10.3B: DESIGN STANDARDS AND VOCABULARY FOR OLD TOWN MIXED-USE

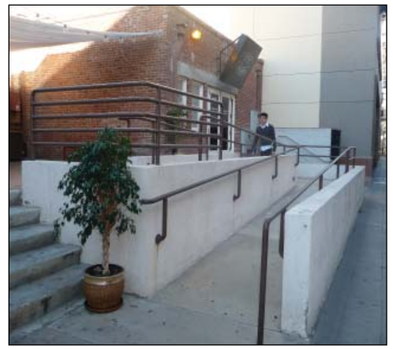
Alley Dining (8)

Along Pedestrian Alley


Along Service Access Alley

Alley Entries to Retail (9)

Access Setback


Universal Access enabling utilization of retail by all

Trash and Loading Areas (10)


Enclosed Trash/Loading Areas

Alley Access to On-site Residential Parking (11)


Individual Residential Parking Garages


Loading and Handicapped Parking

Parking Lot Interfaces (12)


Landscaped Walkway at Parking Lot Edge


Parking Lot/Wall

Railroad Edge Interface (13)


Solid walls buffering noise

Parking Structure Interfaces (14)

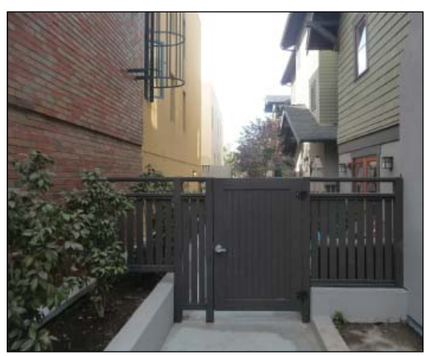
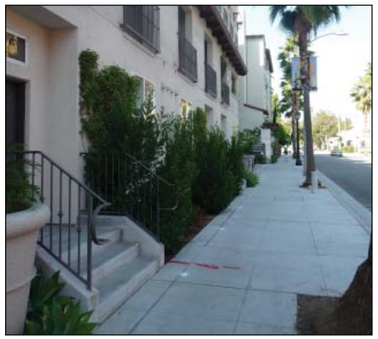

Gates, landscaping and architectural elements

FIGURE 10.4: DESIGN STANDARDS AND GUIDELINES FOR MEDIUM DENSITY RESIDENTIAL

Entrances from Public Streetscapes (1)



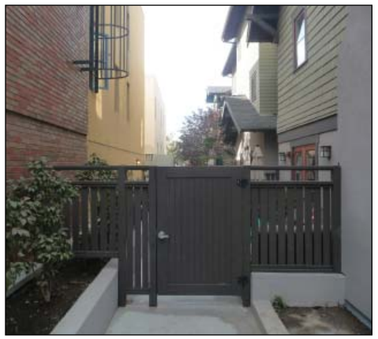
Entry Stoop

Entry Terrace

Entry Porch

Edges (2)

Railroad



Parking Structure

Below Grade Parking Access (3)

Integration of Parking Entries with Architectural Styles

Parking Entries with Architectural Styles

Parking Lot Edge

Parking Lot Walkway

Parking Lot Wall

Outdoor Living Spaces and Architectural Elements Along Alleys (4)

Upper Level Porches

Lower Level Courtyards

Garage Doors and Trash Enclosure (5)

Integrated with Architectural Style and Conceiling Trash Containers

Passthroughs (6)

Modulation of Building Massing

Auto Gateways (7)

Definition of Parking Courtyards

FIGURE 10.5: DESIGN STANDARDS AND GUIDELINES FOR MIXED-USE 1 AND 2

Towers (1)

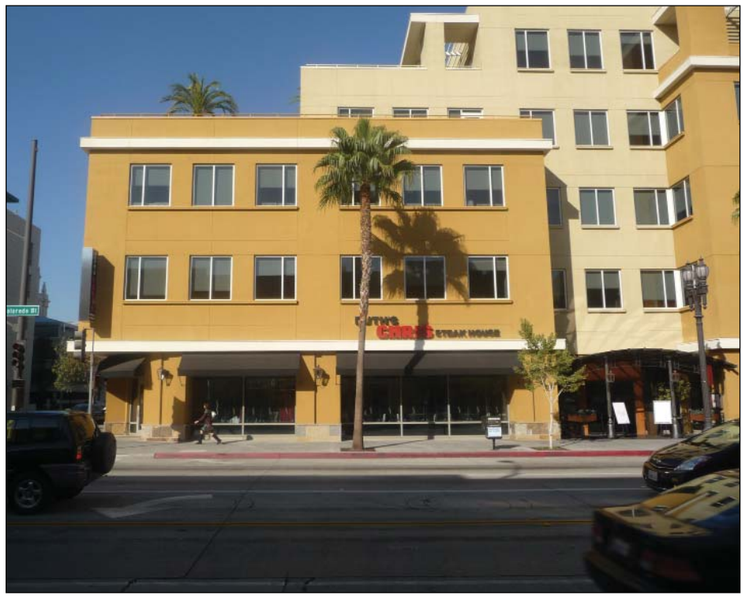
Identify Major Activity areas and connections to public open spaces

Courtyards (2)

Creating outdoor dining spaces and retail access and display areas

Providing for Outdoor Performances

Façades Articulation (3)



Display Space defined by Structural Modules

Water Elements (4)

Incorporated into the ground plane

Within raised seating areas

FIGURE 10.6: LANDSCAPE STANDARDS AND GUIDELINES FOR PRIVATE DEVELOPMENT

ALLEY SETBACKS

LANDSCAPE APPROACH
-Soften building façade and harsh vehicular space
-Provide shade whenever possible
-Utilize upgraded paving to define space
-Enhance environment through the use of plant material
-Avoid creating visual obstructions that minimize safety and security

LANDSCAPE PALETTE
Palette based on limited space and a desire for color and scented material.

Agapanthus africanus – Lily of the Nile
Callistemon citrinus – Lemon Bottlebrush
Cissus rhombifolia – Grape Ivy
Eleagnus pungens – Silverberry
Leptospermum scoparium – Tea Tree
Nandina domestica – Heavenly Bamboo
Podocarpus gracilior – Fern Pine
Salvia greggii – Autumn Sage
Trachelospermum jasminoides – Star Jasmine

PASSTHROUGHS

LANDSCAPE APPROACH
-Consider upgraded or enhanced paving
-Enhance environment through the use of plant material
-Avoid obstructed views, select plant materials that are easily maintained with dense growth

LANDSCAPE PALETTE
Palette based on limited space and varied sun/shade exposure.

Buxus japonicus – Japanese Boxwood
Cissus rhombifolia – Grape Ivy
Leptospermum scoparium – Tea Tree
Nandina domestica – Heavenly Bamboo
Podocarpus gracilior – Fern Pine
Rhaphiolepis species – Indian Hawthorn
Trachelospermum jasminoides – Star Jasmine

COURTYARD AND DINING SPACES

LANDSCAPE APPROACH
-Provide ample shade through the use of trees, trellis structures, and/or umbrellas
-Utilize upgraded paving to define space
-Enhance environment through the use of plant material
-Provide landscape furniture to enhance pedestrian experience including pots, benches, and fountains

LANDSCAPE PALETTE
Palette based on cleanliness, a pleasing aesthetic value, and smaller scaled outdoor spaces.

Agapanthus africanus – Lily of the Nile
Dietes bicolor – Butterfly iris
Geijera parviflora – Australian Willow
Hemerocallis – Evergreen Daylily
Lagerstroemia x 'Faurei' – Hybrid Crape Myrtle
Liriope species – Lily Turf
Phormium species – New Zealand Flax
Rhaphiolepis species – Indian Hawthorn
Tabebuia chrysotricha – Golden Trumpet Tree

FIGURE 10.7: DESIGN GUIDELINES FOR GREEN ROOFS

Vegetable and/or flower boxes to define private outdoor spaces (1)

Vegetable Gardens (1)

Multi-use Green Roofs (2)

Pathways, mini-plazas and garden

Mechanical screening and walkways

Gardens and rooftop dining and meeting spaces

Integration of solar panels with building architecture (3)

Solar Panels to generate electricity and define spaces (4)

ROOF PATIO OR GARDEN: SOUTH EXPOSURE

LANDSCAPE APPROACH
-Utilize lightweight permeable paving to allow rooftop structures to accept stormwater and handle drainage appropriately
-Provide ample shade through the use of trees, trellis structures, and/or umbrellas
-Enhance environment through the use of plant material
-Provide hearty plant material that requires minimal maintenance and watering

LANDSCAPE PALETTE
Palette based on full sun requirement and minimal maintenance due to the lack of access. It also assumes an intensive (deep soil) condition.

Arctostaphylos species – Manzanita
Cercis occidentalis – Western Redbud
Cistus species – Rockrose
Feijoa sellowiana – Pineapple Guava
Juniperus chinensis – Chinese Juniper
Lantana montevidensis – Trailing Lantana
Rosmarinus species – Rosemary

ROOF PATIO OR GARDEN: NORTH EXPOSURE

LANDSCAPE APPROACH
-Utilize lightweight permeable paving to allow rooftop structures to accept stormwater and handle drainage appropriately
-Provide ample shade through the use of trees, trellis structures, and/or umbrellas
-Enhance environment through the use of plant material
-Provide hearty plant material that requires minimal maintenance and watering

LANDSCAPE PALETTE
Palette based on shade requirement and minimal maintenance due to the lack of access. It also assumes an intensive (deep soil) condition.

Abutilon hybrids – Flowering Maple
Aspidistra elatior – Cast Iron Plant
Bergenia crassifolia – Winter-Blooming Bergenia
Camellia japonica - Camellia
Cissus rhombifolia – Grape Ivy
Clivia miniata – Caffir Lily
Dianella tasmanica - Dianella
Fatsia japonica – Japanese Aralia
Helleborus orientalis – Lenten Rose
Nandina domestica – Heavenly Bamboo
Vinca minor – Dwarf Periwinkle

MULTI-USE ROOFTOPS

LANDSCAPE APPROACH
-Enhance environment through the use of plant material
-Provide hearty plant material that requires minimal maintenance and watering

LANDSCAPE PALETTE
Palette based on harsh conditions, limited access, and the potential need for shade. It also assumes an intensive (deep soil) condition.

Chilopsis linearis – Desert Willow
Hemerocallis – Evergreen Daylily
Melaleuca quinquenervia – Cajeput tree
Olea 'Swan Hill' – Fruitless Olive
Pittosporum 'Cream De Mint' – Dwarf Varigated Tobira
Rhaphiolepis species – Indian Hawthorn
Rosmarinus species - Rosemary
Salvia greggii – Autumn Sage

FIGURE 10.8: LANDSCAPE GUIDELINES FOR GREEN ROOFS

FIGURE 10.9: DESIGN GUIDELINES FOR PUBLIC ART

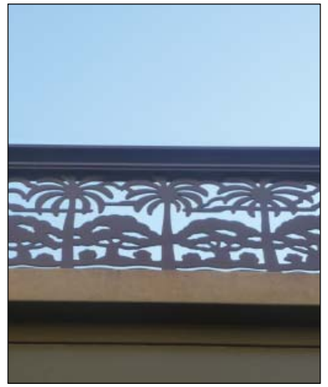
** Images from existing Public Art in La Verne*

Outer ground and wall surfaces can activate major spaces

Artist designed pavement textures can enrich pedestrian experience

Murals can encompas both walls and ground planes

Sculptures can surprise and inform



Artist designed building elements such as railings can enrich

Figurative art can create an Alley event

Sculptures can reference geological context *

"Fault" image – "It's Your Fault" sculpture was completed in 2001 and is made of acrylic on sheet metal on a concrete base. The boldly colored sculpture is the artist's interpretation of the geological cross section of the San Gabriel Mountains.

Sculptures can reference historical events *

"Wright Bros Plane" – "Wright Brother's 1902 Wright Glider" is constructed with a stainless street frame, struts of brass or stainless steel, and a wing of copper. The public art piece is a ¾ scale model of the Wright Brothers 1902 Wright Glider.

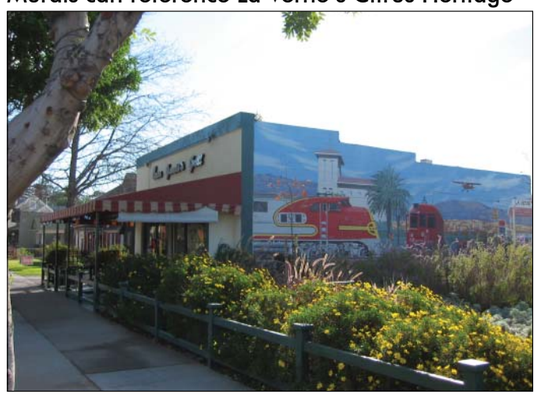
Sculptures can both accentuate and enclose spaces *

"Globe" – This public art piece is a steel sculpture of a globe that is placed in the center of a water fountain. It is approximately 20 feet in diameter and placed upon a pedestal at the center of the water element.

Temporary art can enrich public spaces

Murals can reference La Verne's Citrus Heritage *

"Angels Packing Label" – "La Verne Rancho" completed in 1991 and constructed of acrylic paint on brick. This a replica of an actual La Verne citrus label, which had its inspiration from H.C. Witmer grove and home.



"Transportation" – "Transportation Past and Present" mural was completed in 1997 and constructed of acrylic paint. This mural celebrates transportation modes of the past that stopped at and moved on through La Verne.

"Kohls" – "Pride of La Verne" tile mural was completed in 2003 and is made of ceramic tiles. This public art installation captures the last light on La Verne Heights and San Dimas Canyon; and captures the flavor and color of the regional citrus industry.

FIGURE 10.10: ARCHITECTURAL STYLES

Old Town Historic Fabric














University of La Verne


ILLUSTRATIONS FOR DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

Old Town Mixed-Use: Bonita Avenue and D Street

Figure 11.1 a,b,c illustrate the application of the Development Standards and Design Guidelines for a potential development infill site at Bonita Avenue and D Street, which would be developed as an Old Town Mixed-Use project.

Context

Key defining characteristics of the Old Town Mixed-Use site include:

- Historic retail core to the South and East
- Single family residences boarding the North and West edges
- Transportation Plaza across the intersection to the Southeast
- A major surface parking area directly to the South along Bonita Avenue

Bonita Avenue View

Figure 11.1a illustrates the context of the Development Standards and Design Guidelines, which includes the following:

- Single Family Residences
- North Alley
- Historic Core Retail
- Adjacent Shared Parking Lot
- Transportation Plaza
- Surrounding Streetscapes

Figure 11.1b illustrates the application of the Development Standards and Design Guidelines related to the Bonita Avenue and D Street streetscapes, which includes the following:

- Mixed-Use Façades detailing and modulating to be compatible with Historic Core Retail
- Pedestrian Passthroughs from Bonita Avenue to the alley to maintain consistency with the block and alley scales of Old Town, modulate building massing and provide convenient pedestrian access
- Tower to identify gateway corner at D Street and Bonita Avenue
- Sidewalk width and Courtyard setback to enable outdoor dining
- Awnings to activate Bonita Avenue streetscape and protect spaces from south sunlight
- Rooftop solar panels to generate electricity and shade outdoor spaces

Alley View

Figure 11.1c illustrates the application of the Development Standards and Design Guidelines related to the D Street streetscape and the alley to the north of Bonita Avenue and includes the following:

- Stepping down of building height to one-story along the alley to maintain scale consistent with adjacent residential uses
- Pedestrian Passthroughs from Bonita Avenue to alley to maintain consistency with the block and alley scales of Old Town La Verne, modulate building massing and provide convenient pedestrian access
- Enclosed area for retail loading and trash enclosures
- Enclosed parking garages and trash enclosures for upper level residential
- Large unshaded upper level windows to capture northerly mountain views
- Residential roof gardens over parking and loading areas with areas for flower and/or vegetable gardening

Old Town Mixed-Use: Third Street and E Street

Figure 11.2 a,b,c illustrates the application of the Development Standards and Design Guidelines for a potential development infill site at Third Street and E Street, which would be developed as an Old Town Mixed-Use project.

Context

This site is proposed for Old Town Mixed-Use on E and Third Street in the Specific Plan. The defining characteristics of the site, illustrated in Figure 11.2a, include:

- A variety of building scales and uses along the southerly edge of Third Street
- A historic church adjacent to the east on E Street
- A variety of building scales and uses along the southerly edge of Third Street

E Street View

Figure 11.2b illustrates the application of the Development Standards and Design Guidelines related to the Third Street and E Street streetscapes. These standards and guidelines include the following:

- Mixed-Use Façades detailing and modulating to be compatible with Historic Core Retail
- Awnings to activate Third Street streetscape
- Southerly oriented rooftop solar panels, integrated with the building form, to generate electricity

Alley View

Figure 11.2c illustrates the application of the Development Standards and Design Guidelines related to the alley to the west of D Street, which include the following:

- Stepping down of building height to one-story along the alley to maintain scale consistent with adjacent residential uses
- Enclosed area for retail loading and trash enclosures
- Enclosed parking garages and trash enclosures for upper level residential
- Large unshaded upper level windows to capture northerly mountain views
- Residential roof gardens over parking and loading areas with areas for flower and/or vegetable gardening

Medium Density Residential: First Street

Figures 11.3 a,b,c illustrate the application of the Development Standards and Design Guidelines for a potential development infill site along First Street west of E Street, which would be developed as a Old Town Mixed-Use project.

Context

The defining characteristics of the site, illustrated in Figure 11.3a, include:

- Railroad tracks at the southerly edge
- An alley lined with single family residences to the north
- Historic fabric along White Avenue including the Dairy Mart and an attractive Craftsman home

White Avenue View

Figure 11.3b illustrates the application of the Development Standards and Design Guidelines looking northwest near White Avenue, which include the following:

- Sound isolating wall along railroad tracks
- Stepping down of building height to one-story along the alley to maintain scale consistent with adjacent residential uses
- Enclosed parking garages and trash enclosures
- Large unshaded upper level windows to capture northerly mountain views
- Residential courtyard gardens with areas for flower and/or vegetable gardening

G Street View

Figure 11.3c illustrates the following Development Standards and Design Guidelines looking south on G Street with views of the alley bordering the residences:

- Stepping down of building height to one story along the alley to maintain scale consistent with adjacent residential uses
- Enclosed parking garages and trash enclosures
- Large unshaded upper level windows to capture northerly mountain views
- Residential courtyard gardens with areas for flower and/or vegetable gardening

Mixed-Use 1 and 2: Arrow Highway Corridor between E Street and White Avenue

Figures 11.4a,b,c illustrate the application of the Development Standards and Design Guidelines for a potential TOD sites along Arrow Highway between E Street and White Avenue, which would be developed as a Transit-Oriented Development near the Gold Line Station.

Context

Figure 11.4a illustrates the defining characteristics of the site, which include the following:

- Proximity to the Gold Line Station
- Regional access with freeway connections to the west from Arrow Highway and to the south from White Avenue
- Los Angeles County Fairgrounds to the south with dynamic activities ranging from cultural facilities, to a hotel, to a drag strip
- No residential edges on three sides and limited residential edge to the west

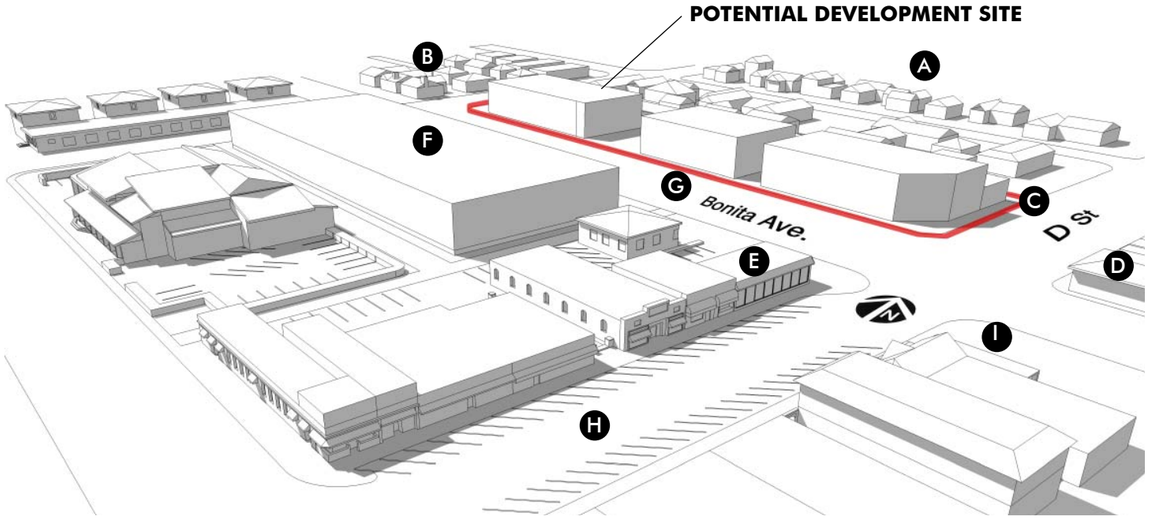
Arrow Highway View Looking Northwest From White Avenue and Arrow Highway Looking North

Figure 11.4B and 11.4C illustrate the following Development Standards and Design Guidelines:

- Building setbacks to create focal point plaza providing direct views and pedestrian connection to the Gold Line Station
- Building setbacks to create off-street, Class I Bicycle Route between White Avenue and E Street
- Pedestrian and bicycle bridge across Arrow Highway to provide easy access to one or two potential Gold Line parking structures
- Extensive green roof potentials for building insulation and solar panels to generate electricity
- Primary orientation of buildings along east-west axes to maximize potential for passive solar design, maximize mountain views to the north and provide a partial sound barrier from intermittent noise from the Fairplex drag strip

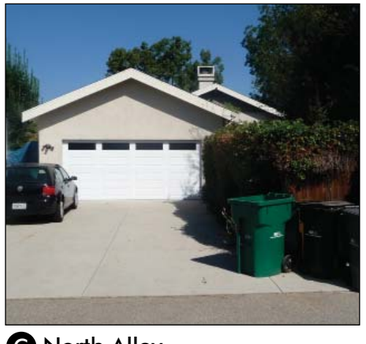
FIGURE 11.1A: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES - CONTEXT

Old Town Mixed-Use: Bonita Avenue



A North Edge Single Family Residences

B West Edge Single Family Residences



C North Alley

D East Edge Retail Building

E South Edge Historic Core Retail Fabric

F Shared Parking Lot/Structure

G Bonita Avenue Streetscape

H D Street Streetscape

I Transportation Plaza

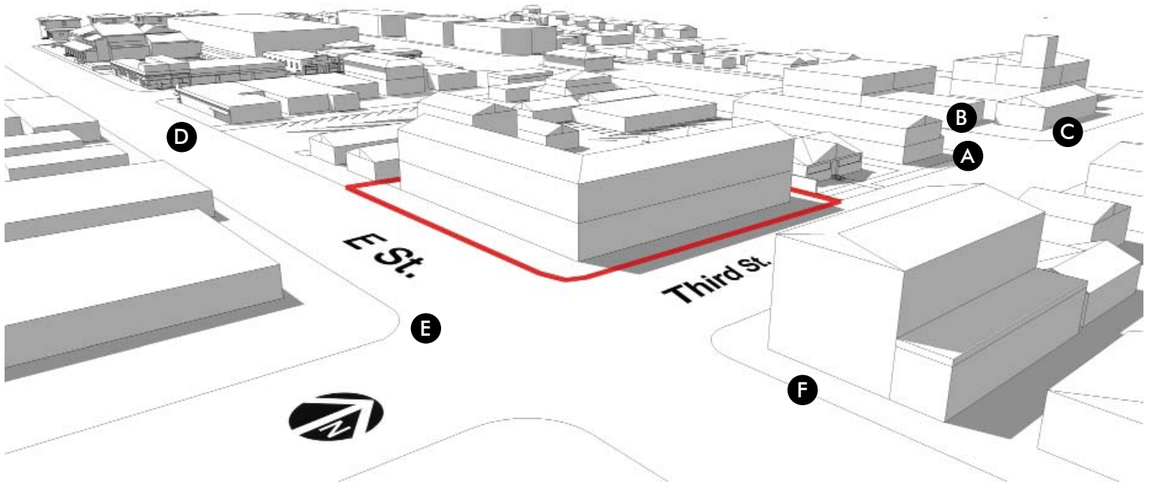
FIGURE 11.1B: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Old Town Mixed-Use: Bonita Avenue

FIGURE 11.1C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES

Old Town Mixed-Use: Bonita Avenue

FIGURE 11.2A: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES - CONTEXT

Old Town Mixed-Use: E & Third Street



C E Street Facing North

D South Edge Office Buildings

D South Edge Office Buildings

E E and Third Street looking east on Third Street

A Existing Use

B North Alley Facing West

F Church

G East Edge (Church)

FIGURE 11.2B: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Old Town Mixed-Use: E & Third Street

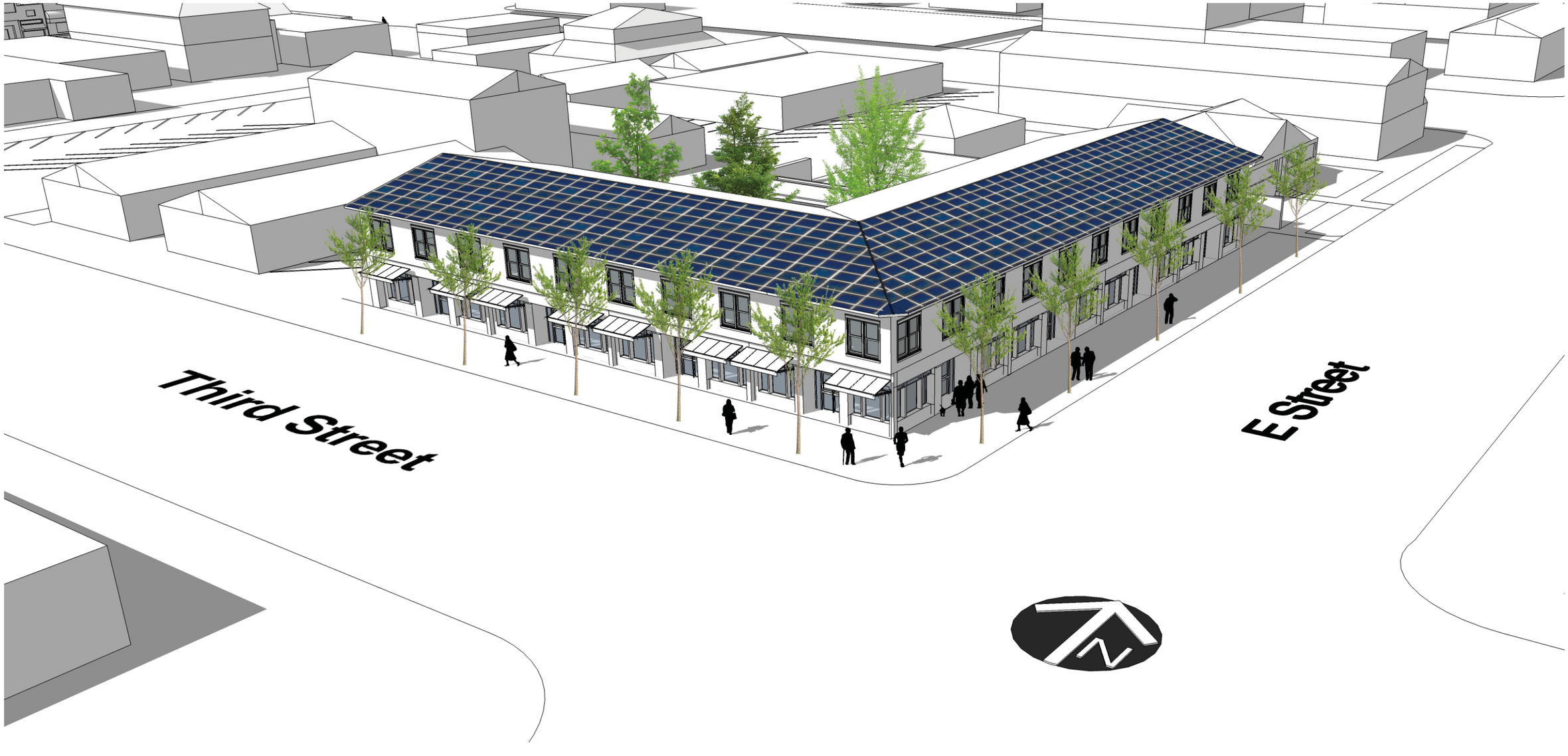
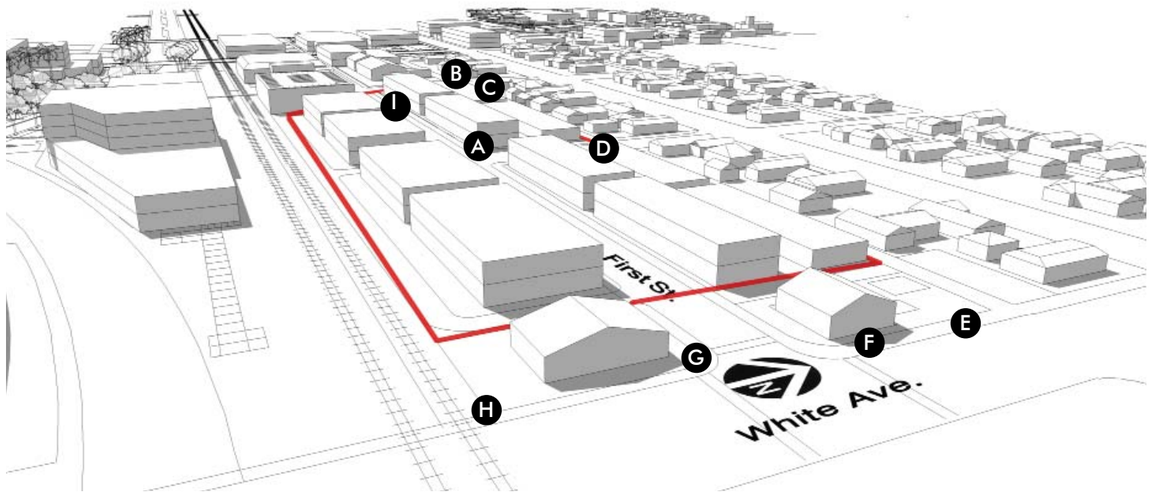


FIGURE 11.2C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Old Town Mixed Use: E & Third Street

FIGURE 11.3A: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES - CONTEXT

Medium Density Residential: First Street



A First Street Facing West

B Uses along E Street

C North Edge Single Family Residences

C North Edge Single Family Residences

D North Alley Facing East at G Street

D G Street Facing North

E White Avenue Facing North

F East Edge Single Family Residence (to remain)

G White Avenue Facing South

H South Railroad Edge

H South Railroad Edge

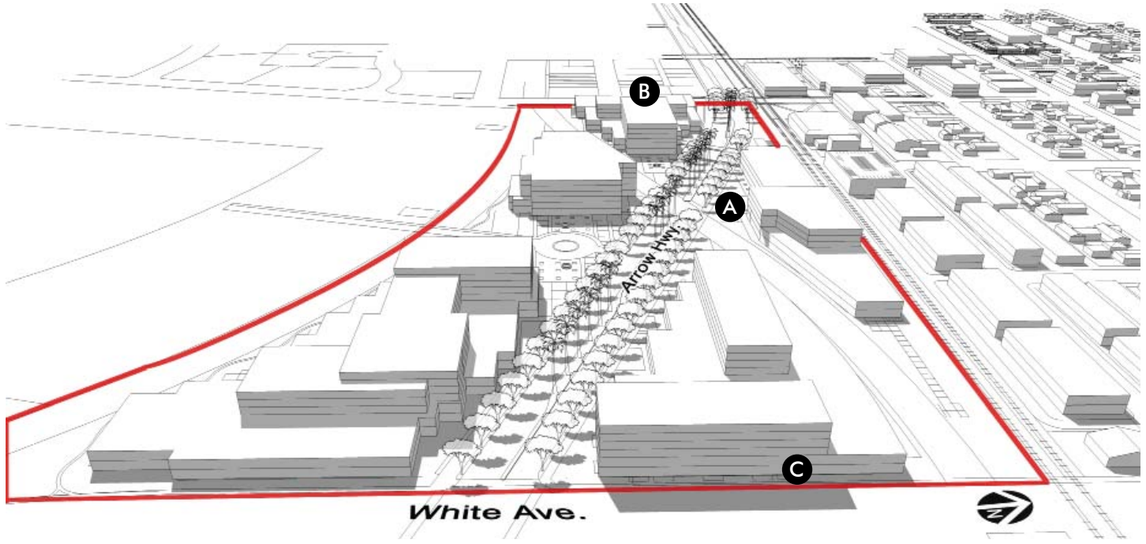
I First Street Facing West at F Street

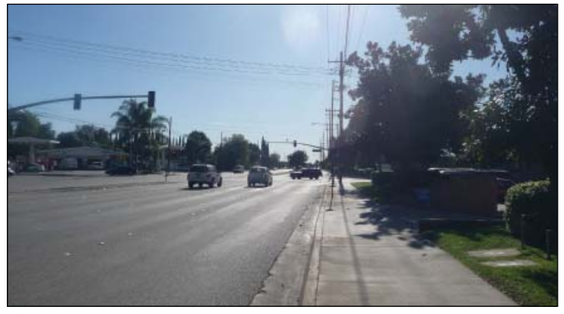
FIGURE 11.3B: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Medium Density Residential: First Street

FIGURE 11.3C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Medium Density Residential: First Street

FIGURE 11.4A: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES - CONTEXT

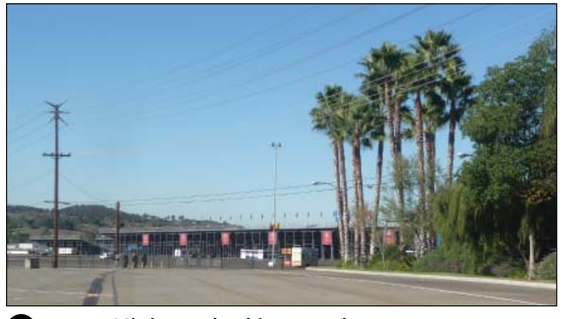
Mixed-Use 1 and 2: Arrow Highway/TOD





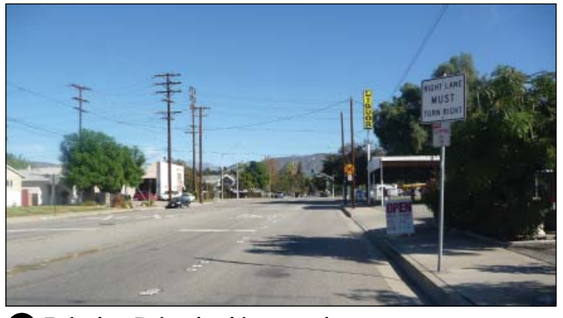
A Arrow Highway looking east

A Arrow Highway looking west



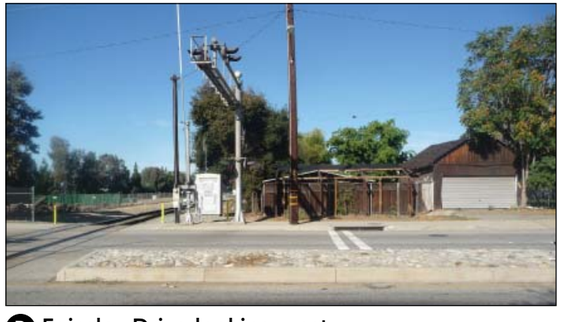
A Arrow Highway looking south

A Arrow Highway looking north



B Fairplex Drive looking north

B Fairplex Drive looking south

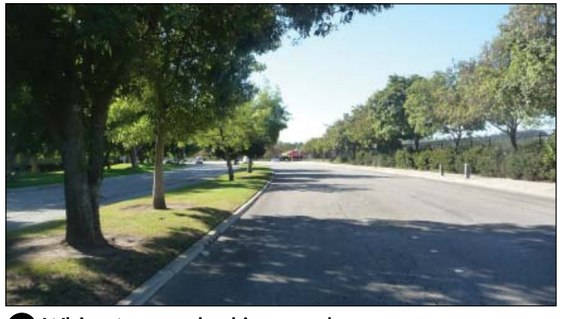


B Fairplex Drive looking west

B Existing Business, Fairplex Drive looking east

C White Avenue looking north

C White Avenue looking east



C White Avenue looking south

C White Avenue looking north

FIGURE 11.4B: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Mixed-Use 1 and 2: Arrow Highway/TOD

FIGURE 11.4C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Mixed-Use 1 and 2: Arrow Highway/TOD

SITE SPECIFIC SETTING

Historic Fabric

This chapter began by describing the historic "fabric" of La Verne as the result of the interweaving of many different forces — the railroads, citrus industry, the Brethren churches, and the university. But the historic fabric remains as it is because of the City's own decisions.

La Verne's decision makers have used their zoning power to protect the area. Compared to other San Gabriel Valley cities, Lordsburg neighborhoods suffer few of the intrusions created by 1950s and later "dingbat" apartment buildings (that is, buildings of no architectural distinction designed to maximize coverage of a site). Redevelopment has been applied without the use of eminent domain. An increasing interest in historic preservation has led the City to develop incentives for sensitive rehabilitation.

Physical reminders of La Verne's social fabric are significant. The strongest threads are the Brethren churches and the University of La Verne, as well as commercial buildings and residences that lend character to the neighborhood. The fabric itself includes block after block of bungalows built between 1900 and 1930, interspersed with later residences. These physical reminders comprise the Lordsburg heritage.

Heritage Infrastructure in Lordsburg

Heritage infrastructure in Lordsburg consists of street grid and alleys, building lots, sidewalks and parkways, and street trees. They represent the traditional grid system, which has for the most part been retained.

The grid system that was used for the layout of Lordsburg was typical of the rectilinear plan employed by the railroad companies when they plotted new communities along their burgeoning systems. The companies track formed the main span of the community. The business district was located at the center of the town. The commercial blocks were laid straddling the tracks. The lots in the business center were laid out in long narrow lots that provided all commercial buildings with frontage on streets that ran perpendicular to the train line. Adjacent to the business district were residential districts. In general, the houses fronted on streets that ran parallel to the tracks. The least desirable lots were located near the railroad. The lots were small because they would accommodate only modest houses. Further back from the rail line and the commercial district the lots were more generous in anticipation of the larger homes for the "average" resident. The largest lots which were meant to accommodate the most commodious homes were laid out adjacent to the rural landscape. The social stratification of the community was set even before the town was settled. It is important to note that while the town plan for Lordsburg clearly laid out the business and the residential pattern of the community, there is nothing inherent in the plan that provides specifically for the industrial, religious, educational, recreational or political life of the town.

Street Grid

The Lordsburg townsite that was laid out in 1887-1888 provided for a grid system of blocks that were laid out parallel to the tracks of the Santa Fe Railroad. Streets running north and south were given alphabetical designations starting with A Street at the western edge of the city. The streets running east and west were numbered from one to eight. The railroad track ran down the center of Palomares Avenue, along the north side of what is now Arrow Highway.

The street grid has generally remained intact within the center of Lordsburg with a few exceptions. As the campus of the University of La Verne expanded, the original streets were either integrated into the intra-campus street system or completely removed. On the east side of Lordsburg, new housing tracts built after World War II replaced the grid system with cul-de-sacs and interior streets. Second Street was laid out as a cul-de-sac when the tract east of I Street was laid out in lots. Third Street, which had the traditional lot layout, forms a dead end at the border with a tract that was laid out with lots that open onto Madison Avenue.

Alleys

Although the original townsite plan does not show alleys, the older blocks in Lordsburg are laid out with an alley that runs parallel to the street frontage. The alleys were generally not continued on the east side of I Street when the land was subdivided into lots after World War II.

Building Lots

The original blocks in Lordsburg were laid out so that lots would face a number street except for the streets planned to be the commercial center of the community and the larger suburban lots at the periphery of the townsite. D and E Streets, between south First Street (Walnut Street) and north Fourth Street (Bonita Avenue), were subdivided so that commercial buildings could be built creating the business center of the town. The lots were approximately 23 feet wide. The smallest residential lot was 25 feet x 140 feet. They were located adjacent to the central business district. Lots that were 50 feet x 140 feet were located around the central residential core. At the edge of the townsite lots were laid out so that some faced a number street and some faced a letter street.

The actual subdivision of Lordsburg follows the 1887-1888 survey generally. One change to the original plan is the subdivision laid out by Henry L. Kuns. He altered the lots he subdivided in order to allow all lots to face Eoline Park (now Kuns Park), which formed a central open space. An additional north-south street (now Magnolia Street) was created to provide frontage on the west side of the park.

Sidewalks and Parkways

When the City began to lay out concrete curbs and sidewalks in late 1910 or early 1911, it also provided a parkway for the planting of street trees between the street and the sidewalks. The concrete sidewalks that were originally built in Lordsburg were scored to create a twenty-four inch grid. Concrete sidewalks built later in the century were scored using either a forty-eight or sixty inch grid. The maintenance of the street, curb, parkway, trees and sidewalk was the responsibility of the City. The practice of installing parkways continued until the 1950s when builders and developers stopped building parkways and then also eliminated sidewalks. The discontinuity of parkways affected the planting of street trees. The City's 1989 general plan calls for such parkways to be included in new development at the traditional location (adjoining the curb). Today's codes also require the property owner to maintain sidewalks.

Heritage Residence Area. The residential neighborhoods of Lordsburg represent a unique blending of well maintained older homes and a regular sidewalk/street grid" planted with mature street trees. Homes and residential streets developed in the 1950's and early 1960's also contribute to the residential heritage of Lordsburg.

GUIDELINES & PRINCIPLES

Lordsburg Heritage Preservation and Rehabilitation Guidelines

The Lordsburg Heritage and Preservation Guidelines are designed to preserve the original character of the infrastructure, buildings and landscape features in Lordsburg built from 1888 to 1960. The Guidelines apply to all projects affecting the infrastructure, buildings and landscape features in the LORDSBURG SPECIFIC PLAN area.

Precise Plan Requirement

Alterations and additions to heritage buildings shall be reviewed as set forth in Chapter 18.16 of the *La Verne Municipal Code* (Development Review). In making the required findings, the Community Development Department, Development Review Committee or Council ("decision making body" in future references) shall certify that additions, alterations and new construction proposed are consistent with this specific plan.

Incentive Measures

Notwithstanding any other provision of the La Verne Municipal Code or resolutions of Council, the decision making body may, as part of its approval, incorporate incentive measures including (but not limited to) any of the following:

1. A reduction in building permit fees not to exceed 50 percent where the decision-making body certifies that the remodeling or construction is fully consistent with these guidelines;

2. Free architectural or technical assistance provided by the City's designated-authorized architect, seismic engineer, or historic preservation staff not to exceed five hours' maximum time;

3. Assistance in the preparation of forms and documents for submittal to the State Office of Historic Preservation, National Register of Historic Places, or other preservation agency where such documents are a condition of approval;

4. Subject to Council approval, execution of a Mills Act contract offering property tax relief in exchange for a specified-term agreement to preserve the structure(s) and features of the property;

5. Rehabilitation loans and grants, provided that all normal and customary City requirements for such grants have been met by the applicant;

6. City installation of a plaque designating the structure, *where the structure has previously been granted landmark status by the Council*. A "heritage structure" designation in this plan shall not imply landmark status in the absence of Council designation.

Conditions and Approval

The decision making body shall have all normal and customary authority to impose conditions of approval ensuring the protection of heritage buildings. These conditions may include, but are not limited to, any conditions which may otherwise be adopted by the City Council in a preservation ordinance, or which are otherwise authorized by the City's general plan. These include, but are not limited to, documentation of history, archival photographic and plan documentation, façade easements, interpretive exhibits or displays, impact fees, or other similar conditions.

Preservation

All heritage buildings shall be preserved. Specific standards for the preservation of heritage buildings may be found in the section of this plan entitled *Architectural Preservation Standards* at the end of this chapter.

Use

Heritage buildings should continue to serve their present or historical use wherever feasible. New uses for the heritage buildings shall be permitted if the character-defining features of the building are preserved. Adaptive and mixed use is strongly encouraged when the present or historical use is not feasible.

Demolition

1. No demolition of a heritage building shall be permitted without City approval.

2. Environmental review shall be required as part of the procedure prior to the issuance of a demolition permit.

3. Demolition of character-defining features shall not be permitted.

4. Demolition of non-character-defining features and non-original features will be permitted if they do not impact character-defining features.

5. Demolition of non-character-defining features and non-original features will be permitted with City approval.

Moving

1. Heritage buildings should be preserved on their present site.

2. A conditional use/relocation permit, with appropriate environmental documentation, shall be required as part of the procedures prior to issuance of a permit to move a structure in the historic district.

3. Moved heritage buildings shall be relocated in an environment that has buildings with the same or similar character-defining features.

Maintenance

1. All original character-defining features of a heritage building shall be maintained in an appropriate manner in order to preserve the features.

2. When a character-defining feature can no longer be maintained, it shall be replaced with a new member that matches the appearance of the original object.

Alterations

1. Alterations to heritage buildings shall be permitted if the changes do not affect the character-defining features of the building.

2. No exterior alterations of heritage buildings will be permitted without City approval.

Additions

1. All additions to heritage buildings shall be sympathetic to the character-defining features of the heritage buildings. Additions shall be recognizable as a product of their own time.

Commercial Structures

Rehabilitation of Heritage Commercial Structures

Many of the existing commercial structures in Lordsburg that were constructed before 1950 have had the exterior extensively remodeled. In most cases the original appearance of the buildings has been obliterated by new display windows, entrance doors, and surface finishes.

When owners of existing heritage commercial buildings wish to renovate the exterior of their building, the following guidelines must be met:

1. All existing historic elements on the exterior of the building shall be preserved.

2. All new work shall be limited to the removal of existing non-historic fabric and the installation of architectural details that restore the original appearance of the building or a significant period in the history of the building.

3. The original or significant appearance of the building shall be based on historic documentary evidence or physical evidence. Documentary evidence may include written material, photographs or drawings.

4. The original or significant configuration of the exterior walls shall be restored.

5. New stories shall not be built on top of existing heritage buildings.

6. The original or significant finish materials on the building shall be restored.

7. The location of the original door and window openings shall be restored.

8. The original door frames and doors shall be restored.

9. The original window frames and windows shall be restored.

10. Signs for the building shall be in keeping with the types of historic signs appropriate for the period of the building.

11. Exterior lighting shall follow the type of historic lighting appropriate for the period of the building.

12. Original outdoor walkways and paving designs and landscaping concepts should be preserved.

Rehabilitation of Non-Heritage Commercial Structures Within the Historic Commercial District

The non-contributing commercial structures shall retain their original appearance. The rehabilitation of a non-contributing building shall retain the original design of the building unless the owner is prepared to carry out an extensive rehabilitation that would be similar to the construction of a new building. In this case the owner would be permitted to utilize the guidelines for the construction of a new commercial building in the Heritage Commercial District.

Construction of New Commercial Structures Within Historic Commercial District

New commercial structures constructed within the Third and D Street heritage commercial district shall be designed to be compatible with the heritage style of the commercial buildings constructed between 1910 and 1940. The design of the new building shall utilize the Commercial Design Guidelines, and be consistent with the architectural vocabulary of the historic commercial buildings in Lordsburg (see illustrations and discussion on the following pages).

Construction of a new commercial building in the heritage commercial district shall be permitted under the following conditions:

1. All general conditions and requirements of the La Verne Municipal Code are met; and

2. The owners wish to remove a non-contributing building and replace it with a new historically consistent commercial structure.

The new building shall be compatible with the original designs of the contributing buildings in the historic commercial district. The design of the new building shall incorporate the following considerations:

1. The design shall incorporate the design features of the 1900-1930 commercial class brick buildings or the 1930-1940 Art Deco/Moderne or the Normandy Revival reinforced concrete buildings (see illustrations on the following pages).

2. The new buildings shall not incorporate details from both periods.

3. The height, width and length of the new building shall be consistent with the original characteristics of the contributing structures.

4. A maximum of two stories will be allowed in the new buildings.

5. The width of individual shops within a row of shops shall be similar to the contributing buildings.

6. The design, proportions and organization of the door, window and transom openings shall be similar to the contributing buildings.

7. The exterior wall materials shall be similar to the contributing structures.

B MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Section 21081.6 of the Public Resources Code and the *CEQA Guidelines* Section 15097, a lead agency is required to adopt a monitoring and reporting program for assessing and ensuring compliance with the required mitigation measures applied to a proposed project for which an EIR has been prepared. As stated in the Public Resources Code (Section 21081.6(a)):

> *"…the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."*

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR. The lead agency may delegate reporting or monitoring responsibilities to another public agency or a private entity, which accept such delegation. The lead agency, however, remains responsible for ensuring that implementation of the mitigation measures occur in accordance with the program.

The mitigation monitoring and reporting program table below lists mitigation measures that are required to reduce the significant effects of the proposed project. To ensure that the mitigation measures are properly implemented, the mitigation monitoring and reporting program provide the following information:

- **Mitigation Measure(s):** The action(s) that will be taken to reduce the impact to a less-than-significant level.
- **Implementation, Monitoring, and Reporting Action:** The appropriate steps to implement and document compliance with the mitigation measures.
- **Responsibility:** The agency or private entity responsible for ensuring implementation of the mitigation measure. However, until the mitigation measures are completed, the City of La Verne, as the CEQA Lead Agency, remains responsible for ensuring that implementation of the mitigation measures occur in accordance with the mitigation monitoring and reporting program (*CEQA Guidelines*, Section 15097(a)).
- **Monitoring Schedule:** The general schedule for conducting each monitoring task.

MITIGATION MONITORING AND REPORTING PROGRAM
OLD TOWN LA VERNE SPECIFIC PLAN EIR

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule
Aesthetics			
None Required.			
Air Quality			
Mitigation Measure 3.2-1: The City shall provide South Coast Air Quality Management District (SCAQMD) with its revised growth projections resulting from implementation of the General Plan amendments associated with the proposed project for inclusion and incorporation into the latest Air Quality Management Plan (AQMP). The City shall continue to participate in SCAQMD's air quality attainment program and work with SCAQMD in the development all future AQMPs.	• Provide SCAQMD with its revised growth projections resulting from implementation of the General Plan amendments. • Continue to participate in SCAQMD's air quality attainment program.	City Planning Director	After Project Approval
Mitigation Measure 3.2-2: The following mitigation measures shall be incorporated to minimize emissions of NOx associated with construction activities for the project: • Construction activities shall require the use of 2010 and newer diesel haul trucks (e.g, material delivery trucks and soil import/export) to the extent feasible. Under conditions where it is determined that 2010 model year or newer diesel trucks are not readily available or obtainable for a project, the applicant shall be required to provide this evidence to the City and shall instead use trucks that meet USEPA 2007 model year NOx emissions requirements. • Off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet USEPA Tier III off-road emissions standards. In addition, construction equipment shall be outfitted with BACT devices certified by CARB. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. Under conditions where a newer or alternative technology becomes available in the future that would result in either equivalent or larger reductions in NOx emissions than the use of tiered construction equipment, that technology shall be applied. Where alternatives to USEPA Tier III equipment are chosen for a project, the applicant shall be required to show evidence to the City that comparable NOx emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations would be achieved. • After January 1, 2015, off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier IV emission standards, where available. Under conditions where it is determined that equipment meeting Tier IV emission standards are not readily available or obtainable for a project, the applicant shall be required to provide this evidence to the City and shall instead use USEPA Tier III equipment. In addition, construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.

MITIGATION MONITORING AND REPORTING PROGRAM
OLD TOWN LA VERNE SPECIFIC PLAN EIR

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule
engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. • All construction sites shall recycle and/or salvage for reuse a minimum of 50 percent of the non-hazardous construction and demolition debris in accordance with the requirements of the California Green Building Code (CALGreen).			
Mitigation Measure 3.2-3: For all future discretionary projects in the Specific Plan area associated with the proposed project, the applicant for each individual development project shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Building Division	Prior to issuance of grading permit
Mitigation Measure 3.2-4: For all future discretionary projects in the Specific Plan area associated with the proposed project, the applicant for each individual development project shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Building Division	Prior to issuance of grading permit
Mitigation Measure 3.2-5: The following mitigation measures shall be incorporated to minimize emissions of VOC associated with construction activities: • The architectural coatings phase for each project shall use coatings and solvents with a VOC content lower than that required under SCAQMD Rule 1113. • All projects shall construct or build with materials that do not require painting or use pre-painted construction materials, to the extent feasible.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to issuance of grading permit
Mitigation Measure 3.2-6: The City shall encourage all construction contractors to apply for SCAQMD "SOON" funds, which provides funds to accelerate clean up of off-road diesel vehicles such as heavy-duty construction equipment.	• Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.
Mitigation Measure 3.2-7: The following mitigation measures shall be incorporated for all applicable discretionary projects in the Specific Plan area: • Residential developments shall coordinate with the City to assess the feasibility of providing electric car charging stations for tenants. • Residential developments shall provide outlets for electric and propane barbecues in residential areas. • Multi-family residential developments shall, to the extent feasible, include in the covenants, conditions and restrictions (CC&Rs) for the homeowner's association	• Include mitigation measure in project design specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.

MITIGATION MONITORING AND REPORTING PROGRAM
OLD TOWN LA VERNE SPECIFIC PLAN EIR

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule
that the use of lawn mowers and leaf blowers shall be electrically-powered. • Should the City adopt a car-sharing program, future residential and retail developments shall coordinate with the City to determine the necessity of providing designated areas for parking of zero emission vehicles (ZEVs). • Residential, retail, and office developments shall provide information to tenants and employees regarding the availability of public transportation in the City.			
Cultural Resources			
None Required.			
Greenhouse Gases			
None Required.			
Hazards and Hazardous Materials			
None Required.			
Hydrology and Water Quality			
None Required.			
Land Use			
None Required.			
Noise			
Mitigation Measure 3.8-1: The City shall ensure that project approvals within the Specific Plan area require compliance with the City's exterior noise standards for construction. If it is determined that City noise standards for construction activities would be exceeded, unless a variance is granted, design measures shall be taken to reduce the construction noise levels to the maximum extent feasible to achieve compliance with the City's construction noise standards. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the development site. Under conditions where it is determined that compliance with the City noise standards would not be technically feasible, the construction contractor(s) shall apply for a noise variance as permitted under the City Noise Ordinance.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.
Mitigation Measure 3.8-2: The City shall ensure that project approvals within the Specific Plan area require that noise and groundborne vibration construction activities whose specific location on a construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.

MITIGATION MONITORING AND REPORTING PROGRAM
OLD TOWN LA VERNE SPECIFIC PLAN EIR

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule
Mitigation Measure 3.8-3: The City shall ensure that project approvals within the Specific Plan area require that the use of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drills and jackhammers. When impact tools (e.g., jack hammers, pavement breakers, and caisson drills) are necessary, they shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.
Mitigation Measure 3.8-4: The City shall ensure that project approvals within the Specific Plan area require that stationary construction noise sources be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.
Mitigation Measure 3.8-5: The City shall ensure that project approvals within the Specific Plan area require that all construction truck traffic shall be restricted to routes approved by the City of La Verne, which shall avoid residential areas and other sensitive receptors to the extent feasible.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.
Mitigation Measure 3.8-6: The City shall ensure that project approvals within the Specific Plan area require project applicants to designate a construction relations officer to serve as a liaison with surrounding residents and property owners who is responsible for responding to any concerns regarding construction noise and vibration. The liaison's telephone number(s) shall be prominently displayed at construction locations.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.
Mitigation Measure 3.8-7: The City shall ensure that project approvals within the Specific Plan area require a preconstruction meeting with the job inspectors and the general contractor or onsite project manager to confirm that noise and vibration mitigation and practices (including construction hours, sound buffers, neighborhood notification, posted signs, etc.) are completed.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.
Mitigation Measure 3.8-8: The City shall consider all future developments within the Specific Plan area to determine if operational noise levels generated by the development would result in exceedance of the City's permissible exterior noise standards. If City noise standards would be exceeded, design measures shall be taken to ensure that operational noise levels would be reduced to levels that comply with the permissible City noise standards. These measures may include, but are not limited to, the erection of noise walls, use of landscaping, and/or the design of	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to approval of projects within the Specific Plan area.

MITIGATION MONITORING AND REPORTING PROGRAM
OLD TOWN LA VERNE SPECIFIC PLAN EIR

Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule
adequate setback distances for the new developments.			
Mitigation Measure 3.8-9: The proposed residential units in the Mixed-Use 1 and Mixed-Use 2 Districts of the Specific Plan shall be designed and equipped with windows that would achieve a STC rating of 50 or greater to provide window sound transmission that is equal to an exterior wall.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to project approval
Mitigation Measure 3.8-10: The design of the residential units in the Mixed-Use 1 and Mixed-Use 2 land use designations of the Specific Plan shall orient all outdoor balconies and recreation areas away from the Los Angeles County Fairplex grounds.	• Include mitigation measure in project design specifications.	City Planning and Building Divisions	Prior to project approval
Mitigation Measure 3.8-11: Prior to receipt of development permits and approvals for each individual development within the Specific Plan area, the applicant shall be required to demonstrate that the City's noise/land use compatibility standards are met for the use being developed. Measures will be taken to ensure compliance with the City's noise/land use compatibility standards shall include, but not limited to, the erection of noise walls, use of landscaping, and/or the design of adequate setback distances.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to issuance of development or grading permit
Mitigation Measure 3.8-12: Approval of development permits shall ensure that the operation of construction equipment that generates high levels of vibration, such as large bulldozers, loaded trucks, and caisson drills, shall be prohibited within 45 feet of existing residential structures and 35 feet of institutional structures during construction of the various new developments in the Specific Plan area. Instead, small rubber-tired bulldozers shall be used within this area during demolition and/or grading operations to reduce vibration effects.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to issuance of development or grading permit
Mitigation Measure 3.8-13: Approval of development permits shall ensure that the operation of jackhammers shall be prohibited within 25 feet of existing residential structures and 20 feet of institutional structures during construction activities associated with the various new developments proposed in the Specific Plan area.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to issuance of development or grading permit
Mitigation Measure 3.8-14: Approval of development permits shall ensure that where a new development would be constructed adjacent to an existing historic building within the Specific Plan area, the project developer shall require by contract specifications that a certified structural engineer be retained to submit evidence that the operation of vibration-generating equipment associated with the new development would not result in any structural damage to the adjacent historic building. Contract specifications shall be included in the construction documents for the new development, which shall be reviewed by the City prior to issuance of a construction permit.	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to issuance of development or grading permit
Mitigation Measure 3.8-15: Approval of development permits shall ensure that individual developments occurring within the Specific Plan shall minimize noise	• Include mitigation measure in project design specifications.	City Planning and Building Divisions	Prior to issuance of development or

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Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule
impacts from mechanical equipment, such as ventilation and air conditioning units, by locating equipment away from receptor areas, installing proper acoustical shielding for the equipment, and incorporating the use of parapets into building design to ensure that noise levels shall not exceed the ambient noise level on the premises of other occupied properties by more than five decibels.	• Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.		grading permit
Mitigation Measure 3.8-16: All new commercial and retail uses proposed under the Specific Plan shall locate, to the extent feasible, their respective loading areas on the opposite side of the building where an adjacent residential use is located in order to direct the truck-related noise levels away from residential uses.	• Include mitigation measure in project design specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to issuance of development or grading permit
Mitigation Measure 3.8-17: All loading docks associated with the new commercial and retail uses proposed under the Specific Plan that are located adjacent residential uses shall be designed with proper and sufficient shielding to ensure that truck-related noise levels shall not exceed the ambient noise level on the premises of adjacent residential properties by more than five decibels.	• Include mitigation measure in project design specifications. • Maintain records of specifications in project file.	City Planning and Building Divisions	Prior to issuance of development or grading permit
Population and Housing			
None Required.			
Public Services			
None Required.			
Recreation			
None Required.			
Transportation and Traffic			
Measure 3.12-1: Public Works Department shall review project construction activities for each new development occurring within the Specific Plan area to determine if a construction traffic management plan is warranted. If determined to be warranted by the City Public Works Department, the project applicant will develop a Construction Management Plan to be approved by the City Public Works Department prior to issuance of construction permits that will include, but not be limited to, the following measures: • Designate traffic control for any street closure, detour, or other disruption to traffic circulation. • Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows), site access, traffic controls and detours, and proposed construction phasing plan for the project. • Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets. Require the contractor to keep all haul routes clean and free of debris including, but	• Include mitigation measure in project design specifications. • Include mitigation measure in construction contractor specifications. • Maintain records of specifications in project file.	City Planning and Public Works Departments	When needed due to traffic volumes

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Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule
not limited to, gravel and dirt as a result of its operations. The applicant will clean adjacent streets, as directed by the City Public Works Department, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.			
Measure 3.12-2: The City shall install and operate a traffic signal at the intersections of B Street and Bonita Avenue, and at Fairplex Drive and Arrow Highway. The Fairplex Drive and Arrow Highway intersection would also be restriped on the northbound approach with one left turn lane and a shared through/right turn lane and striping the southbound approach to include one left turn lane and a shared through/right turn lane.	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.	City Planning and Public Works Departments	When needed due to traffic volumes
Measure 3.12-3: The City shall restripe the intersection of E Street and Arrow Highway to add an exclusive southbound right turn lane on the southbound approach. This would change the lane configuration on the southbound approach from one left turn lane and one shared through/right turn lane to one left turn lane, one through lane and one exclusive right turn lane.	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.	City Planning and Public Works Departments	When needed due to traffic volumes
Measure 3.12-4: The City shall restripe and modify the medians at the intersection of White Avenue and Arrow Highway on the northbound approach to add one left turn lane and one exclusive right turn lane, and restriped on the southbound approach to add one left turn lane. This would change the lane configuration on the northbound approach from one left turn lane, one through lane and one shared through/right turn lane to two left turn lanes, two through lanes and one exclusive right turn lane. This would also change the lane configuration on the southbound approach from one left turn lane, one through lane and one shared through/right turn lane to two left turn lanes, one through lane and one shared through/right turn lane.	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.	City Planning and Public Works Departments	When needed due to traffic volumes
Measure 3.12-5: The City shall restripe the intersection of White Avenue and Bonita Avenue in all approaches to add exclusive right turn lanes. This would change the lane configuration on all approaches at this intersection from one left turn lane and one shared through/right turn lane to one left turn lane, one through lane and one exclusive right turn lane.	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.	City Planning and Public Works Departments	When needed due to traffic volumes
Measure 3.12-6: The City shall restripe the intersection of White Avenue – Fruit Street and Foothill Boulevard in the southbound approach to add one left turn lane. This would change the lane configuration on the southbound approach from one left turn lane, two through lanes and one right turn lane to two left turn lanes, two through lanes and one right turn lane.	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.	City Planning and Public Works Departments	When needed due to traffic volumes
Measure 3.12-7: The City shall restripe the intersection of Wheeler Avenue and Foothill Boulevard in the westbound approach from one left turn lane, two through lanes and one right turn lane to one left turn lane, two through lanes and one shared through/right turn lane.	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.	City Planning and Public Works Departments	When needed due to traffic volumes
Measure 3.12-8: The City shall coordinate with the City of Pomona and Caltrans to modify the intersection of Towne Avenue and I-10 EB Ramps to add one eastbound left turn lane and change the eastbound approach from one shared left/through lane	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would	City Planning and Public Works Departments	When needed due to traffic volumes

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Mitigation Measures	Implementation, Monitoring, and Reporting Action	Responsibility	Monitoring Schedule
to one left turn lane and one shared left/through lane.	affect these roadway areas.		
Measure 3.12-9: The City shall coordinate with the City of San Dimas to restripe the intersection of San Dimas Avenue and Bonita Avenue in the eastbound approach to convert one right turn lane to one shared through/right turn lane and restripe the westbound approach to add one exclusive right turn lane. This would change the lane configuration on eastbound approach from one left turn lane, one through lane and one right turn lane to one left turn lane, one through lane and one shared through/right turn lane. This measure would also change the lane configuration on the westbound approach from one left turn lane and one shared through/right turn lane to one left turn lane, one through lane and one right turn lane.	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.	City Planning and Public Works Departments	When needed due to traffic volumes
Measure 3.12-10: The City shall coordinate with the City of San Dimas to reconfigure the intersection of Cataract Avenue and Arrow Highway to provide an additional westbound left turn lane.	• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.	City Planning and Public Works Departments	When needed due to traffic volumes
Utilities and Service Systems			
None Required.			