

Foothill Boulevard Specific Plan

CITY OF LA VERNE, CALIFORNIA

ADOPTED JULY 1989

AMENDED JUNE 1999

COMMUNITY DEVELOPMENT DEPARTMENT

FOOTHILL BOULEVARD SPECIFIC PLAN

Specific Plan No. 86-18

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| C.E.Q. Review | July 2 through November 5, 1987 |
| C.E.Q. Recommendation (Resolution No. 87-7) | November 5, 1987 |
| Planning Commission Hearings | August 24 1988 through April 26, 1989 |
| Planning Commission Recommendation (Resolution Nos. 445,446, 447) | April 26, 1989 |
| City Council Hearings | May 1, 1989 through June 8, 1989 |
| City Council Approvals (Resolution Nos. 89-85, 89-86) | June 8, 1989 |
| Amended by Resolution 99-44 | May 17, 1999 |

THIRD PRINTING ■ JUNE 1999

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RESOLUTION NO. 93-44

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING CASE NOS. 20-99-SPA (PREVIOUSLY REFERRED TO AS 94-31 SP) AND 95-94 ZC, AN AMENDMENT TO THE FOOTHILL BOULEVARD SPECIFIC PLAN (SPECIFIC PLAN NO. 86-18), AND CERTIFYING A RELATED NEGATIVE DECLARATION

WHEREAS, the City of La Verne Land Use Chapter of the City General Plan designates Foothill Boulevard as "Commercial"; and

WHEREAS, the City of La Verne Municipal Code designates Foothill Boulevard as Specific Plan (SP 86-18); and

WHEREAS, the City Council of the City of La Verne adopted the Foothill Boulevard Specific Plan (Specific Plan No. SP 86-18) in November 1989; and

WHEREAS, on June 11, 1997, the City of La Verne Planning Commission approved the scope of these amendments; and

Whereas, on June 16, 1997, the City of La Verne City Council authorized the scope of these amendments; and

Whereas, the Foothill Boulevard Specific Plan corridor is defined by that land described in Exhibits 1A-1C; and

Whereas, the policies, guidelines and standards contained within the Amended Specific Plan are consistent with the City of La Verne Comprehensive General Plan, as amended; and

Whereas, the policies, guidelines and standards contained within the Amended Specific Plan are consistent with the La Verne Central City Redevelopment Project Redevelopment Plan, as amended; and

WHEREAS, a negative declaration was prepared for the project in accordance with the California Environmental Quality Act (CEQA) and the La Verne Environmental Guidelines. The notice of negative declaration was published for review on January 25, 1999 in the La Verne-San Dimas Highlander; and

WHEREAS, on February 25, 1999, a notice of public hearing before the Planning Commission was published for review in the La Verne-San Dimas Highlander, and copies of the notice were mailed to all property owners in and within 300 feet of the Specific Plan boundaries; and

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2 WHEREAS, the Planning Commission conducted a duly noticed public hearing and considered
3 public testimony on March 10, 1999, March 24, 1999 and April 14, 1999 in accordance with the
4 California Environmental Quality Act (CEQA) and the La Verne Environmental Guidelines; and

5 WHEREAS, the Planning Commission recommended at their March 24, 1999 and April 14,
6 1999 meetings certain minor and editorial changes to the Specific Plan document, and recommended
7 approval of the Specific Plan document with the inclusion of these changes; and

8 WHEREAS, on May 7, 1999, a notice of public hearing before the City Council was published
9 for review in the LaVerne-San Dimas Highlander, and copies of the notice were mailed to all property
10 owners in and within 300 feet of the Specific Plan boundaries; and

11 WHEREAS, the City Council conducted a duly noticed public hearing and considered public
12 testimony on May 17, 1999, in accordance with the California Environmental Quality Act (CEQA) and
13 the La Verne Environmental Guidelines.

14 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of La Verne:

15 Section 1. The City Council HEREBY FINDS AND DETERMINES that the project satisfies
16 the requirement of La Verne Municipal Code sections 18.112.010 and 18.112.060 in that:

- 17 1. The proposed Specific Plan Amendment and concomitant Zone Change is consistent with the
18 general plan and conforming to the intent of the originally adopted specific plan (SP 86-18),
19 other applicable ordinances and subdivisions requirements and resolutions.
- 20 2. The proposed Specific Plan Amendment and concomitant Zone Change will provide for special
21 treatment of the City's major commercial corridor, and will lead to consistent design themes and
22 development regulation that better reflects the current character of existing and proposed
23 development than the existing Specific Plan.
- 24 3. The proposed Specific Plan Amendment and concomitant Zone Change is in conformance with
25 the adopted general plan in that it encourages consolidated commercial development, increases
26 traffic safety along the corridor, encourages more diverse commercial uses, and recognizes and
27 anticipates completion of the 210 Freeway (formerly referred to as the Route 30 Freeway).
- 28 4. The proposed Specific Plan Amendment and concomitant Zone Change will well serve the
properties with the Foothill Boulevard corridor, considering the nature, use and proposed uses of
the adjacent properties that the public necessity, general welfare and good city planing practices
dictate, and will guide development to better service the community's economic development,
tax base, traffic safety and aesthetic needs by providing more up-to-date land use designation
and development standards than offered by the exiting Specific Plan.

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Section 2. The City Council HEREBY CERTIFIES the Negative Declaration for the project in accordance with the California Environmental Quality Act and La Verne Environmental Guidelines.

Section 3. The City Council HEREBY APPROVES Case Nos. 20-99SPA (previously referred to as 94-31 SP) and 95-94 ZC. to amend the Foothill Boulevard Specific Plan (Specific Plan No. SP 86-18) with the minor and editorial changes recommended by the Planning Commission at their March 24, 1999 and April 14, 1999 meetings.

Section 4. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Resolution, and thereupon the same shall take effect and be in force.

APPROVED AND ADOPTED this 17th day of May, 1999.

/S/ JON BLICKENSTAFF

Mayor

CERTIFY:

/S/ N. KATHLEEN HAMM

City Clerk

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ORDINANCE NO. 344

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING CASE NO. 116-9100 CONCERNING PROPOSED AMENDMENTS TO SITE 4 & SITE 7 OF THE FOOTHILL BOULEVARD SPECIFIC PLAN, AND APPROVING A MITIGATED NEGATIVE DECLARATION

WHEREAS, Section 65000 et seq. of the California Government Code and Chapters 2.48 and 18.112 of the La Verne Municipal Code authorize the preparation of a comprehensive general plan governing the orderly growth and development of the City; and

WHEREAS, Sections 65450 et seq. of the Government Code and Chapter 18.64 of the La Verne Municipal Code provide for the adoption and revision of specific plans to implement the goals and policies of the general plan within specified neighborhoods; and

WHEREAS, studies conducted by the La Verne Redevelopment Agency indicate that minor amendments to the general plan land use map are in order to consistently implement the housing provisions of the text, based on a demonstrated need for affordable housing sites; and

WHEREAS, on August 12, 1992, the Planning Commission considered the proposed amendments, conducting a duly noticed public hearing; and

WHEREAS, on September 21, 1992 the City Council conducted a second public hearing, receiving oral and written testimony;

NOW THEREFORE, the City Council of the City of La Verne DOES HEREBY ORDAIN as follows:

Section 1. The City Council HEREBY FINDS and DETERMINES that Case No. 116-91ZC amendments to Site 4 and Site 7 of the Foothill Boulevard Specific Plan as recommended by the Planning Commission on August 12, and September 9, 1992, illustrated in Exhibit "A" attached, satisfies the requirements of the La Verne general plan in that:

- a. The proposed amendments are consistent with the goals and objectives set forth in the general plan, including (1) the development of affordable housing units (and a greater variety of housing stock) than would otherwise be available; and (2) the protection of neighborhood residents from intrusion of commercial traffic. These principles are outlined in the staff report dated August 12, 1992 and incorporated herein by reference.
- b. The proposed amendments represent good city planning practices in that they promote a relationship between compatible land uses and reduce the planned level of vehicle trips previously approved in the original plan.

Section 2. The City Council HEREBY FINDS and DETERMINES that the proposed specific plan amendments for Site 7 (Case No. 116-91ZC), by reducing total future vehicle trips, are consistent with the goals and objectives of the regional Air

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Quality Management Plan; and are further consistent with the Southern California Association of Governments' Regional Housing Needs Assessment (RHNA) in that they promote affordable housing in La Verne.

Section 3. The City Council HEREBY FINDS and DETERMINES that the environmental impacts of the proposed amendments are insufficient to warrant further environmental review; and that the mitigation measures contained in the project negative declaration, if imposed upon project approvals, will mitigate any impacts to a level of insignificance. The City Council HEREBY APPROVES of the mitigated negative declaration, and DIRECTS that all mitigation measures contained in the initial study and negative declaration documents be imposed as though fully set out in this resolution.

Section 4. The City Council HEREBY AMENDS the Foothill Boulevard Specific Plan, as illustrated in Exhibit "A", attached.

Section 5. That the Mayor shall sign and the City Clerk shall certify to the passage and adoption of this ordinance, and the City Clerk shall cause the same to be published and posted pursuant to the provisions of law in that regard, and this Ordinance shall take effect thirty (30) days after its final passage.

APPROVED AND ADOPTED this 5th day of October, 1992.

/S/ JON BLICKENSTAFF
Mayor of the City of La Verne

ATTEST:

/S/ N. KATHLEEN HAMM
City Clerk

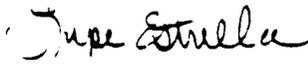
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STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF LA VERNE)

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, do hereby certify that the foregoing Ordinance No. 844 was introduced at a regular meeting of the City Council of said City duly held on 21st day of September, 1992, and was thereafter, at a regular meeting of said Council duly held on the 5th day of October, 1992, duly passed and adopted by the said City Council and thereupon duly signed by the Mayor of said City, attested by the City Clerk of said City, and passed and adopted by the following vote:

- AYES: COUNCILMEN: Rodriguez, Harvey, Harden, Cetti, and Mayor Blickenstaff.
- NOES: COUNCILMEN: None.
- ABSENT: COUNCILMEN: None.
- ABSTAIN: COUNCILMEN: None.

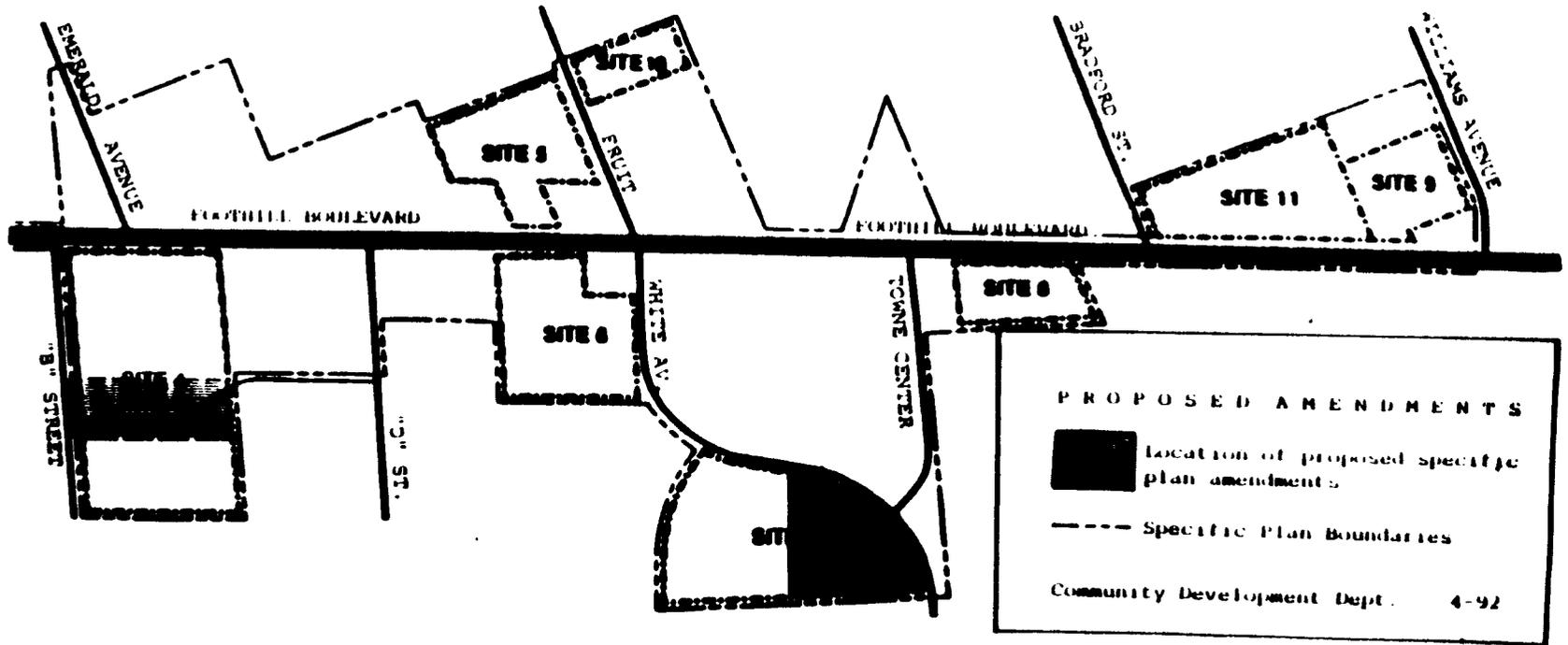
N. KATHLEEN HAMM, CMC
CITY CLERK of the
CITY OF LA VERNE



By Lupe Estrella
Deputy City Clerk

DATE: October 6, 1992

(Seal)



Foothill Boulevard Specific Plan

Vicinity Map

ORDINANCE NO. 730

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LA VERNE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, APPROVING ZONE CHANGE 2109 AND APPROVING THE FOOTHILL BOULEVARD SPECIFIC PLAN (SPECIFIC PLAN NO. SP 86-18)

WHEREAS, the City of La Verne has an adopted general plan which includes an environmental resources management element and a land use map; and

and WHEREAS, the City of La Verne has an adopted zoning map;

WHEREAS, the City Council of the City of La Verne appointed the citizen-based Foothill Boulevard Committee in 1984 to study development impacts along the Foothill Boulevard Corridor and to make recommendations to the City; and

WHEREAS, the City Council of the City of La Verne, based upon recommendations from the Foothill Boulevard Committee, initiated preparation of the Foothill Boulevard Specific Plan to address circulation, land use, economic development and aesthetic issues; and

WHEREAS, the Foothill Boulevard Corridor is defined by that land described in Exhibit A and shown in Exhibits B, C and D; and

WHEREAS, the properties considered would have general plan land use designations consistent with the zoning proposed in the Foothill Boulevard Specific Plan with approval of General Plan Amendment No. 60; and

WHEREAS, the development standards and guidelines contained within the plan are consistent with the City's adopted general plan and with the proposed comprehensive general plan revision; and

WHEREAS, the policies, guidelines and standards contained within the specific plan are consistent with the La Verne Central City Redevelopment Project Redevelopment Plan, as amended; and

WHEREAS, an environmental impact report was prepared and then recommended for certification by action of the Commission on Environmental Quality on November 5, 1987 and the Planning Commission on April 26, 1989, in accordance with the California Environmental Quality Act and City of La Verne environmental guidelines; and

WHEREAS, zone changes are governed by Section 18.112.010 of the La Verne Municipal Code, which establishes the standards and proceedings relating to this application; and

WHEREAS, the staff report dated April 26, 1989 describes and justifies the land use designations for each of the 11 study sites; and

WHEREAS, the Planning Commission of the City of La Verne conducted public hearings in accordance with California Government Code Section 65854, receiving oral and written

1 testimony on the following dates: August 24, 1988; September
2 14, 1988; September 28, 1988; October 12, 1988; October 19,
3 1988; October 26, 1988; November 9, 1988; November 10, 1988;
4 December 14, 1988; January 11, 1989; January 25, 1989;
5 February 22, 1989; March 8, 1989; March 22, 1989; April 10,
6 1989 and April 26, 1989; and

7 WHEREAS, the Planning Commission, in accordance with
8 California Government Code Sections 65855 and 65856, recommended
9 City Council approval of the proposed zone change and specific
10 plan on April 26, 1989; and

11 WHEREAS, notice of City Council public hearing was
12 published April 21, 1989 and mailed to property owners within
13 300 feet of the corridor on April 14, 1989;

14 NOW, THEREFORE, BE IT ORDAINED by the City Council of the
15 City of La Verne as follows:

16 Section 1. The City Council HEREBY FINDS and DETERMINES
17 that the project satisfies the requirements of La Verne
18 Municipal Code section 18.112.060 in that:

- 19 A. The proposed zone change to the specific plan zone is in
20 conformance with the adopted general plan and with the
21 proposed comprehensive general plan revision in that it
22 will provide for special treatment of the city's major
23 commercial corridor, will lead to consistent design
24 themes and development regulations not available through
25 citywide zoning standards, will provide for special
26 standards for corridor development to reduce noise,
27 circulation and aesthetic impacts on adjoining
28 residential and commercial properties, will enhance
29 community identity, will comprehensively address
30 pedestrian, bicycle, transit and automobile circulation
31 issues and will limit strip commercial development.
- 32 B. The proposed zone change would better serve the
properties within the corridor, considering the nature,
use and proposed uses of adjacent properties, and that
the public necessity, general welfare and good city
planning practices dictate and support the proposed zone
change, in that the change to the Specific Plan zone will
allow for the provision of a consistent and comprehensive
set of development standards and guidelines, clearly
setting development expectations and objectives along the
corridor and by ensuring cooperative design, circulation
and use relationships between corridor developments.

Section 2. The City Council HEREBY REMOVES all zoning
designations for that land described in Exhibit A and shown in
Exhibits B, C and D and places that land in the "SP" Specific
Plan zone.

Section 3. The City Council HEREBY FINDS and DETERMINES
that the Foothill Boulevard Specific Plan satisfies the
requirements of La Verne Municipal Code Sections 18.112.010 and
18.112.060 in that:

- A. The proposed Foothill Boulevard Specific Plan (SP 86-18)
is in conformance with the adopted general plan in that
it encourages consolidated commercial development,
increases traffic safety along the corridor, encourages

1 more diverse commercial uses, concentrates commercial
2 development intensity in the "Foothill Center",
3 encourages use of natural materials in project design,
4 provides landscaping standards to enhance the corridor's
5 image and recognizes and anticipates completion of the
6 Route 30 freeway.

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8 3. The proposed Foothill Boulevard Specific Plan (Specific
9 Plan No. 86-18) would better serve the properties within
10 the Foothill Boulevard Corridor, considering the nature,
11 use and proposed uses of the adjacent properties and that
12 the public necessity, general welfare and good city
13 planning practices dictate and support the proposed
14 specific plan in that the Foothill Boulevard Specific
15 Plan guides development to better serve the community's
16 economic development, tax base, traffic safety and
17 aesthetic needs by providing more specific land use
18 designations and development standards than offered by
19 conventional zoning, by assigning circulation
20 improvements and providing measures to implement those
21 improvements, by requiring certain market studies and by
22 providing landscaping, streetscape and architectural
23 design guidelines and standards.

24 Section 4. The City Council HEREBY ADOPTS the Foothill
25 Boulevard Specific Plan (SP 86-18) for that land described in
26 Exhibit A and shown in Exhibits B, C and D.

27 Section 5. The City Council HEREBY DIRECTS the community
28 development department to study a zoning text amendment to
29 create a "Neighborhood Commercial" zone to replace both the
30 Commercial Professional Development and Administrative-
31 Professional zones, to make the appropriate changes in the sign
32 ordinance and to study specific plan amendments for the
33 Designated (Industrial) Specific Plan (SP 85-16) and the
34 municipal code concerning the regulation of adult businesses.

35 Section 6. The Mayor shall sign and the City Clerk shall
36 certify to the passage and adoption of this ordinance and shall
37 cause the same to be published and posted pursuant to the
38 provisions of law in that regard, and this ordinance shall take
39 effect thirty (30) days after its final passage.

40 APPROVED AND ADOPTED this 19th day of June, 1989.

41 _____
42 Mayor of the City of La Verne

43 ATTEST:

44 _____
45 City Clerk

EXHIBIT A

LEGAL DESCRIPTION FOR FOOTHILL CORRIDOR

In the City of La Verne, County of Los Angeles, State of California, being more particularly described as follows:

Parcel 1

BEGINNING at the most westerly corner of Lot 1, of Tract Number 38474 as shown on a map recorded in Book 973, Pages 19 and 20 of Maps, on file in the office of the County Recorder of said County said point also lying on the westerly boundary line of the City of La Verne; thence along the northerly, northeasterly and northerly boundary of said Lot 1 and City Boundary to the most northerly corner of said Lot 1; thence continuing along the boundary of City of La Verne, North 67 degrees 30 minutes 17 seconds East, 62.00 feet to an angle point in said boundary as shown on said map; thence northeasterly in a straight line to the intersection of the northerly line of Baseline Road and the southeasterly right of way line of Los Angeles County Flood Control Property (Puddingstone Channel) as shown on F.M. 20931-4, on file in the office of the Department of Public Works of said County; thence continuing northeasterly along said southeasterly line to the westerly boundary of Tract No. 31654 recorded in Book 861, Pages 80 and 81 of Maps, in the office of said County Recorder; thence southerly along said westerly boundary to the southwesterly corner of Lot 1 of said Tract 31654; thence North 89 degrees 58 minutes 11 seconds East along the northerly right of way line of Baseline Road and its easterly prolongation to the centerline of Bunnelle Avenue as shown on said Tract 31654; thence southerly along said centerline and its southerly prolongation to the northerly right of way of Route 30 (Foothill Freeway) as shown on F.M. 21515-8 on file in the office of said Department of Public Works; thence northwesterly, westerly, southwesterly and westerly along said northerly R/W as shown on F.M. 21326-6 and F.M. 21326-5 on file in the office of said Director of Public Works to the point of BEGINNING.

Parcel 2

BEGINNING at the westerly terminus of the northerly line of the Frontage Road (56.00 feet wide), said northerly line having a radius of 1028.00 feet as shown on the State of California Division of Highways, Right of Way Map 7-LA-30-R2.3 on file in office of District 7 of the Division of Highways; thence southeasterly and easterly along said northerly line of said Frontage Road to the westerly terminus of curve with a radius of 25.00 feet said curve having central angle of 90 degrees 00 minutes 00 seconds and a curve length of 39.27 feet; thence easterly and northerly along said curve to the westerly line of Damien Avenue, (88.00 feet wide) as shown on said Right of Way

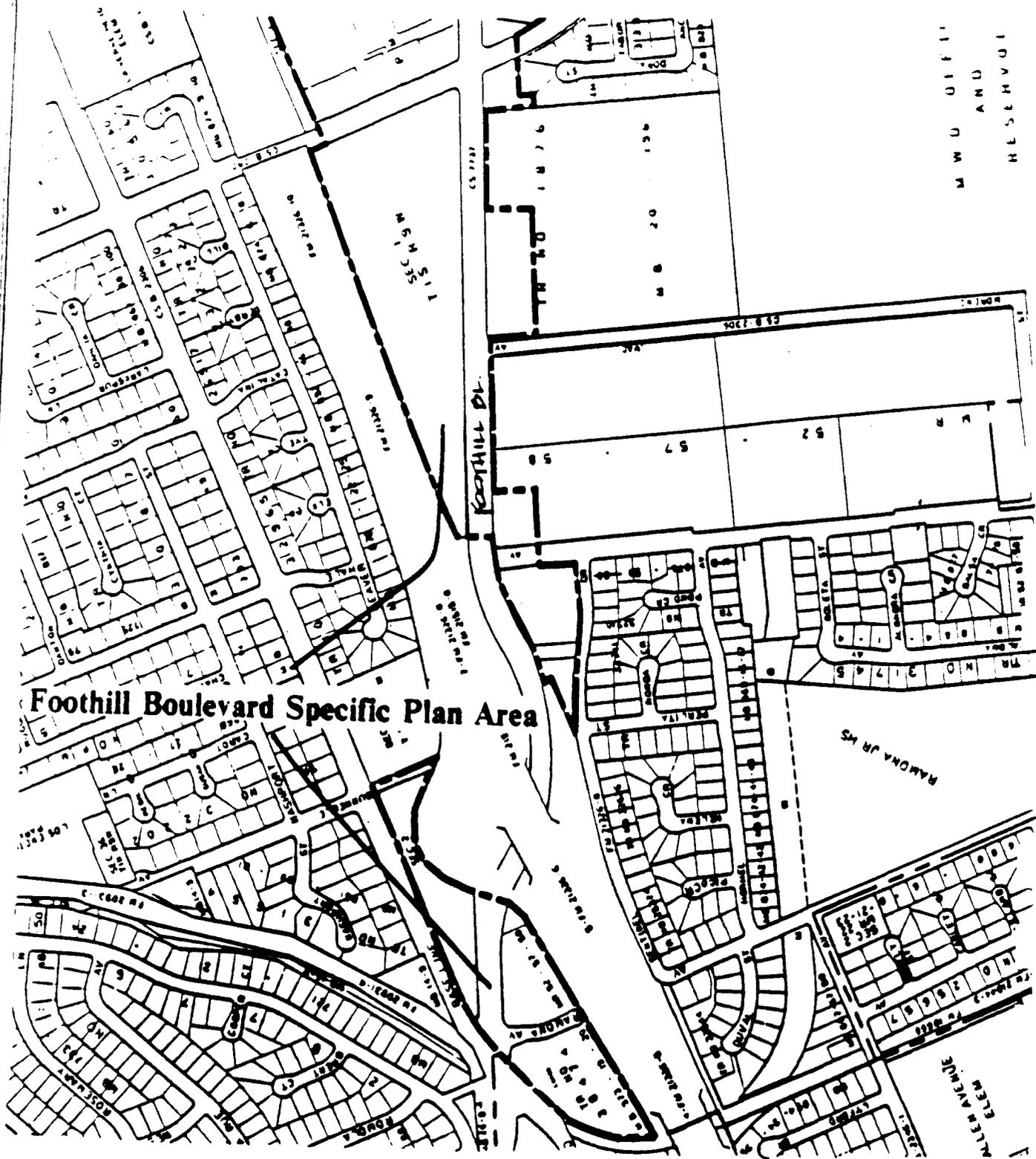
Map; thence northerly along said westerly line to the westerly prolongation of the southerly line of land described in deed recorded as Instrument No. 83-397815 of Official Records, on file in the office of the County Recorder of the said County; thence easterly and northerly along the southerly and easterly line of said deed to the southerly line of Foothill Boulevard (100.00 feet wide), as shown on C.S. B-2306 on file in the office of the Department of Public Works of said County; thence easterly along the southerly line of Foothill Boulevard to the northerly prolongation of the westerly line of Lot 17 of Tract No. 33912, recorded in Book 924, Pages 23-27, of Maps, on file in the office of said County Recorder; thence southerly along said northerly prolongation to the westerly prolongation of the northerly line of said Tract No. 33912, thence easterly along said westerly prolongation and the northerly line of said Tract No. 33912 and its easterly prolongation to the easterly line of Wheeler Avenue (88.00 feet wide); thence southeasterly and southerly along said easterly line to the westerly line of Firey Avenue (50.00 feet wide) as shown on a map of Parcel Map No. 6168 recorded in Book 67, Pages 91 and 92, of Parcel Maps, on file in the office of said County Recorder; thence northerly along said westerly line to the westerly prolongation of the southerly line of Parcel 2 of said Parcel Map No. 6168; thence easterly, northeasterly and northerly along the boundary of said Parcel 2 to the southerly line of said Foothill Blvd. (100.00 feet wide); thence southeasterly along the northerly line and the easterly prolongation of Tract No. 32624, recorded in Book 867, Pages 45 through 47 of Maps, on file in the office of said County Recorder to the easterly line of "B" Street, (70.00 feet wide) as shown on said Tract No. 32624; thence southerly along said easterly line to the westerly prolongation of the northerly line of Tract NO. 28559, recorded in Book 718, Pages 90 and 91, of Maps, on file in the office of said recorder; thence easterly along said westerly prolongation and northerly line to the southerly prolongation of westerly line of Lot 3, Lancaster's Subdivision of the Evergreen Ranch, recorded in Book 78, Page 85 of Miscellaneous Records, on file in the office of said County Recorder; thence northerly along said prolongation and westerly line to the northerly line of Dover Avenue (60.00 feet wide), as shown on Parcel Map No. 4431, recorded in Book 55, Page 44 of Parcel Maps on file in the office of said County Recorder; thence southerly, along said northerly line and its southeasterly prolongation to the easterly line of "D" Street, (88.00 feet wide); thence southerly along said easterly line to the northerly line of Durwood Way, thence easterly, southerly and easterly along the northerly line of Durwood Way to the southwesterly line of White Avenue as shown on Parcel Map No. 15752, recorded in Book 175, Pages 52 and 53, of Parcel Maps on file in the office of said County Recorder; thence southeasterly along said westerly line to the northwesterly line of Parcel 11 of said Parcel Map No. 15272; thence southwesterly, southerly and easterly along the boundary of said Parcel 11 to the westerly line of Tract No. 28601, recorded in Book 714, Pages

34 through 36, of Map on file in the office of said County Recorder; thence North degrees 25 minutes 00 seconds East along said westerly line and its northerly prolongation to the most northerly corner of Tract No. 29415, recorded in Book 731, Pages 49 and 50, of Maps, on file in the office of said County Recorder; thence easterly along the northerly line of said Tract to the westerly boundary of the City of Pomona as said boundary existed on April 1, 1988; thence northerly and easterly along said Pomona City boundary to the southerly prolongation of the westerly line of Williams Avenue (variable and 66.00 feet wide); thence northerly along said westerly line of Williams Avenue to the northeast corner of land described in deed recorded March 20, 1986 as Instrument No. 86-350510 of Official Records, records of said County; thence westerly along the northerly line of said deed to the easterly line of land described in deed recorded March 16, 1973 as Instrument No. 4552, of Official Records, records of said County; thence northerly and easterly along the easterly and northerly lines of said deed to the northeast corner of land described in deed recorded October 3, 1978 as Instrument No. 78-1099363, of Official Records, records of said County; thence westerly along the northerly line of said deed to the easterly line of Bradford Street (60.00 feet wide) as shown on County Surveyors Map 6685, on file in the office of the Department of Public Works of said County; thence southerly along said westerly line to the easterly prolongation of the northerly line of said Foothill Boulevard (100.00 feet wide); thence westerly along said northerly line to the southerly corner of land described in deed recorded July 18, 1985 as Instrument No. 85-827681, Official Records, records of said County; thence northerly along the easterly line of said deed to the southeast line of Live Oak Wash as shown on a map of F.M. 20292-1 on file in the office of the Department of Public Works; thence southwesterly along said southeast line to the northerly line of said Foothill Boulevard; thence westerly along said northerly line to the southerly corner of land described in deed recorded December 3, 1985 as Instrument No. 85-1425677, Official Records, records of said County; thence northerly along the easterly line of said deed and its northerly prolongation to the southerly line of the east 1/2, southeast 1/4, northwest 1/4 of S6, T1S, R8W, San Bernardino Baseline; thence westerly along said southerly line and its westerly prolongation to the easterly line of Parcel Map 13907 recorded in Book 142, Pages 62 through 66, of Parcel Maps, on file in the office of said County Recorder; thence northerly along the easterly line and westerly along the northerly line and its westerly prolongation to the east line of the west 1/2, southwest 1/4, northwest 1/4, S6, T1S, R8W, San Bernardino Baseline; thence northerly along said easterly line to the easterly terminus of the north line of the south 500.00 feet of the west 1/2, southwest 1/4, northwest 1/4, S6, T1S, R8W, San Bernardino Baseline; thence westerly along said north line to the east line of Emerald Avenue (variable width) as shown on said County Surveyors Map No. B-2306, on file in the office of the

Department of Public Works of said County; thence northerly along said easterly line to the southeasterly line of Emerald Wash as shown on F.M. 20450-2 and F.M. 20450-3, both on file in the office of the Department of Public Works of said County; thence southwesterly and southerly along said southeasterly line to the northerly line of said Foothill Boulevard; thence westerly along said northerly line and its westerly prolongation to the easterly line of Parcel Map No. 3706, recorded in Book 50, Page 11, of Parcel Maps, on file in the office of said County Recorder; thence northerly and westerly along the easterly and northerly boundary of said Parcel Map No. 3706 to the westerly line of Wheeler Avenue (variable width) as shown on County Surveyors Map No. B-2901; thence northerly along said westerly line to the southerly line of Route 30 as shown on F.M. 21326-10, on file in the office of said Department of Public Works; thence westerly along said southerly line and its westerly prolongation to the northerly prolongation of the easterly line of Lot 3, Block 23 of the La Verne Tract recorded in Book 52, Pages 57 and 58, of Miscellaneous Records, on file in the office of said County Recorder; thence southerly along said northerly prolongation and easterly line to the southerly right of way of Foothill Boulevard as shown on said State of California Division of Highways Right of Way Map 7-LA-30-R2.3; thence easterly, southerly, easterly and southerly along said southerly Right of Way to the POINT OF BEGINNING.

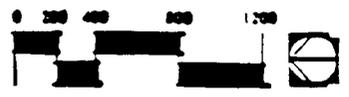
Prepared 6-22-88
RKA

EXHIBIT B



Foothill Boulevard Specific Plan Area

Foothill Boulevard Corridor
SP Zone
Foothill Boulevard Specific Plan (SP 86-18)



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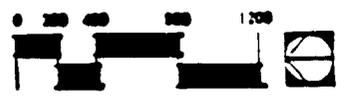
EXHIBIT C



Foothill Boulevard Specific Plan Area

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**Foothill Boulevard Corridor
 SP Zone
 Foothill Boulevard Specific Plan (SP 86-18)**



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STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF LA VERNE)

I, N. KATHLEEN HAMM, City Clerk of the City of La Verne, California, do hereby certify that the foregoing Ordinance No. 790 was introduced at a regular meeting of the City Council of said City duly held on 5th day of June, 1989, and was thereafter, at a regular meeting of said Council duly held on the 19th day of June, 1989, duly passed and adopted by the said City Council and thereupon duly signed by the Mayor of said City, attested by the City Clerk of said City, and passed and adopted by the following vote:

- AYES: COUNCILMEN: Gatti, Harvey, Walters, and Mayor Blickenstaff.
- NOES: COUNCILMEN: None.
- ABSENT: COUNCILMEN: Rodriguez.
- ABSTAIN: COUNCILMEN: None.

N. KATHLEEN HAMM, CMC
CITY CLERK of the
CITY OF LA VERNE

Lupe Estrella
By Lupe Estrella
Deputy City Clerk

DATE: June 20, 1989

(Seal)

ACKNOWLEDGEMENTS

This amendment of the Foothill Boulevard Specific Plan (Specific Plan 86-18) was prepared through the joint efforts of City of La Verne Community Development Department staff and City consultants, and with the support of the City Planning Commission and City Council. The following individuals directly contributed to the preparation and adoption of the Specific Plan Amendment:

City Council Members

- Jon Blickenstaff, Mayor
- Dan Harden, Mayor Pro Tem
- Thomas R. Harvey
- Robert F. Rodriguez
- Patrick J. Gatti

Planning Commission Members

- Cal Stephens, Chair
- Peggy Redman, Vice Chair
- Don Kendrick
- David Kriezel
- Al Olander

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- Hal G. Fredericksen, Community Development Director
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- Steve Preston, Former Community Development Director

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- Martin Weil, Architect
- Stephanie Landregan, Larry Moss & Associates
- Bob Kress, City Attorney
- Warren Siecke, City Traffic Engineer
- Graphics, DKP

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1. INTRODUCTION

I-1

The creation and shaping of the Foothill Boulevard Specific Plan.

| | |
|----------------------------------|--------|
| History | I - 1 |
| Foothill Boulevard Committee | I - 1 |
| Relationship to the General Plan | I - 3 |
| Relationship to Zoning | I - 10 |

2. DEVELOPMENT ISSUES

DI - 1

The issues and concepts that will shape and guide Foothill Boulevard's physical development, upon which the plan's regulations are based.

| | |
|-----------------------------------|--------|
| Introduction | DI - 1 |
| A Vision for Foothill | DI - 1 |
| Land Use Concept | DI - 2 |
| Circulation Concept | DI - 7 |
| Design Concept | DI - 7 |
| Landscape and Streetscape Concept | DI - 8 |
| General and Special Regulations | DI - 9 |
| Implementation Concept | DI - 9 |

3. COMMERCIAL - OFFICE

CO-1

A general commercial zone, permitting shopping centers with varied commercial and office uses and geared primarily toward sites already developed.

| | |
|-------------------------------------|------|
| 3.A Purpose | CO-1 |
| 3.B Applicability | CO-1 |
| 3.C Permitted Uses | CO-1 |
| 3.D Conditional Uses | CO-3 |
| 3.E Prohibited Uses | CO-5 |
| 3.F Classification of Use | CO-5 |
| 3.G Minimum Lot Size | CO-5 |
| 3.H Setbacks Generally | CO-6 |
| 3.I Front Setback | CO-6 |
| 3.J Side Setback | CO-7 |
| 3.K Rear Setback | CO-7 |
| 3.L Building Height Limits | CO-7 |
| 3.M Building Coverage | CO-8 |
| 3.N Vehicular Openings | CO-8 |
| 3.O Refuse Storage | CO-8 |
| 3.P Utility and Equipment Screening | CO-8 |

| | |
|-----------------------------------|-------|
| 3.Q Loading Zones | CO-9 |
| 3.R Parking Requirements | CO-9 |
| 3.S Minimum Landscaping Standards | CO-10 |
| 3.T Pedestrian Areas | CO-10 |
| 3.U Freestanding Walls | CO-11 |
| 3.V Site Lighting Standards | CO-11 |

4. GENERAL REGULATIONS **GR-1**

Provisions applying corridor-wide, governing application of this plan and providing performance standards and criteria to regulate development and its operations.

| | |
|---|---------|
| 4A. Authority | GR - 1 |
| 4B. Relationship to Other Regulations | GR - 1 |
| 4C. Zoning Ordinance | GR - 1 |
| 4D. Conflicts with Other Regulations | GR - 1 |
| 4E. Existing Agreements | GR - 1 |
| 4F. Interpretation and Ambiguities | GR - 2 |
| 4G. Enforcement | GR - 2 |
| 4H. Violation | GR - 2 |
| 4I. Amendments | GR - 2 |
| 4J. Nuisance | GR - 2 |
| 4K. Severability | GR - 2 |
| 4L. Property Maintenance | GR - 3 |
| 4M. Noise | GR - 5 |
| 4N. Trash Storage | GR - 5 |
| 4O. Paper Bailers | GR - 5 |
| 4P. Utilities | GR - 6 |
| 4Q. Performance | GR - 6 |
| 4R. Parking | GR - 6 |
| 4S. Signs | GR - 8 |
| 4T. Lot Size | GR - 10 |
| 4U. Market Study | GR - 10 |
| 4V. Leasing Plans | GR - 11 |
| 4W. Council Review of All Foothill Boulevard Projects | GR - 11 |

5. SPECIAL REGULATIONS **SR - 1**

Development standards and operating regulations for unique uses that warrant individual treatment.

| | |
|--|--------|
| 5A. Outdoor Sales | SR - 1 |
| 5B. Temporary Uses | SR - 1 |
| 5C. Gasoline Service Stations | SR - 2 |
| 5D. Full Service Redemption Centers | SR - 4 |
| 5E. Drive-Through or Drive-In Businesses | SR - 5 |
| 5F. Entertainment Commercial Facilities | SR - 6 |
| 5G. Alcoholic Beverage Permits | SR - 7 |

| | |
|--|--------|
| 5H. Late Night Businesses | SR - 8 |
| 5I. Physical or Social Care Facilities | SR - 8 |

6. ARCHITECTURAL DESIGN **AD - 1**

A set of design criteria and requirements to encourage creative architecture and to provide for consistent review.

| | |
|------------------------------------|---------|
| 6A. Introduction | AD - 1 |
| 6B. Definitions | AD - 1 |
| 6C. Site Design Standards | AD - 6 |
| 6D. Architectural Design Standards | AD - 7 |
| 6E. Public Art | AD - 13 |

7. LANDSCAPE DESIGN **LS - 1**

A set of criteria and standards to ensure landscaping consistent with the plan's concept, providing guidelines to both public and private improvements.

| | |
|------------------------------|--------|
| Introduction | LS - 1 |
| 7A. Caltrans Regulations | LS - 1 |
| 7B. Landscape Design Concept | LS - 1 |
| 7C. Design Standards | LS - 5 |

8. CIRCULATION PLAN **CP - 1**

A schedule of circulation improvements to enhance both traffic safety and inter-parcel access.

| | |
|---|---------|
| 8A. Intersection Modifications | CP - 1 |
| 8B. Median Improvements | CP - 1 |
| 8C. Traffic Signals | CP - 2 |
| 8D. Bus Turnouts and Shelters | CP - 2 |
| 8E. Private Improvements | CP - 2 |
| 8F. Visibility and Safety Requirements | CP - 7 |
| 8G. Access and Improvement Requirements | CP - 7 |
| 8H. On-Site Parking Areas | CP - 8 |
| 8I. Alternative Transportation | CP - 9 |
| 8J. Pedestrian Access | CP - 9 |
| 8K. Bicycle and Motorcycle Improvements | CP - 9 |
| 8L. General Requirements | CP - 10 |

9. IMPLEMENTATION **IMPL - I**

A series of actions designed to turn the plan's objectives into reality.

| | |
|---|----------|
| 9A. Zoning Map Amendments | IMPL - 1 |
| 9B. General Plan Amendments and Revisions | IMPL - 1 |
| 9C. Zoning Map Amendments | IMPL - 1 |

| | |
|--|----------|
| 9D. Precise Plan Review | IMPL - 2 |
| 9E. Landscape Easements | IMPL - 2 |
| 9F. Underground Utility District | IMPL - 2 |
| 9G. Bus Shelters and Bus Turnouts | IMPL - 2 |
| 9H. Design Assistance Program | IMPL - 2 |
| 9I. Redevelopment Plan | IMPL- 3 |
| 9J. Foothill Boulevard Merchants Association | IMPL- 3 |
| 9K. Intermodal Surface Transportation Efficiency Act | IMPL- 3 |
| 9L. Signalization | IMPL- 3 |
| 9M. Landscape and Lighting Maintenance | IMPL- 3 |

10. DEFINITIONS

DEF -1

APPENDIX A: PERMITTED AND PROHIBITED MATERIALS

LIST OF FIGURES

EX SUM – 1 Foothill Boulevard Specific Plan Boundaries

| | | |
|---------|--|--------|
| DI - 1 | C-O and FBSP Boundaries | DI - 4 |
| AD - 1 | Mass | AD - 1 |
| AD - 2 | Intimate Scale | AD - 2 |
| AD - 3 | Monumental Scale | AD - 2 |
| AD - 4 | Proportion | AD - 2 |
| AD - 5 | Balance | AD - 2 |
| AD - 6 | Texture | AD - 3 |
| AD - 7 | Color | AD - 3 |
| AD - 8 | Light and Shade | AD - 3 |
| AD - 9 | Solid to Void | AD - 3 |
| AD - 10 | Contemporary Design | AD - 4 |
| AD - 11 | Historic Design | AD - 5 |
| AD - 12 | Parking Layout | AD - 6 |
| AD - 13 | Distinctive Massing | AD - 8 |
| AD - 14 | Articulation | AD - 8 |
| AD - 15 | Large Building Scale | AD - 8 |
| AD - 16 | Two-Story Building Scale | AD - 9 |
| AD - 17 | Rhythm | AD - 9 |
| LD - 1 | Streetscape Treatment – City Entrance to Wheeler | LS - 3 |
| LD - 2 | Streetscape Treatment – B Street to Fruit | LS - 4 |
| LD - 3 | Foothill Stone Sign | LS - 5 |
| LD - 4 | Parkway Entry Signs | LS - 6 |
| LD - 5 | Monument Sign | LS - 6 |
| LD - 6 | Monument Sign for Service Clubs | LS - 7 |
| LD - 7 | Transition Zone Parkways | LS - 7 |
| LD - 8 | Landscape Setback Plantings | LS - 9 |

| | | |
|---------|--|---------|
| LD - 9 | Transition Median and Parkway Plantings | LS - 9 |
| LD - 10 | Foothill Center Parkways | LS - 10 |
| LD - 11 | Foothill Center Median and Parkway Plantings | LS - 10 |
| LD - 12 | Foothill Center Intersection Treatment | LS - 11 |
| LD - 13 | Crosswalk Treatment | LS - 13 |
| LD - 14 | Parking Lot Design | LS - 14 |
| LD - 15 | Parking Stall Detail | LS - 15 |
| LD - 16 | Landscape Buffer Strip | LS - 16 |
| LD - 17 | Street Furniture | LS - 17 |
| | | |
| CP - 1 | Circulation Improvement Plan | CP - 6 |

FOOTHILL BOULEVARD

☪ SPECIFIC PLAN

☪ CITY OF LA VERNE ☪

Executive Summary

SPECIFIC PLAN

REALIZED

Driving along Foothill Boulevard from the west end of La Verne to its eastern boundary, it is clear that the *Foothill Boulevard Specific Plan* has shaped the character of the Boulevard. Originally adopted in 1989, the Specific Plan has directed the type, size, landscape and architectural character of development. As the Specific Plan enters its second decade, key components of the plan have been amended to reflect new opportunities for Foothill Boulevard expected during the twenty-first century. Specific Plan amendments focus on development standards, landscape guidelines and architectural guidelines.

The 177 acre Foothill Boulevard Specific Plan, as amended, is a model blueprint for commercial corridor development. (See *Foothill Boulevard Specific Plan Boundaries Map*, Figure Ex Sum 1-A through 1-C.) The Specific Plan will continue to generate high caliber development proposals for all vacant lands as well as for rehabilitation of older

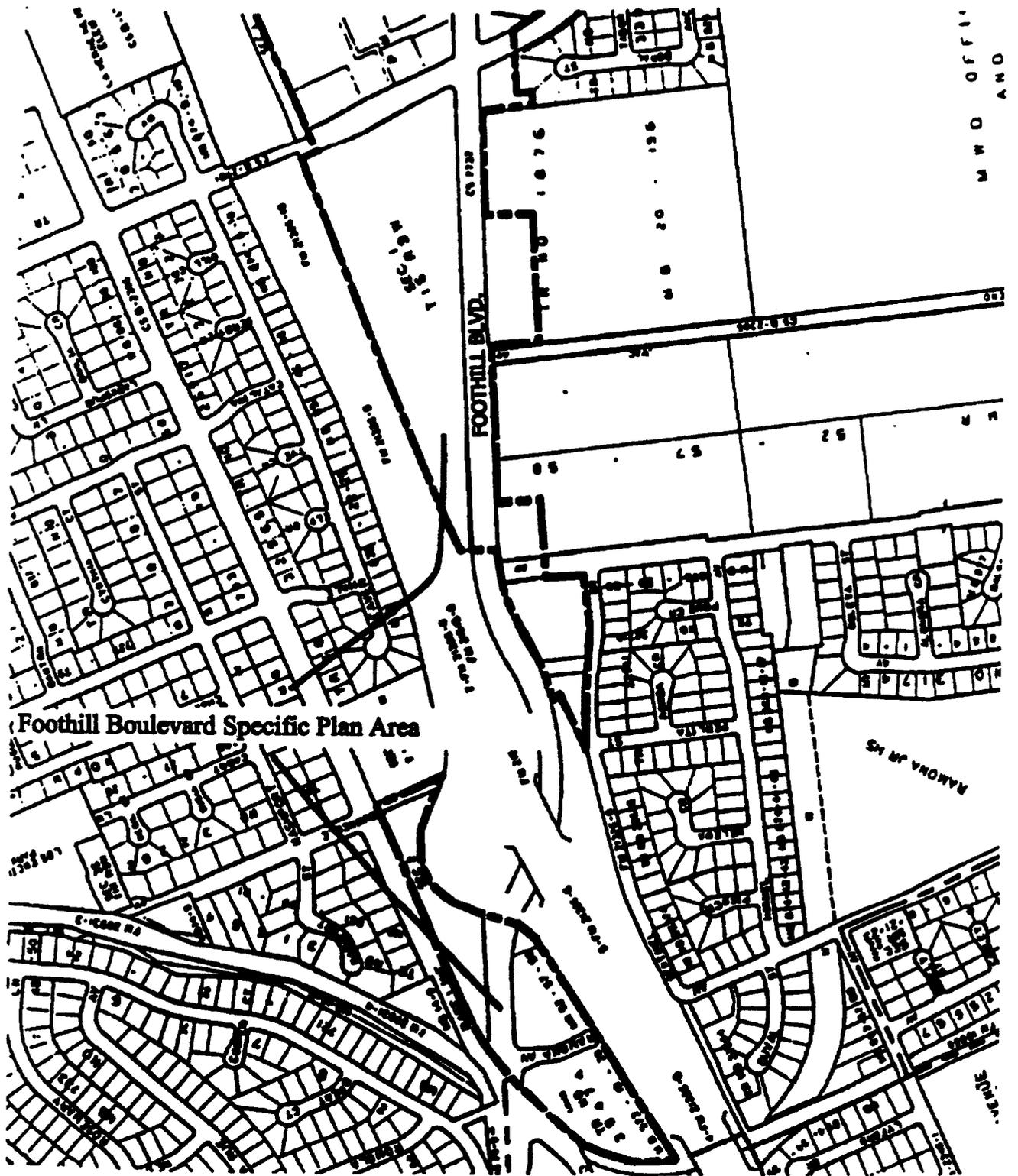
structures along Foothill Boulevard within the City of La Verne.

Funded entirely from the Central City Redevelopment Agency, the effort has produced a plan focusing on critical land use, community design and circulation issues associated with our City's major east-west artery.

THE SPECIFIC PLAN

Local governments use specific plans to guide community development by amending zoning designations for the affected area. Commercial land in the Foothill Boulevard Specific Plan area is governed by a separate zone known as the Commercial Office Zone. This zone provides for a variety of community-oriented commercial uses and facilities similar to current development located along Foothill Boulevard. The Specific Plan also promulgates a very specific streetscape program to create distinctive character. Design guidelines for new development address architecture and site planning. The plan also includes specific traffic improvements and a financing plan.

Figure Ex Sum 1 - A

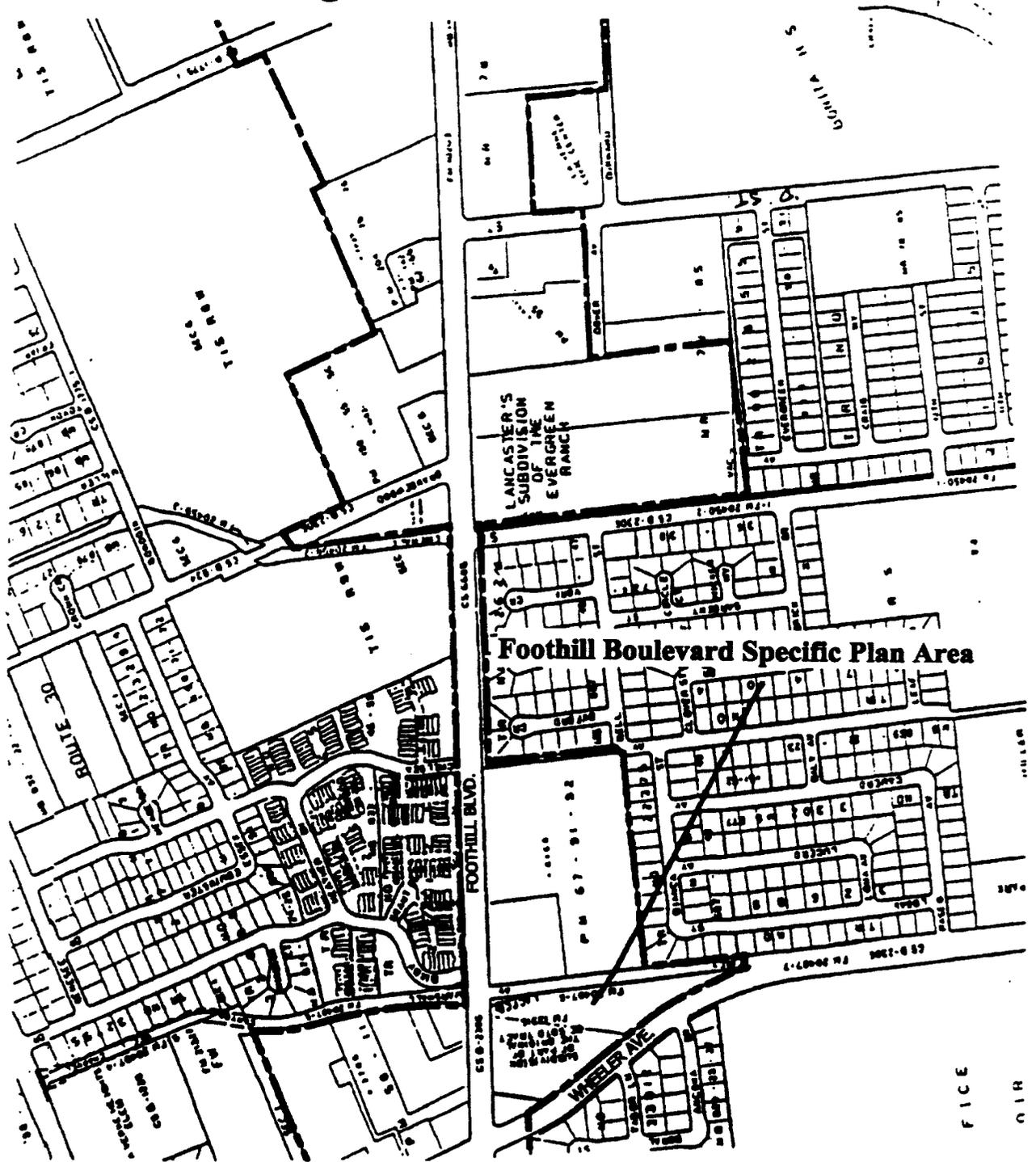


Foothill Boulevard Specific Plan Area

Foothill Boulevard Specific Plan
Boundaries (1 of 3)



Figure Ex Sum 1 - B



**Foothill Boulevard Specific Plan
Boundaries (2 of 3)**



Chapter One: Introduction

The Foothill Boulevard Specific Plan provides land use and development regulations sensitive to community goals and needs. The plan, as originally adopted and subsequently amended, relies on the Foothill Boulevard Committee's expression of future vision. The plan refines the existing commercial zoning and adopts development standards and design guidelines for future commercial development. The corridor's issues are addressed comprehensively. Concepts for land use, circulation, architecture, urban design and landscaping are refined into action plans, then further refined into implementation tasks. The Foothill Boulevard Specific Plan presents an opportunity for the community to guide planning by establishing economic, redevelopment and community goals. The corridor plan is a specific and comprehensive approach, affording the community a greater degree of land use control.

History

The two mile length of Foothill Boulevard that traverses La Verne served as a portion of U.S. Route 66 from 1920 to 1960.

In the early 1970's, La Verne completed its first planning study of the corridor. Lots subdivided under County of Los Angeles zoning were small and narrow. City standards prior to the 1970's paid little attention to the location of driveways, landscape requirements and design review.

The City's 1971 zoning ordinance created the current commercial-professional development zone and helped to define the corridor's image. This resulted in a planned development image along the corridor, avoiding strip commercial by requiring large lots, broad setbacks, perimeter landscaping and increased parking. Land uses on the corridor were mixed, with residential, office and commercial fronting on Foothill Boulevard. The City adopted a Spanish design theme, landscaped the medians and added wood entry signs.

In retrospect, 1971 was an ideal time to adopt standards because the City grew from a population of 13,000 residents in 1970 to 30,000 by 1988 with corresponding commercial, office and residential development. Rapid disappearance of vacant land, the maturing of community perceptions and increasing traffic problems prompted the formation of the Foothill Boulevard Committee.

There have been a number of minor amendments to the Specific Plan since its original adoption in 1989. This 1998 amendment revisits each chapter of the Specific Plan to update text in accordance with current City policies, and to provide more contemporary treatments for site design, architecture and landscape.

Foothill Boulevard Committee

Formed by the City Council in March 1984, the committee consisted of City commissioners, business people, land owners and representatives from civic organizations. Divided into land use, circulation, aesthetics and sign control subgroups, the committee studied existing regulations, policies and practices. In summary they found:

- ❖ Foothill Boulevard will remain the City's primary commercial corridor.
- ❖ The City heavily relies on sales tax to fund general services, such as police and fire.
- ❖ Circulation is an increasing problem and completion of the Foothill Freeway (Route 30 Freeway, recently renamed the 210 Freeway) construction is impending.
- ❖ Existing commercial zoning has not controlled proliferation of duplicate services and retailers.
- ❖ Over-reliance on the Spanish design theme can result in contrived solutions, such as mansard roofs on boxy buildings.
- ❖ Landscaping, although well developed, is flat in appearance, inconsistently applied and poorly maintained.
- ❖ Vacant commercial land is rapidly disappearing, with only 10 vacant or underutilized sites available to develop uses needed by community residents and complementary to existing uses.
- ❖ Many properties developed in or prior to the 1970's will be rehabilitated or rebuilt to meet the competition of new development.

New to This Edition

This edition of the Foothill Boulevard Specific Plan is the first comprehensive update and amendment of the plan since its original adoption in June of 1989. Initiated nearly ten years ago, the Foothill Boulevard Specific Plan has directed the type, size, landscape and architectural character of development along the boulevard. As the Specific Plan approached its second decade, the City chose to undertake this comprehensive review and update of the Plan. Particular attention was paid to development standards, landscape guidelines and architectural guidelines.

Major changes promulgated in this edition are largely administrative, and are intended to refine and strengthen the objectives of the originally adopted Specific Plan. These changes include:

- ❖ Permitting greater flexibility in the development of the originally designated 11 specific study sites by re-designating the sites as "Commercial-Office";
- ❖ Expansion of the architectural character for Foothill Boulevard to promote an array of contemporary, heritage and Spanish Mission architectural styles;
- ❖ Establishment of policies that reduce the amount of on-site parking visible from the public street, including location of buildings closer to the street; and

- ❖ Provision of more specific landscape maintenance guidelines.

Relationship to the General Plan

The City's general plan was first adopted in 1962 and revised in 1974. In 1985, La Verne began comprehensive revisions to the general plan, which were subsequently adopted in 1989. A recent amendment and update to the General Plan was adopted in December 1998. This update modifies the goals, policies and implementation measures of the 1989 plan to respond to regional and local changes that have occurred during the past decade.

The General Plan divides the City into eight planning districts, recognizing Foothill Boulevard Corridor as a Planning Area No. 5. Land use, economic development, community design, community facilities and circulation, public services and other issues are identified by the plan on a citywide basis and for each district. Goals and policies of the Foothill Boulevard Specific Plan are mirrored in the following general plan goals and policies:

General Plan Land Use Goal and Policies

- Goal** Foster a healthy balance of uses within our Foothill Corridor.
- Policies**
 - Strengthen the development and design character of our commercial corridor.
 - Buffer our neighborhoods from more intense land uses.
 - Protect our mobile home parks in the 210 Freeway corridor.
 - Provide for a smooth transition between land uses.

General Plan Transportation Goals and Policies

- Goal** A fully depressed freeway (210 Freeway) of aesthetically pleasing design completed in an environmentally sensitive manner by the target date of 2002.
- Policies**
 - Protect our interests in freeway design.
 - Minimize disruption to our streets and neighborhoods during construction.
 - Manage traffic changes caused by the freeway.

Goal **Improve our traffic flow.**

Policy Maximize Foothill Boulevard's capacity.

Goal **Contribute toward a comprehensive public transportation system.**

Policy Increase community ridership. Increase public awareness of Metrolink with widely distributed maps showing linkages to Foothill Boulevard.

Goal **Beautify our roadways.**

Policy Provide opportunities for public art.

Seek funding for enhanced landscaping and public art.

Goal **Improve and maintain our circulation system.**

Policy Provide necessary maintenance and planned improvements. Accept Foothill Boulevard from the state only when all improvements have been made and they meet City criteria.

General Plan Community Facility Goals and Policies

Goal **Have a clean and ample water supply.**

Policies Contain our demand for water. Require installation of drought tolerant landscaping into commercial and residential projects that are subject to development review approval.

Protect our ground water. Enforce National Pollutant Discharge Elimination System (NPDES) regulations.

Goal **Advance technology without sacrificing our quality of life.**

Policy Protect our neighborhoods from haphazard telecommunication facility development. Require a precise plan review approval for every case involving the establishment of cellular and other wireless communication facilities.

General Plan Housing Goal and Policies

Goal **Maintain a balance of housing types and price levels to meet the needs of all residents of the community.**

- Policies**
- Continue to retain existing mobile home parks in La Verne.
 - Continue to enforce provisions of the Condominium Conversion Ordinance limiting conversion of apartments to condominiums.
 - Continue to preserve senior occupancy at mobile home parks in La Verne.

General Plan Public Safety Goal and Policy

- Goal** **Ensure safe transportation routes.**
- Policy** Improve traffic safety. Review traffic accident patterns along Foothill Boulevard to determine whether any design factors contribute to them. Implement the Foothill Boulevard Specific Plan circulation plan. Increase patrol of Foothill Boulevard for speeding and other moving violations.

General Plan Economic Development Goals and Policies

- Goal** **Invest in development that improves our quality of life.**
- Policies**
- Recruit businesses that benefit our community. Require the preparation of market studies for commercial development proposals along Foothill. Support and implement the Foothill Boulevard Specific Plan.
 - Seek creative alternatives to typical development. Require that all Foothill commercial centers have a major tenant of a minimum of 20,000 square feet or two minor tenants of 5,000 square feet or larger.
- Goal** **Increase our retail sales tax revenues.**
- Policies**
- Retain our existing businesses. Promote a “Shop in La Verne ” mentality. Encourage Foothill Boulevard centers to advertise, sponsor center activities and conduct sales events. Encourage formation of a Foothill Boulevard Merchants’ Association.
 - Target industries that complement nearby regionally uses.
- Goal** **Foster successful redevelopment and economic development.**
- Policies**
- Implement the Economic Development Action Plan, including Foothill Corridor strategies:
 - ❖ Architectural/financial assistance toward revitalizing older shopping centers
 - ❖ Alpha Beta / Klein Property linkage

- ❖ Interparcel access: Stater Brothers Center
- ❖ Request for Proposal: Klein Property
- ❖ Marketing target sites.

Market key sites and locations for development / redevelopment:

- ❖ Kmart Shopping Center
- ❖ Alpha Beta / Klein Property
- ❖ S/E Corner of Foothill and Wheeler
- ❖ Other vacant commercial properties along Foothill Boulevard.

Goal **Protect our commercial districts from freeway impacts.**

Policies Identify and address 210 Freeway impacts on existing business.

Target new commerce that thrives off of freeway visibility and access.

General Plan Community Design Goals and Policies

Goal **Protect La Verne 's small town character.**

Policies Develop landscape plans which complement neighboring lots; buffer adjoining land uses; and soften the amount of variation in size, setback or architectural character of buildings on nearby parcels.

Design massing, fenestration, setbacks, colors, materials and detailing consistent with the existing neighborhood.

Improve the character an image of the civic center complex through these site plan and landscape guidelines.

Goal **Promote the "greening" of La Verne.**

Policies Enhance our treescape.

Require street tree plantings be mature and dense enough to shade and beautify adjacent areas within ten years of growth.

Require strict adherence to the City's Landscape Design Guidelines and Standards.

Provide adequate landscaping.

Preserve our existing trees.

Goal **Make La Verne distinctive.**

Policies Provide uniform entry statements.

Require full adherence to the City sign ordinance and project master sign programs.

Goal **Improve the architectural quality of La Verne development.**

Policies Encourage architecture that is innovative in form and function.

Ensure adherence to adopted specific plans (the Foothill Boulevard Specific Plan).

Goal **Encourage people-oriented and sensitive project designs.**

Policies Site planning varies building placement.

Scale is brought down to a human scale by breaking up massive buildings into smaller parts at the street and pedestrian levels.

Streets are designed to assist rather than alienate pedestrians.

Mature landscape plantings shall be incorporated into commercial projects to define and emphasize entrances, including along fronts of buildings facing parking lots.

On new commercial projects exceeding five acres total, regardless of the size of individual parcels within the development plan, landscaping shall be installed prior to completion of the first building phase for the entire project, including all vacant land.

Emphasize people places.

All major commercial developments shall incorporate theme elements intended to distinguish the project from other development; foster individuality; and promote gathering opportunities. These outdoor elements may include but not be limited to:

| | |
|----------------------|------------------------|
| Outdoor cafes | Patios and plazas |
| Gateways | Water elements |
| Kiosks | Booths |
| Flag courts | Amphitheaters |
| Gardens | Outdoor markets |
| Trellises and arbors | Colonnades and arcades |
| Bell towers | Carillons |
| Theme towers | Gateways |
| Galleries | Clerestories |
| Public Art | Shop Entrances |
| Nodes | Bikeway Connections |
| Outdoor Seating | Landscaping |

Commercial development shall be designed to make the pedestrian feel at home. All projects shall incorporate direct walkways which cross the parking lots, connecting the buildings with the streets and bus shelters.

Parking lots at the rear shall not be isolated from the fronts of buildings. Commercial developments shall provide either mid-building pedestrian access or fully treated rear entrances. Delivery areas shall be separated from pedestrian areas. Rather than relating only to the parking lots, projects should also include internal features which are not jeopardized by automobile noise and congestion. These should be designed with the type of visual and social elements which can draw the pedestrian from building to building, patio to courtyard.

Where pedestrian crossings are developed, curbs shall be pinched to shorten the crossing distance required. Additional pedestrian protections, including bollards and defensible space landscaping shall be required.

Pedestrian walkways, including (but not limited to) those directly under building canopies, shall be made inviting by one or more of the following techniques:

- ❖ Banded or textured paving
- ❖ Turf block areas
- ❖ Rest areas
- ❖ Pavilions or bandshells
- ❖ Outdoor dining
- ❖ Theme plantings
- ❖ Trees projecting through canopies
- ❖ Bollards and kiosks
- ❖ Trellises and arbors

Bus shelters shall be incorporated in all new commercial projects, where appropriate.

New developments will provide street furniture and bus turnouts to make Foothill more "pedestrian friendly."

The City will encourage existing commercial and office centers to provide street furniture and textured paving for pedestrian traffic.

Landscaping and special paving will invite pedestrians from Foothill Boulevard into commercial centers, effectively separating them from automobile traffic.

The City shall pursue undergrounding of utilities in existing areas and require that utilities be undergrounded and be located outside of the pedestrian path on all major new development.

Public utilities (transformers, etc.) shall be located outside of the pedestrian path.

The City shall continue to pursue funding sources for undergrounding of utilities on Foothill Boulevard.

Textured paving to define pedestrian crossings shall be used wherever possible.

Walls shall be varied in plane and texture, utilizing different types of materials and colors.

Landscaped greenbelts, vine pockets, and other landscape techniques shall be employed.

Curvilinear wall alignments and meandering sidewalks shall be encouraged along project.

Adjoining projects, even if not directly compatible with adjoining land uses, shall be designed to maximize potential interconnections; pedestrian connections through the use of gateways, walkways, and directional signs are encouraged.

New centers developing along Foothill Boulevard will provide pedestrian amenities along the Foothill Boulevard right of way and within the new development center.

New centers will provide bus turnouts and deceleration lanes, assuming some responsibility for the development's generation of traffic impacts and improving traffic flow along Foothill for mass transit and through-traffic.

In front of major stores or anchor tenants greater than 15,000 square feet, a landscape screen shall be provided directly in front of the stores rather than leaving the facade barren. This screen shall include vegetation designed to reduce the amount of pavement; and improve the scale by visually lowering the building height and mass.

Enriched, varied textured paving treatments shall be used at all project entries; wherever pedestrian crossings, plazas, or gathering areas are proposed; and as an accent feature to break up the monotonous appearance of concrete walkways.

Bollards and pedestrian-level accent lighting shall be employed.

Bus benches and other waiting areas shall be shaded from the sun. Each project shall incorporate at least one bus bench, or similar pedestrian area.

All facades of the building shall be considered in project design. Each facade, whether facing the street, rear or side property line, shall have full architectural treatment. Facade design should anticipate:

- ❖ Shadow play through the use of deeply recessed or projecting features, including pop-out window masses, built-up relief details, cornices, trim, recessed windows and entrances;
- ❖ Variation in roofline and parapet treatments to create visual interest.
- ❖ Fully defined architecture on all facades facing freeway rights-of-way and public streets, including windows, doors, architectural details and emphasis landscaping.
- ❖ Roof design shall be integral to project design. Roof treatments should encourage strong geometry, varied and staggered to increase visual interest and conceal all rooftop equipment.
- ❖ Avoid paste-on roof treatments relieving unadorned rooflines.
- ❖ Emphasize low-rise, varied and horizontal roof character.

Relationship to Zoning

The Specific Plan incorporates and updates the current commercial professional development zoning, designating the zone Commercial-Office. The Specific Plan relies upon the municipal code provisions for parking, sign control, division of land and other general provisions. Properties in the Specific Plan area currently zoned residential will remain so, and will be governed by the City of La Verne Municipal Code.

Chapter Two: Development Issues

Introduction

Four overriding development issues drive this Specific Plan:

- ❖ Vacant land is rapidly disappearing. Existing planning policies and ordinances cannot absolutely ensure needed development. Revised land use and economic development concepts are necessary.
- ❖ Circulation problems, due primarily to development east of the City and the incomplete connection of the Foothill Freeway, create a worst case along the corridor. Circulation solutions are needed, adopting public and private standards.
- ❖ Existing architectural and landscaping standards are outdated. Although the corridor avoids the classic strip commercial appearance, design problems exist. Revisions to the original concepts are necessary.
- ❖ The City has relied on only four implementation measures: capital improvement funds, signal reimbursement districts, development review and utility underground funds. To successfully implement the Specific Plan, improved implementation strategies are necessary.

In view of these development issues, the following vision for Foothill Boulevard is created:

A Vision for Foothill Boulevard

Foothill Boulevard, as it that traverses La Verne , is characterized largely by nondescript architecture and quiet landscaped areas. For the passer-by traveling along the boulevard, there is little visual interest to catch the eye and invite one to stop. A vision for Foothill Boulevard that will establish the corridor as a special place must consist of these essential elements:

- ❖ **Landscape Design** – Refinement of the landscape design guidelines will promote continual greening of the boulevard and continue to create an oasis that distinguishes the boulevard in La Verne from other communities.
- ❖ **Continuity of Setbacks** – The visual discord of the street that is caused by different setbacks and juxtaposition of buildings will be replaced by creating a more orderly streetscape. Continuity will be created through uniform setbacks and the requirement for a significant increase in the amount of frontage devoted to buildings.
- ❖ **Dominance of Parking** – The visual discontinuity caused by allowing parking lots to dominate much of the street frontage will be reduced as parking is eliminated from the front of buildings and is relocated to the interior of the site.

- ❖ **Color and Materials** – To accentuate the verdant quality of the landscape, bright and light colors on buildings will be replaced by a more tranquil color palette. Materials that call attention to themselves will be prohibited. Light colored stucco and red clay tile roofs will be discouraged. Building owners will be required to incorporate a rich variety of building materials into their buildings.
- ❖ **High Standards of Architectural Design** – To enhance the quality of architectural design along the corridor, contemporary designs that embody the community's values of modesty, dignity, quality, tranquillity and concern for the individual will be encouraged. Architectural design may include references to historic styles; however, designing buildings to replicate or mimic earlier periods will be prohibited. The only sources that can be used to provide a historical architectural vocabulary for buildings on Foothill Boulevard will be designated heritage commercial, public industrial, educational, religious and residential heritage buildings in Lordsburg and elsewhere in La Verne.
- ❖ **Judicious lighting** – Light level along Foothill Boulevard, lighting on individual properties and the protection of adjacent residential sites will be a concern of these guidelines. As part of the program to maintain a sense of serenity, the reduced light levels on Foothill Boulevard in the evening will be protected from the higher levels of light required on individual sites for safety and security. In similar fashion, residential areas will be protected from light spillage from adjacent commercial sites

Land Use Concept

The land use concept is based on the ten goals developed by the original Foothill Boulevard Committee, in part, from a survey of resident's needs, and reaffirmed through subsequent amendments to the Specific Plan document. The goals are to:

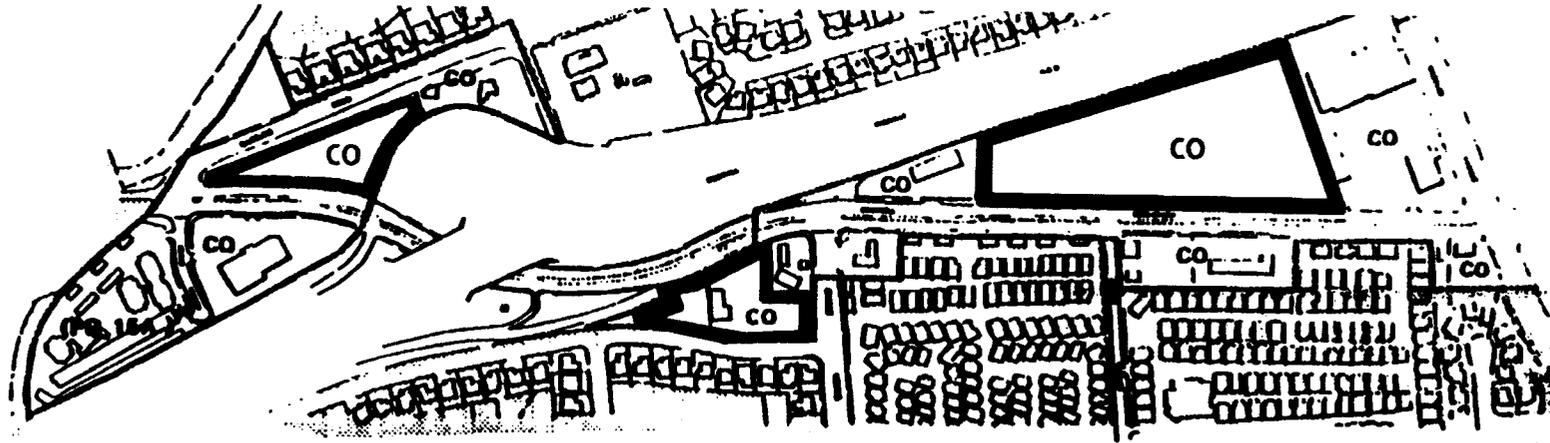
- ❖ Improve the environment for small stores.
- ❖ Attract businesses that provide high levels of sales tax, such as furniture, jewelry, appliances and apparel.
- ❖ Improve merchandise quality.
- ❖ Reduce traffic impacts.
- ❖ Encourage architecture that is appropriate to the modest, straight-forward character of La Verne.
- ❖ Discourage those uses that are over supplied, such as grocery stores, cleaners and fast food restaurants.
- ❖ Encourage desired facilities, such as department stores, a mall, theater or clothing stores.
- ❖ Encourage desired restaurants, such as family, steak or dinner houses.
- ❖ Increase recreational options, such as a theater or skating rink.
- ❖ Provide for senior housing.

Land uses permitted and conditionally permitted in the Specific Plan are divided into the following categories:

- ❖ Automotive Sales and Supplies – Business engaged in the retail sales and display of automobiles, trucks, vans, trailers or recreational vehicles, and automotive supplies (including accessory repair and service if the repair and service component comprises less than 20% of the total retail building area on the parcel).
- ❖ Automobile Service Stations – Automobile gasoline service station, designed in accordance with applicable Specific Plan criteria. Automobile service centers, including but not limited to, tire, battery and accessory installation are prohibited.
- ❖ Entertainment Commercial – Businesses engaged in providing recreation and entertainment, such as theaters, restaurants with entertainment components, game arcades, roller and ice skating rinks, bowling alleys, health and fitness clubs or recreation facilities operated as a business and open to the public
- ❖ General Commercial – Businesses that provide a broad range of community serving retail goods and services, such as but not limited to: restaurants, department stores, hardware stores, paints and wallpaper stores, household appliance stores, sporting goods, business machine and supply stores, supermarkets, electronic stereo and video stores, general retail establishments.
- ❖ Office – Businesses engaged in providing services for individuals and businesses; including attorneys, engineers, realtors and brokers, banks and savings institutes, health professionals, laundry and dry cleaning, shoe repair, photo-finishing, consulting and employment services.
- ❖ Senior Housing – Attached planned residential development, not exceeding 25 units per acre, designed for the use of persons 62 years or older.
- ❖ Specialty Commercial – Businesses engaged in the sales of specialty goods, such as but not limited to, books and newspapers, clothing and jewelry, and crafts. For purposes this Specific Plan, specialty commercial does not include less retail intense commercial or office uses.
- ❖ Visitor Commercial - Businesses engaged in providing services for visitors, such as hotels and motels, convention centers, private museums, art galleries and restaurants.

The land use concept alone is not enough to guarantee the successful implementation of the City's goals. Circulation issues also require resolution.

Figure DI-1: "C-O" and Foothill Boulevard Specific Plan Boundaries



DI-4

AREA 1

 **FOOTHILL BOULEVARD** 
SPECIFIC PLAN CITY OF LA VERNE

Figure DI-1: "C-O" and Foothill Boulevard Specific Plan Boundaries

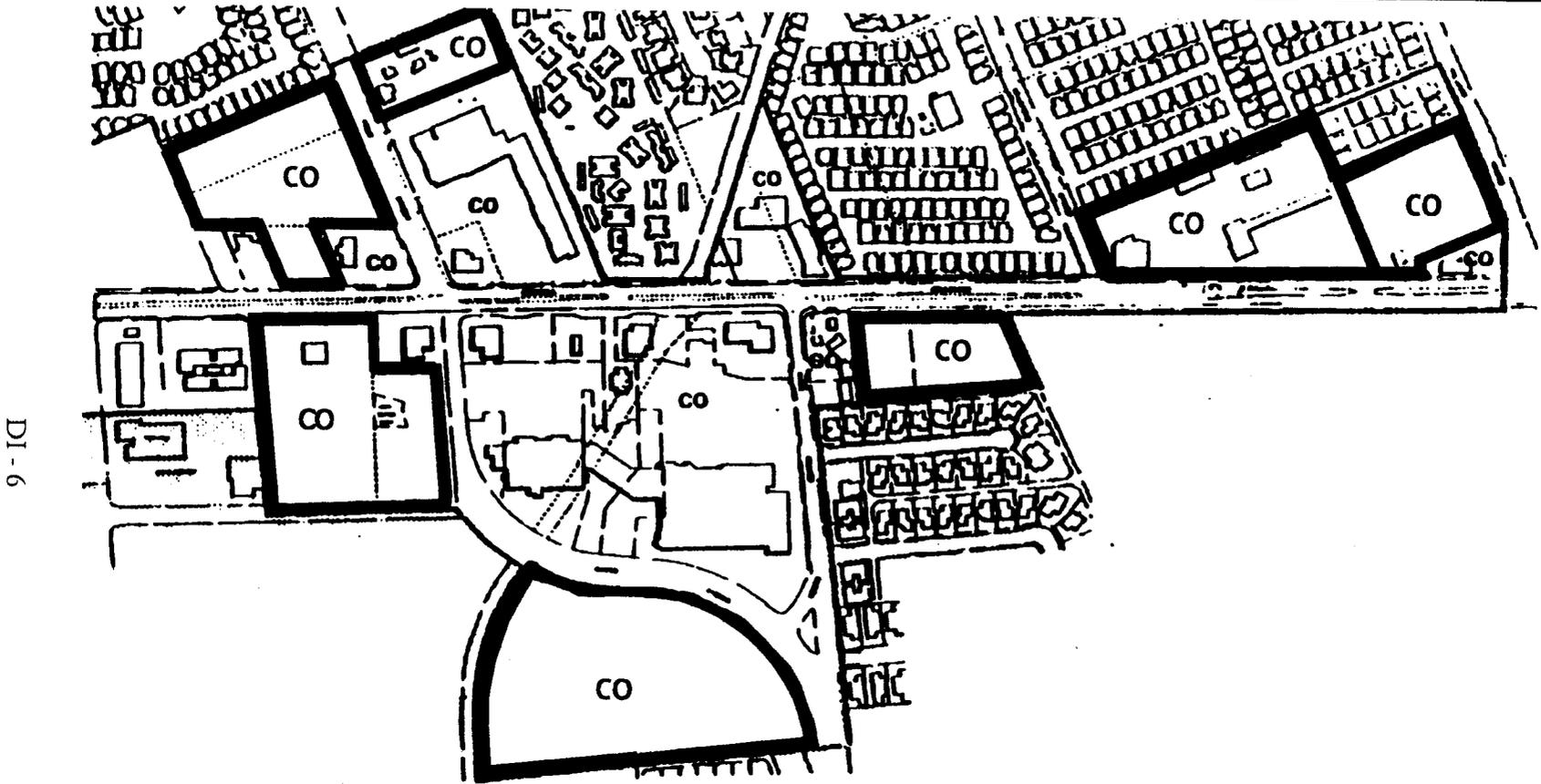
DI-5



AREA 2

FOOTHILL BOULEVARD
SPECIFIC PLAN · CITY OF LA VERNE

Figure CO-1C: "C-O" and Foothill Boulevard Specific Plan Boundaries



AREA 3

FOOTHILL BOULEVARD
SPECIFIC PLAN · CITY OF LA VERNE

Circulation

The impact of increased circulation was originally identified as the greatest problem facing the corridor. Upon completion of the 210 Freeway (officially renamed the 210 Freeway), Caltrans will relinquish jurisdiction of Foothill Boulevard to the City. This will allow the City greater freedom in making improvements to the boulevard. The circulation concept is based on the following:

- ❖ All Specific Plan sites will impact Foothill Boulevard.
- ❖ Foothill is currently operating at level of service "D", with the following exceptions:
 1. Foothill Boulevard from Damien Avenue to East City Limit (LOS F)
 2. "D" Street from Foothill Boulevard to Eighth Street (LOS E)
- ❖ Foothill Boulevard is the terminus for the 210 Freeway. Currently, Foothill is operating as a "bypass" to the San Bernardino Freeway. Completion of the 210 is likely to be completed in 2002.
- ❖ Existing deficiencies along Foothill Boulevard, listed above, will be corrected through the completion of the 210 and the re-striping of Westbound Foothill Boulevard from Damien to Town Center.
- ❖ Traffic signals are warranted at the Foothill Boulevard intersections with Moreno Avenue and Bradford Street. The Bradford Street signal is a priority.
- ❖ Foothill Boulevard has three eastbound lanes and two westbound lanes.
- ❖ There is a recognized need for driveway eliminations, deceleration lanes, bus turnouts and interparcel connections.

Based on the "worst case scenario" previously presented in the environmental impact report for the originally adopted Specific Plan (July 1989), the concept proposes deceleration lanes, driveway consolidations and eliminations, and bus turnouts and shelters to encourage efficient circulation.

Circulation implementation requires public and private improvements. Public improvements are the intersection modifications, left turn lanes, new intersection lights and median modifications. Private requirements include interparcel connections, providing local residents with alternate access, driveway consolidation and internal parking lot standards and visibility requirements. Each conceptual site plan numbers and locates future driveways and Foothill Boulevard accesses.

Strong public and private cooperation will encourage mass transit as a viable alternative to the private automobile. Bus benches and shelter, van and car pooling for large employers and coordination of planning efforts with regional and local transit companies are required. The plan proposes better pedestrian and bicycle amenities as well.

Design Concept Plan

Though not perceived by the public as the singular problem that circulation is, architectural design impacts the physical development of the corridor. The Foothill Boulevard Specific Plan promotes the following design approaches to improve the corridor's appearance:

- ❖ Develop and adapt a comprehensive set of design guidelines, portraying specific design criteria in a simple graphic form. These criteria should be easily understood by the general public and easily-interpreted by the City staff and decision makers.
- ❖ Encourage innovative, contemporary architecture, or contemporary architectural interpretations of La Verne's architectural traditions.
- ❖ Encourage the incorporation of landscape materials as a significant element in the architectural design of buildings.
- ❖ Encourage the use of color and materials as a significant aspect of architectural design.

The design guidelines promulgated in the Specific Plan ensure that high design standards are maintained in all construction along the corridor. Specifically, the guidelines:

- ❖ Improve the visual image and site functions of the corridor.
- ❖ Encourage innovation and creativity in design enhancing the corridor's image.
- ❖ Ensure that all developments incorporate quality design in site planning and architecture.
- ❖ Provide for open spaces and amenities to create a people-oriented environment.
- ❖ Protect and enhance land and property values and investments.

The Foothill Boulevard Specific Plan design guidelines encourage interesting design with dynamic massing and people-oriented spaces. The design guidelines also focus on the users' needs, requiring building placement and amenities to create inviting, attractive spaces.

These design guidelines recognize the City's history, encouraging use of subdued finishes and highly durable natural materials. Contemporary interpretations of historical designs based on La Verne's commercial architecture traditions are encouraged.

Streetscape and Landscape Concept

Policies of the Foothill Boulevard Specific Plan promote improvement and maintenance of the corridor's landscape. These policies are summarized below:

- ❖ Effectively maintain landscaping in medians to enhance their appearance.
- ❖ Use tensiometers to prevent overwatering and runoff damage. Include a drainage system for the medians.

- ❖ The mature landscape entry corridor along Foothill Boulevard sets La Verne apart from its adjacent cities. Maintaining this grand streetscape requires consistency of size, tree type and shape. No tree within the public streetscape shall be topped or severely pruned to be distinguishable from adjacent properties. Distinction shall be achieved at entries and with interior landscaping. Trees within the Foothill commercial zone, whether public or private, shall be pruned for shape and not topped.
- ❖ Develop a weed abatement program.
- ❖ Develop a single streetscape plan, addressing landscaping, irrigation, hardscape and signs.
- ❖ Provide for City entrance signs.
- ❖ Improve parkways by planting seasonal color and trees with strong vertical forms, underground utilities and provide rest stops, bus stops, benches, and trash receptacles.

The streetscape and landscape guidelines strive to provide a consistent design concept. Though this plan encourages variety in site design, it encourages continuity throughout the corridor. Specifically, the streetscape and landscape guidelines:

- ❖ Improve existing public and private landscaping.
- ❖ Create a unified, attractive and distinct image along Foothill Boulevard reflecting a single design concept based on the community's heritage and local building materials.
- ❖ Provide specific guidelines and performance standards for Foothill Boulevard development within the 100' Foothill Boulevard right-of-way and on adjacent private property.
- ❖ Promote innovative design on private property.
- ❖ Implement recommendations enhance City entries along Foothill Boulevard.

General and Special Regulations

The Specific Plan recognizes the need for new regulations based on existing planning trends and the importance of anticipating future development issues. Existing loading and screening requirements, service station standards, noise standards and regulations governing drive-through businesses are improved. New standards address temporary and outdoor sales, alcoholic beverage permits, recycling centers and signs.

Implementation Concept

Traditionally the City has relied on only four implementation devices. These are the capital improvement program, development review, signal reimbursement districts and a utility underground fund. This has resulted in the City taking a "reactive" position, imposing conditions on development or urging Caltrans to conform to City standards. Improved implementation recognizes that the City must take a proactive role.

The plan is divided into three areas of responsibility. The first area of responsibility is government agencies: Caltrans, City of La Verne and the La Verne Redevelopment Agency. Their capital improvement programs can accomplish much if funded and implemented in a coordinated manner.

Private participation, the second area, is required as a development condition. The concept proposes assessments to partially fund improvements. This could include establishment of a Foothill Boulevard Merchants' Association. Once formed, the Merchant's Association could sponsor joint center sales events, budget for promotions and develop advertising, giving regional recognition to the corridor's businesses.

Public and private participation, the third area, will help determine the success of the plan. Public and private partnerships will be used in design assistance, utility undergrounding and owner participation agreements. The Specific Plan branches out from four to fourteen implementation programs, providing the opportunity for community goals to reach fruition.

Chapter Three: Commercial Office District

Section 3.A Purpose

The commercial office (C-O) designation accommodates and facilitates the development of retail and/or office centers either singularly or as mixed uses. The zone applies along Foothill Boulevard, permitting a spectrum of general commercial and office uses. Figure DI-1 depicts the boundaries of the C-O designation and the Foothill Boulevard Specific Plan.

Section 3.B Applicability

Any and all land, every building and premises erected, constructed, established, altered, enlarged, maintained or moved into or within the C-O district shall be used for or occupied exclusively and only in accordance with the provisions of the La Verne Municipal Code and this Specific Plan.

Section 3.C Permitted Uses

Any and every permitted use in the C-O district, excepting those incidental outdoor uses specified below, shall be conducted wholly within a fully enclosed building. The following uses are permitted in the C-O district, provided a precise plan is first approved by the City, and provided further, that no dwelling or other structure designed for or intended for residential use shall be converted or used for C-O purposes:

1. Antique shop
2. Apparel shop (new or consignment)
3. Appliance store (new)
4. Art and artist supply
5. Art gallery
6. Automobile brokerages, provided no vehicles are stored on-site
7. Bank and other financial institution
8. Bakery (retail)
9. Barbershop or beauty shop
10. Bed, bath and linens
11. Bird or pet shop

12. Book and/or stationery store
13. Bridal and formal wear shop
14. Business machine and computer store
15. Camera and photographic shop and studio
16. Candy store and confectioner
17. China and glassware store
18. Cigar stores and smoke shop
19. Department store
20. Delicatessens and specialty foods
21. Drug store
22. Electronic stereo and video component sales and repair
23. Fabric store
24. Farmers or produce market with outdoor sales if incidental to indoor sales. Outdoor sales shall be conducted in arcades, courtyards or atriums and shall be designed and operated in accordance with county health regulations.
25. Floor covering / tile store
26. Florist shop
27. Furniture store (new)
28. General retail businesses
29. Gift shop
30. Greeting card shop
31. Hardware store
32. Health food store
33. Hobby shop and toy store
34. Interior decorating shop
35. Ice cream and frozen yogurt shop
36. Jewelry store
37. Leather goods and luggage store
38. Medical or dental laboratories
39. Messenger service
40. Musical instrument store
41. Notions store
42. Offices, business or professional
43. Optical and optometrical shop

44. Paint store
45. Pet supply
46. Photocopy shop
47. Professional office / retail mixed use center
48. Real estate office
49. Record, tape and software store
50. Restaurant and cafe enclosed and with outdoor seating and food service if incidental to an enclosed use (sale of alcoholic beverages or operation as a late night business is subject to approval of a conditional use permit as set forth in Chapters 18.80 and 18.100 of the La Verne Municipal Code and Sections 6.G and 6.H of this Specific Plan).
51. Shoe store
52. Secretarial service
53. Sporting goods
54. Stationery store
55. Travel agency
56. Video rental outlet
57. Other retail and office uses similar to and compatible with the uses listed in this section subject to the provisions of Section 5.G of this Specific Plan.

Section 3.D Conditional Uses

The following uses may be permitted in the C-O designation subject to the issuance of a conditional use permit and in accordance with the procedures in this Specific Plan and in the La Verne Municipal Code:

1. Automotive sales and supplies, with incidental automotive service when located on the same parcel. Incidental automobile service shall not comprise more than 20% of the total retail building area on the parcel.
2. Private school.
3. Community facility, including, but not limited to child care, health care facilities, shelters for the homeless and congregate care facilities.
4. Automobile gasoline service station, designed in accordance with applicable Specific Plan criteria, and at a minimum:
 - a. Orienting the pump islands to the rear of the site, placing the service station building between the street and the pump islands.
 - b. Having driveways located no closer than 150 feet from curb return.

5. Drive-through or drive-in business, including, but not limited to car washes, dairies, fast food restaurants and drive-through tellers.
6. Supermarket and convenience food sales.
7. Hospital, health and social service facilities where the City Council determines that such uses are essential and appropriate as provided in Section 5.I of this specific plan and Title 18 of the La Verne Municipal Code.
8. Hotel or motel.
9. Privately owned or operated recreational facility, including, but not limited to, the following: driving ranges, miniature golf courses, arcades, roller and ice skating rinks, sports and fitness clubs and gymnasiums.
10. Amusement arcade, subject to compliance with the provisions of Chapter 18.84 of the La Verne Municipal Code.
11. Movie theater.
12. Live theater.
13. Live entertainment in conjunction with a restaurant or other permitted or conditionally permitted use.
14. On-site and off-site sale of alcoholic beverages as regulated by this Specific Plan and Chapter 18.80 of the La Verne Municipal Code.
15. Late-night businesses, subject to compliance with the provisions of La Verne Municipal Code Chapter 18.100, including, but not limited to, convenience stores and restaurants.
16. A mixed use project including a noncommercial use, including but not limited to condominium or apartment housing, senior housing or community facilities. Such facilities shall be designed and constructed to be appropriate for their use, not retrofitting existing commercial or office facilities or facades.
17. Retirement housing, senior citizen apartments, and elderly housing, exclusively for the occupancy of persons 55 years of age and older and their spouses. Maximum density for such housing facilities shall not exceed 35 dwelling units per acre.
18. Cellular and wireless communication facilities, pursuant to the *City of La Verne General Policy for Establishment of Cellular and Other Wireless Communication Facilities*, adopted by the Council at its meeting of September 5, 1995. In addition, all cellular and wireless communication facilities, when located in the Foothill Boulevard Corridor, must be accompanied by or incorporated in a public art element approved by the City Council, and consistent with Section 6E of these guidelines.
19. Circus or carnival, and subject to the regulations of Chapter 5.12 of the La Verne Municipal Code.

Section 3.E Prohibited Uses

The following uses are prohibited in the C-O designation:

1. Automobile service centers, when not incidental to automotive sales, including but not limited to, tire, battery and accessory installation, and except as specified in Section 3.D.1, above.
2. Adult businesses in the Foothill Boulevard Corridor are prohibited, pursuant to City of La Verne Ordinance No. 826.
3. Pawn shops.
4. Tattoo parlors.
5. Thrift stores.

Section 3.F Classification of Use

Uses similar to those listed above may be permitted or conditionally permitted in the Commercial Office zone, subject to classification by the Development Review Committee during a public hearing. Notice of the public hearing shall be published and posted no less than ten days prior to the hearing. An environmental review of the proposed classification of use shall be conducted in accordance with state of California Environmental Quality Act (CEQA) Guidelines, and the City Procedures for Implementation of CEQA. The applicant requesting the classification of use shall complete a written request and pay a fee as determined by City Council resolution. Any person aggrieved by the Development Review Committee decision may appeal to the Planning Commission as set forth in Section 18.12.050 of the La Verne Municipal Code.

Section 3.G Minimum Lot Size

1. **Width** – Each lot or parcel of land in the C-O designation shall have a minimum width of 250 feet.
2. **Depth** – Each lot or parcel of land in the C-O designation shall have a minimum depth of 300 feet.
3. **Area** – Each lot or parcel of land in the C-O designation shall have a minimum area of 75,000 square feet.
4. **Where an existing lot or parcel of record**, re-designated to C-O, has less width, depth or area than required by this section at the time of adoption of this Specific Plan, the entire lot or parcel may be occupied by any use permitted in the C-O designation without regard to this section's minimum lot size requirements. Nothing in this section, however, shall be construed so as to permit expansion or enlargement of an activity without first securing appropriate City approvals as required by this Specific Plan and the La Verne Municipal Code.

Section 3.H Setbacks Generally

Building setbacks shall be measured perpendicularly from the property line. At least 20 feet of the required front and side setback areas along the property line must be landscaped. Architectural elements including, but not limited to, bay windows, chimneys, eaves, ground signs, garden walls no higher than 36", balconies, planters, plant shelves and non-structural canopies may project into the required setback area.

Section 3.I Front Setback

1. **Front Setback Dimension** – All buildings shall be set back 30 feet from the property line. Maximum building height at the back of front setback shall be 15 feet in height for the first 30 feet in depth, and 30 feet in height for the second 30 feet in depth.
2. **Increase Building Coverage at Street Frontage** – Increase the required building coverage on the street frontage in all new buildings to create continuity on Foothill Boulevard, and to eliminate the negative visual impact of large, barren parking lots located in front of buildings.
 - a. For all new developments, a minimum of 50% of the street frontage shall be occupied by buildings and/or structural elements. Exceptions may be permitted for gasoline service stations and automobile dealerships, and other uses as determined by the Development Review Committee.
 - b. Locate vehicle access to on-site parking in the remaining 50% of open frontage along the street.
 - c. Install walls and hedges in all portions of the open frontage that are not devoted to vehicle and pedestrian access. These walls shall have full architectural articulation to create an image of activity.
 - d. Locate signs and landscaping in the 30 foot front building setback.
 - e. Internal roads and parking areas shall not be located in the 30 foot front setback.
3. **Reduce Negative Visual Impact of On-site Parking on the Street** – To reduce the dominance of parking areas on the boulevard, encourage on-site parking to be located away from the front setback. When on-site parking is located at the front setback, screening shall be provided to reduce the negative visual impacts.
 - a. Design all parking areas to conform to Chapters 18.74 and 18.76 of the La Verne Municipal Code
 - b. Parking located at the street frontage shall be located behind the 30-foot front setback. A three-foot (3'-0") ornamental wall above grade, consistent with the approved river rock design standard for the street, or a three-foot (3'-0") hedge shall be located between the front setback and the parking areas to provide screening. In case of principal intersections wrap the wall around the corner to provide space for street identifications.
 - c. Vines or shrubs shall be planted in front of screening walls to protect them from graffiti.

- d. Locate vehicular circulation at the outer edge of the parking lot.
- e. Design parking areas so that pedestrians walk parallel to moving cars.
- f. Provide reciprocal vehicular access between adjacent parking areas on adjoining commercial properties.
- g. Provide bicycle parking to conform to Section 18.76.110 of the La Verne Municipal Code.
- h. Provide driveways to on-site parking areas that serve as divided landscaped gateways and enhanced by a curb radius and/or a wide neck.
- i. Locate driveways to on-site parking areas no closer than 150 feet from curb returns of street intersections.
- j. Provide an open space and planting strip with a minimum clear dimension of five feet between curbs on each side of the vehicle and pedestrian access to the site. (See Section 18.76.080 of the La Verne Municipal Code)

Section 3.J Side Setback

In cases where the side yard abuts any public street or residential zone, buildings 15 feet high or less shall be set back at least 30 feet, and buildings taller than 15 feet high shall be set back at least 50 feet. No side setback is required where commercial sites adjoin. Circulation is permitted within the side setback. An ornamental masonry wall, not to exceed six feet in height, and a 20-foot landscape buffer is required along the entire side lot line adjoining a residential zone.

Section 3.K Rear Setback

A 40-foot minimum rear yard setback area extending across the entire width of the rear yard is required where such rear yard abuts any residential zone. An ornamental masonry wall, not to exceed six feet in height, and a 20-foot landscape buffer is required along the entire rear lot line except at access ways.

Section 3.L Building Height Limits

The maximum building height in the C-O designation shall not exceed three stories or 40 feet, excluding special architectural elements, such as bell towers, theme towers and parapets, which may extend to 50 feet upon Development Review Committee approval of a precise plan. Towers for mechanical equipment elevators or cooling shall be subject to the 40 foot limit unless treated as an architectural element.

Maximum building height at the back of front setback shall be conform to Section 3.I.1., above.

Section 3.M Building Coverage

Building coverage shall not exceed 50%. Building coverage includes, but is not limited to, building footprint, atriums, eaves projecting more than 4" from the wall plane, covered entries, building overhangs, breezeways and colonnades.

Section 3.N Vehicular Openings

Vehicular access openings to any lot or parcel shall not be less than 150 feet apart measured from standard drive approach center to center. This standard shall not prevent a legally subdivided parcel from gaining legal access to the street, but shall encourage shared driveways and driveway consolidation. Extreme care shall be exercised in construction of any new vehicular openings adjacent to or otherwise having an effect on existing residential development. All reasonable effort shall be taken to minimize the placement and number of such openings in this condition.

Section 3.O Refuse Storage

Refuse/recycling storage area is required and shall be provided by way of standard refuse and recycling receptacles furnished by the City's refuse contractor.

1. Any refuse or recycling receptacle shall be enclosed by a six-foot ornamental masonry wall, except at the entrance where a durable, opaque, metal gate is required, matching the architectural treatment of the building.
2. Refuse/recycling storage areas shall not be located in any required setback.
3. Refuse/recycling storage areas should be located behind buildings or away from areas visible to the public. Where any such refuse storage area is visible from any street or adjoining property, the storage area must be screened by a solid ornamental masonry, not to exceed six feet in height, and landscaping technique to be approved by the Community Development Director or designee.
4. Provide concrete paving on the floor of all refuse/recycling storage areas.
5. Provide a landscaped planting strip around refuse/recycling storage areas. (Reference Chapter 7.)

Section 3.P Utility and Equipment Screening

1. All utilities shall be installed underground.
2. All equipment and appurtenances shall be screened and fully integrated with the architecture of the development.

3. Locate HVAC equipment and utility boxes so they cannot be seen from the site, the street or surrounding sites.
4. Fully enclose HVAC equipment and utility boxes located on grade behind ornamental wall.
5. Screen HVAC and other equipment located on a roof behind parapet walls that are integrated with the architectural design of the building.
6. Provide locked doors to all utility equipment.
7. Provide concrete or asphalt paving in all HVAC and other equipment located on grade.
8. Provide a landscaped planting strip around HVAC and equipment storage areas that are located on grade that partially cover walls.
9. Do not locate HVAC equipment in the front setback.
10. Utility and equipment screening should extend to above-ground Edison vaults, backflow prevention devices, and other similar installations. All installations shall be shown on the site plan and approved the Community Development Department. Backflow prevention and fire valves should be sufficiently visible for safety purposes, but designed so as not to dominate or visually interrupt a landscape area.
11. When located adjacent to residential, utility equipment shall be located and screened to baffle noise impacts to adjacent residential.

Section 3.Q Loading Zones

1. For loading space requirements, see Section 18.76.090 of the La Verne Municipal Code.
2. Locate loading zones in areas not visible from the public right-of-way. Loading areas shall be screened and located to the rear or interior of the development to minimize negative visual impacts.
3. Design all loading zones to conform to Section 18.76.130 of the La Verne Municipal Code.
4. Locate all loading zones behind an 8'-0" high wall.
5. Screen the walls of the loading zone with a planting strip.
6. Locate loading doors so that they are not visible from the street.

Section 3.R Parking Requirements

Commercial and office developments in the C-O designation shall provide parking in accordance with the provisions of Chapter 18.76 of the La Verne Municipal Code and Section 4.R of this Specific Plan.

Section 3.S Minimum Landscaping Standards

1. A minimum of 15% of the site must be landscaped.
2. Parking lot planter strips shall have a seven foot minimum clear width, including two foot overhangs from adjacent parking stalls.
3. Landscape buffer strips along property lines shall have a minimum seven foot interior width and shall serve to screen adjoining uses. Buffer strips shall include ground cover, shrubs and trees to create a dense screen while providing depth, texture and color variation.
4. Landscaping shall conform to this Specific Plan and to applicable street tree plans.
5. A minimum of one tree shall be planted within the parking lot for every four parking stalls, shading 50% of the parking area at 2:00 p.m. in ten years.
6. Landscaped berms and low walls shall provide a 36" high screen along street setbacks, minimizing the visual impact of parking lots.
7. Enriched accent paving, including, but not limited to, stamped concrete, cobblestones, stone pavers, brick or concrete pavers, and decorative concrete shall be used in parking lots, drive aisles and pedestrian crossing areas.
8. When adjacent to a flood control channel, landscaping treatments shall line the channel and shall enhance the channel's intersection with the street.
9. All landscaping shall conform to the requirements of Chapter 7.0 of this Specific Plan.

Section 3.T Pedestrian Areas

1. To reduce the dominance of parking areas on the boulevard, encourage on-site parking to be located away from the front setback. When on-site parking is located at the front setback, screening shall be provided to reduce the negative visual impacts.
2. Design sidewalks to meet City standards and separate them from the travel lanes by parkways or berms not to exceed eight feet (8'-0") in width. The City will require dedication of land as needed to meet those objectives.
3. Provide sidewalks adjacent to the parking lot driveway that are five feet wide.
4. Provide sidewalks for emergency exit doors that lead to the sidewalk adjacent to the driveway or street.
5. Shelter sidewalks adjacent to buildings within the project with roof, trellis, colonnade or other architectural features that include plant material in the design. Plant materials shall help reinforce a human scale.
6. For commercial centers, provide interior pedestrian walkways that connect each business within the center.
7. For all commercial properties, provide pedestrian walkways that connect to adjacent commercial properties.

Section 3.U Freestanding Walls

1. All free standing walls shall be ornamental (i.e., fully articulated with design elements and varied in relief, plane and texture) and/or covered with vines or shrubs to enhance site aesthetics.
2. Design all exterior walls to match the style, materials and colors of the building.
3. Landscape treatments for exterior walls shall conform to Chapter 7.0 of this Specific Plan.

Section 3.V Site Lighting Guidelines

The goal for public lighting is to provide safe conditions at each site, enhance the appearance of the buildings and eliminate light spillage from commercial sites to residential sites and to eliminate higher light levels on sites from compromising lower light levels on Foothill Boulevard. Sites with high ambient light levels shall have significant landscape buffer zone planted with shrubs and trees to shield adjacent residential properties and Foothill Boulevard from high levels of light.

1. Section 18.76.090 of the La Verne Municipal Code shall apply to all parking lot lighting.
2. Standing light fixtures shall not exceed 20' above grade except where all of the following occur:
 - a. The City Engineer or Community Development Director determines that taller lights are essential for adequate safety.
 - b. The light standard includes cut-off features and is field adjusted to prevent overspill on adjoining parcels.
 - c. The lighting is more than 150'0" from residential, mixed use residential/commercial, or mobile home park properties.
3. Provide a lighting system not less than one foot candle overall average illumination with a minimum of .25 foot candles on the parking lot surface.
4. Ornamental and parking lot lighting shall be subject to design review for architectural design and compatibility.

Chapter Four: General Regulations

Section 4.A Authority

The Foothill Boulevard Specific Plan is established through the authority granted to the City of La Verne by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

Section 4.B Relationship to Other Regulations

The Specific Plan provides policies, standards and regulations guiding the development of particular parcels and the overall corridor. Areas not addressed are governed by the La Verne Municipal Code. No provision of this plan is intended to repeal, abrogate, annul, impair or interfere with any existing ordinance, resolution or policy, except as specifically repealed by the adoption of this Specific Plan or where this Specific Plans standards are more restrictive.

Section 4.C Zoning Ordinance

Adoption of the Foothill Boulevard Specific Plan repeals and replaces all land use designations, development regulations and standards of applicable sections of the La Verne Municipal Code to the extent specified herein.

Section 4.D Conflicts with Other Regulations

When provisions of this Specific Plan impose more restrictive regulations than required by any other ordinance, resolution or policy, the provisions of this Specific Plan shall govern. This Specific Plan is regulatory in nature, and serves as zoning law for the properties and planning areas involved. Precise plans, tract and parcel maps, and other development entitlements shall be consistent with both this Specific Plan and the City of La Verne general plan.

Section 4.E Existing Agreements

This Specific Plan is not intended to interfere with or abrogate any public or quasi-public easements, covenants, or other existing agreements that are more restrictive than the provisions of this Specific Plan.

Section 4.F Interpretations and Ambiguities

The Community Development Director shall be responsible to interpret the provisions and resolve ambiguities of this Specific Plan. All such interpretations, initiated upon written request, shall be in written form and permanently maintained. Any person aggrieved by such interpretation may appeal to the Planning Commission as set forth in Section 18.12.050 of the La Verne Municipal Code.

Section 4.G Enforcement

The Community Development Department shall maintain continuing jurisdiction over the enforcement of applications submitted pursuant to this Specific Plan.

Section 4.H Violation

It is unlawful for any person to erect, construct, enlarge, alter, repair, move, use, occupy, or maintain any building, structure, equipment, or portion thereof within the Specific Plan area or cause the same to be done contrary to or in violation of any provision of this Specific Plan.

No person shall violate any provision or fail to comply with any requirement of this Specific Plan. Any person violating any provision or failing to comply with any requirement of this Specific Plan is guilty of a misdemeanor, provided however, that the city prosecutor, in his or her sound discretion, may prosecute a violator of this Chapter as an infraction, rather than as a misdemeanor..

Section 4.I Amendment

Amendments to this Specific Plan shall comply with the provisions of Chapter 18.112 of the La Verne Municipal Code, relative to zone changes, and Sections 65450 through 65457 of the California Government Code.

Section 4.J Nuisance

Any use of property, building or structure hereafter erected, built, maintained or structurally altered contrary to the provisions of this Specific Plan, shall be considered a public nuisance.

Section 4.K Severability

In the event that any section, subsection, condition or term of this Specific Plan is declared illegal or unenforceable by any court of competent jurisdiction, the other sections, subsections, conditions and terms shall remain in force and effect to the full extent permitted by law;

Section 4.L Property Maintenance

1. **Landscape and Parking Areas** – Landscape and parking areas shall be maintained in the following manner:
 - a. Parking areas shall be routinely swept and kept free from accumulations of trash, debris, bottles, rubbish and other discards.
 - b. Parking area paint striping, including handicapped stalls, parking signs, painted fire curbs and signs, handicapped signs, shall be continually maintained.
 - c. A program of continual landscape maintenance shall be employed, insuring periodic watering, fertilizing and replacement of dead plant materials. All landscaping shall be maintained in accordance with the approved precise plan. Within the precise plan, a maintenance schedule shall specifically indicate scheduled pruning at intervals of two years or more. Each maintenance program will state clearly that a no fee permit will be obtained from the City for tree pruning prior to any trimming. Under no circumstances shall topping be allowed along the Foothill corridor.
 - d. All loading and unloading areas, truck parking stalls, trash enclosures, trash compaction and other storage areas shall be kept free from accumulation of trash, debris, bottles, rubbish and other discards.
 - e. All trash enclosures and storage areas shall be kept free from odors, insects, dust and other potential nuisances.
 - f. All lighting shall be continually maintained. Lighting shall be field adjusted to minimize off-site impacts.
 - g. No vegetation, wall, fence, sign or structure shall be unsightly, by reason of graffiti, disrepair, neglect or damage.
 - h. Undeveloped property shall be kept free from weeds, debris and rubbish. Vacant property shall be posted to prevent dumping, trespassing, sale of vehicles and other code violations. Immediately upon completion of annual weed abatement, hydroseeding the first 20 feet shall be required of all undeveloped properties with development applications on file.
 - i. Trash cans and trash dumpsters shall be kept in appropriate enclosures and trash storage areas. Immediately after trash pick up, cans and dumpsters shall be returned to the enclosures. All trash enclosures shall have operable, solid gates, which shall be kept closed when not being used for trash pick up.
 - j. All trees, including trees in the parking lot, shall be maintained to preserve optimum shade and pedestrian amenity value. Topping of trees, or removal of all growth from branches shall be prohibited. (See illustration in Landscape Design Chapter Seven.)
 - k. Removal of trees specifically provided in an approved landscape plan shall not be permitted without City approval. The Community Development Director, City Landscape Architect, or designee may require replacement in accordance with the La Verne Tree Preservation Ordinance.

1. No oaks, sycamores, deodars or other native and/or heritage trees shall be removed without a tree permit issued pursuant to the procedures of Chapter 18.78, La Verne Municipal Code. The Community Development Director, City Landscape Architect, or designee may require replacement in accordance with the La Verne Tree Preservation Ordinance.
2. **Building Exteriors and Roofs** – Building exterior and roofs shall be maintained in the following manner:
 - a. No portion of any building or structure shall remain unfinished.
 - b. All buildings and structures shall be maintained in accordance with the elevations, colors and materials on file with Community Development Department.
 - c. Exteriors of all buildings shall be continually maintained, painted or repaired. Holes created by replacement of signs shall be patched and finished to match the existing exterior finish.
 - d. All mechanical equipment, including vents, pipes, air conditioners and similar structures shall be screened from view. Equipment screening shall be periodically maintained, painted or repaired.
 - e. Roofs shall be continually maintained or replaced to ensure weatherproofing.
3. **Signs** – Signs shall be maintained in the following manner:
 - a. All sign and sign structures shall be continually maintained. Maintenance may include painting, repair, replacement of sign faces and patching of wall or other surfaces to prior condition.
 - b. All damaged signs and sign structures shall be immediately repaired.
4. **Property Maintenance Enforcement** – The following provisions are not intended to replace the remedies available under the provisions of the Los Angeles Building Code as adopted by the City of La Verne . These provisions are intended to supplement the Los Angeles Building Code as adopted by the City of La Verne and may be used in conjunction with it.
 - a. It shall be the responsibility of the City designated code enforcement official, including but not limited to the Police Department designee or Community Development Department designee, to enforce property maintenance violations. Buildings or properties, when demonstrating lack of property maintenance as described in the above sections, shall be required to submit landscape rejuvenation and building exterior maintenance plans or a detailed written description of the intended improvements.
 - b. The Community Development Director or designee shall notify the owner of real property and tenant of the maintenance violation by mail. Failure to submit rejuvenation and maintenance plans or to correct the violation within 30 days of receipt of notice shall be punishable as provided by Section 1.24.010 of the La Verne Municipal Code.

Section 4.M Noise Standards

The following noise standards are not intended to replace the remedies available to the City under the City of La Verne Noise Ordinance. These standards are intended to supplement the noise ordinance and may be used in conjunction with it.

1. **Loading and Unloading** – Loading and unloading adjacent to residential uses shall only occur between the hours of 7:00 a.m. to 8:00 p.m., Monday through Saturday. There shall be no loading or unloading on Sundays and holidays adjacent to residential uses. Loading or unloading areas shall be designed so as not to adversely impact surrounding uses.
2. **Parking and Landscape Areas** – Parking and landscape area activities, such as mechanical sweeping, mechanical grass cutting and mechanical blowing, shall not impact residential uses. To mitigate noises adjacent to residential uses, all parking area and landscape maintenance shall occur between the hours of 7:00 a.m. to 8:00 p.m.
3. **Refuse and Recycling Pickup/Trash Compaction** – All refuse and recycling pickup and trash compaction adjacent to residential uses shall occur only between the hours of 6:00 a.m. and 6:00 p.m. Monday through Saturday.

Section 4.N Trash Storage

Trash storage enclosures with a minimum inside clear area measuring eight feet by ten feet, enclosed by a solid ornamental masonry wall of six feet in height, containing solid operable gates, shall be provided for each development. Trash storage areas and details showing building materials, treatment and gate design shall be shown on precise plans and be approved by the City.

Trash storage areas may be enlarged based upon the recommendation of the City refuse contractor. All trash storage areas shall be suitably screened by use of decorative block walls and landscaping.

Section 4.O Paper Bailers

To encourage recycling and to reduce the demand on solid waste landfills, automatic paper bailers are required within the Specific Plan area for all uses generating large amounts of paper waste. Such uses include, but are not limited to supermarkets, bakeries, office complexes, major retailers and restaurants. Bailers shall be located within a secure enclosure or, if outdoors, shall be completely screened and completely secure from vandalism or other unauthorized entry and shall be shown on precise plans. If located outdoors, they shall be located, designed and constructed to eliminate impacts on adjoining residential zones.

Section 4.P Utilities

1. All on-site utilities shall be installed underground. Access shall be provided to the City cable television franchise holder.
2. An underground utility fee, consistent with citywide ordinance, shall be charged to developers at a rate determined by the City Council and shall be based on site area.
3. If site frontage exceeds 350 lineal feet, all utility poles along the frontage shall be undergrounded by the developer. If site frontage is 350 lineal feet or less, monies in an amount equivalent to utility pole undergrounding, as determined by Southern California Edison and assessed per frontage foot, shall be paid to the public works department.

Section 4.Q Performance

Any permitted use shall be performed or carried out entirely within a building that is designed and constructed so that the enclosed operations and uses do not cause or produce a nuisance to adjacent sites, such as but not limited to the following: sound, vibration, electromechanical disturbances, electromagnetic disturbances, radiation, air pollution, dust, emission of toxic or nontoxic odors or toxic or nontoxic matter. All structures and uses shall be subject to periodic City review.

Section 4.R Parking

Except as otherwise specified below, off-street parking standards and requirements for the Foothill Boulevard Specific Plan area shall be in accordance with Chapter 18.76 of the La Verne Municipal Code, which is hereby adopted by reference as a part of this section. All parking must be provided on the same parcel as the use it serves, except in the case of condominium maps as described in Section 4. T.

1. **Hotel/Motel** – Off-street parking shall be provided at a ratio of one stall per unit plus one stall per employee. Compact parking stalls may be provided up to 25% of the total required stalls. Restaurants, meeting rooms and other facilities commonly part of a hotel complex shall have parking provided according to Chapter 18.76 of the La Verne Municipal Code and may qualify as complementary uses within this Specific Plan.
2. **Joint Use** – For any proposed joint use parking, a joint use parking agreement shall be reviewed and be approved by the Community Development Director. The parking agreement, reviewed as part of the precise plan application, shall be legally binding and recorded with the Office of the Los Angeles County Recorder. The agreement shall provide for free vehicular and pedestrian access between properties party to the agreement and will not require access across non-agreement properties. All properties subject to the agreement shall be located on the same side of any street. Any project applying for joint use parking may be subject to either reciprocal or complementary parking but not both.
 - a. **Reciprocal Uses** – Up to 50% of the parking facilities required by this Specific Plan and the zoning ordinance for a use considered a nighttime use may be

provided by a use considered a daytime use. Examples of this combination include, but are not limited to an office/theater complex, an office/restaurant complex or an office/health and fitness club. Shared parking facilities must be located within 300 feet of each use.

- b. **Complementary Uses** – Up to 10% of the parking facilities required by this Specific Plan and the zoning ordinance may be shared by uses considered to be complementary. Complementary uses must be located on the same parcel of land. These are uses of different character that, in combination, may share clientele. Such combinations include, but are not limited to a theater/restaurant or theater/retail complex or a restaurant/specialty commercial complex. Uses other than those mentioned above may qualify for complementary use parking if a parking study, prepared to the specifications of the Community Development Director, demonstrates that the uses will share at least 10% of their clientele during peak parking periods. The parking study shall be reviewed by the Development Review Committee as part of the precise plan.
3. **Urgent Care Facilities** – Off-street parking shall be provided at a ratio of one space per 250 square feet gross floor area plus one space per employee based on the maximum work shift. There shall be no fewer than eight spaces provided.
4. **Retirement Housing, Senior Citizen Apartments, and Elderly Housing** – Off-street parking shall be provided at the ratios of at least 1.5 covered space per unit, plus 1 guest space per every 5 units. The Planning Commission may reduce the parking requirements to not less than .75 spaces per unit plus 1 guest space per every 5 units when:
 - a. The facility offers a separate transportation approved by the City for the residents of the development; and
 - b. A condition of tenancy in all cases is that tenant automobiles are limited to the number of parking spaces provided exclusive of required guest parking.
5. **Sports and Fitness Clubs** – Parking for sports and fitness clubs shall be provided at the rate of one space for every three persons permitted to occupy the building as determined by the Los Angeles Building Code as adopted by the City of La Verne plus one space for each employee.
6. **Theater** – Off-street parking shall be provided at the ratios indicated below plus one space for each employee on the maximum work shift. Compact parking stalls may be provided at 35% of the total required stalls.
 - a. **One Screen** – Single screen theaters shall provide at least one parking space for every three seats.
 - b. **Two or Three Screens** – Theaters with two or three screens shall provide at least one parking space for every 3.5 seats.
 - c. **Four or More Screens** – Theaters with four or more screens shall provide at least one parking space for every four seats.

Section 4.S Signs

1. **Purpose** – This section establishes standards for the uniform regulation of signs throughout the Specific Plan. Except as otherwise noted in this section, the provisions of Title 17, Signs, of the La Verne Municipal Code shall apply.
2. **General Provisions** – General provisions for signs permitted within this Specific Plan shall be governed by Chapter 17.04 of the La Verne Municipal Code.
3. **Definitions** – Definitions for signs permitted within this Specific Plan shall be governed by Chapter 17.08 of the La Verne Municipal Code, and, where applicable, Chapter 11 of this Specific Plan.
4. **Precise Plans and Sign Permits** – Precise plans and sign permits for signs permitted within this Specific Plan shall be governed under Chapter 17.12 of the La Verne Municipal Code.
5. **Restrictions and Exemptions** – Sign restrictions and exemptions shall be governed under Chapter 17.16 of the La Verne Municipal Code.
6. **Commercial-Office Zone** – Signs within the commercial- office zone of the Specific Plan shall be governed by Sections 17.20.050 and 17.20.110 of the La Verne Municipal Code. Master sign programs shall be required of multi-tenant centers.
7. **Gasoline Service Stations**
 - a. One monument identification ground sign per parcel is permitted. The sign shall not exceed two square feet for every three lineal feet of building frontage, and shall in no case exceed five feet in height or 10 feet in width.
 - b. For each service station site, one monument gasoline price ground sign is permitted. This sign shall not exceed 36 square feet in area and shall not exceed four feet in height.
 - c. Identification and price signs may be combined into one sign. This sign shall not exceed 70 square feet and shall in no case exceed seven feet in height and 10 feet in width. This sign replaces the two signs permitted in (a) and (b) above. (See Figure GR-1.)
 - d. Window signs are permitted to cover no more than 25% of the window area.
 - e. Spandrel signs (excepting self- and full-serve directional signs), pump signs and freestanding signs advertising products or services are prohibited.
 - f. Signs required and/or standardized by other governmental agencies are exempt.
8. **Second and Third Story Uses** – Second or third story uses may have front wall signs subject to the provisions of an approved master sign program in accordance with the La Verne Municipal Code. Such signs shall not negatively impact corridor aesthetics. Second or third story uses may have window signs not exceeding four square feet and under-canopy signs perpendicular to the facade not exceeding two square feet.

9. **Project Identification Signs** – Project identification signs shall conform to Section 17.20.050 of the La Verne Municipal Code and shall have a minimum of 10 feet of landscaping on all sides. (See Figure GR-2.)
10. **Theater Signs** – Signs for theaters and related entertainment uses shall be governed by Section 17.20.050 of the La Verne Municipal Code, except as described below. Master sign programs shall be required.
 - a. A theater ground sign, with changeable copy letters, may be permitted in conjunction with the development of a theater complex, when constructed under the following regulations.
 - b. The changeable copy sign shall be substituted for the combination multi-tenant ground sign.
 - c. Maximum permitted height of the sign structure shall not exceed nine feet from grade.
 - d. Maximum width of a double-faced sign structure shall not exceed 12 feet.
 - e. The sign may be double faced and illuminated, may consist of two single-faced attached panels fully bermed behind each or may be a combination of both. The two single-side panels must be attached and must form an angle between 45 degrees and 135 degrees. Each single side shall be no greater than nine feet in height and 10 feet in width.
 - f. Changeable copy letters shall be secure from elements and vandalism.
 - g. The sign shall be shown on the master sign program, as required by this Specific Plan and Section 17.20.050 and otherwise comply with all provisions of the La Verne Municipal Code.
 - h. A changeable copy wall sign for a theater, may be permitted in conjunction with the development of a theater complex. When constructed under the following regulations:
 - i. A theater wall sign, with changeable copy, shall be substituted for the permitted front wall sign and placed on the theater building.
 - j. The sign's area shall not exceed two square feet for every one lineal foot of the front building wall. Architectural elements shall not be considered part of sign area.
 - k. The front wall sign may project up to 12' away from the building facade, provided it is attached to the front wall plane at no less than two points, may use exposed decorative neon and shall have a strong central emphasis.
 - l. Changeable copy letters shall be secure from elements and vandalism.

- m. The sign shall be shown on the master sign program, as required by this Specific Plan and Section 17.20.050 and otherwise comply with all provisions of the La Verne Municipal Code.

Section 4.T Lot Size

1. **Subdivisions** – Subdivisions shall conform to the minimum lot size and dimension criteria described in this Specific Plan and in Chapters 18.36 and 18.44 of the La Verne Municipal Code unless they are configured as condominium maps.
2. **Condominiums** – Condominiums maps, with parcels smaller than those permitted in regular subdivisions, shall be allowed under the following circumstances:
 - a. For commercial projects, the map shall provide individual parcels for anchor tenants and/or peripheral pads with a maximum of six total parcels, including the common parcel, within the project.
 - b. The total area of all parcels within all commercial or residential condominium map shall not be less than that specified for minimum lot size in this Specific Plan.
 - c. The common lot within all commercial or residential condominium maps shall contain all parking and landscaping areas, all drainage facilities, all utility lines and easements, all loading areas and shall provide for free vehicular and pedestrian access. The common lot shall in no case be less than 50% of the total condominium map's area.
 - d. Before final map approval, conditions, covenants and restrictions shall be reviewed by the Community Development Director and approved by the Development Review Committee for all condominium maps. The CC&R's shall contain provisions to ensure free pedestrian and vehicular access design consistency between parcels, property maintenance, a property owners association) maintenance of easements, a contact for City correspondence and a the name and address of the property management company and legal owner of the common lot.

Section 4.U Market Study

The purpose of the market study is to assure that development plans for Foothill Boulevard are based on current market data, to avoid uses or businesses along Foothill Boulevard that are not viable, to provide developers with information relating to uses that are over-supplied and over-duplicated along the boulevard and to provide the City with data on fiscal and economic impacts of new businesses on existing businesses to identify potential secondary environmental effects of the new business.

A market study may be required of any new project locating in the Specific Plan area. It shall be designed to assess vacancy rates and duplication of uses and shall be completed for Development Review Committee review as a part of the precise plan. The market study, prepared at the applicant's expense to the specifications of the Community Development Director or designee by a consultant selected (by the City, shall identify adverse impacts upon existing businesses and services, shall identify local market retail needs, shall estimate the center's regional attraction, shall estimate annual sales volume at build out and shall suggest appropriate mitigations for adverse impacts. The study shall also consider the expected traffic loss due to completion of the Foothill Freeway.

Section 4.V Leasing Plan

If identified as a mitigation measure in the market study or as a mitigation measure for secondary environmental effects of fiscal or economic impacts in the negative declaration or fiscal/market study, a leasing plan, prepared to the specifications of the Community Development Director or designee, shall be submitted with the commercial center's precise plan and reviewed by the Development Review Committee. Any person aggrieved by the requirement of a leasing plan imposed as a mitigation under the City's guidelines may appeal in accordance with the City of La Verne environmental guidelines.

Section 4.W Council Review of All Foothill Boulevard Development Projects

All development projects on Foothill Boulevard shall be subject to review by the City Council. After all discretionary entitlements have been approved, each development project shall be placed on the City Council's agenda, at which time the Council will determine whether to appeal the project approval and schedule a public hearing.

Chapter Five: Special Regulation

Section 5.A Outdoor Activities

1. **Purpose** – This section provides for the uniform regulation of outdoor activities incidental to approved enclosed uses in the Foothill Boulevard corridor.
2. **Permitted Outdoor Activities** – Permitted outdoor activities in the Specific Plan area include the following:
 - a. Outdoor vending machines, including water dispensers, soda machines, children's miniature mechanical rides, recycling vending machines, and newspaper boxes and vending machines subject to precise plan approval.
 - b. Outdoor café seating and food service subject to precise plan approval when incidental to an approved enclosed restaurant use.
 - c. Parking of autos if incidental to an approved enclosed use.
 - d. Automobile sales when incidental to an approved enclosed use.
 - e. Parade or outdoor motion picture or television productions, subject to the regulations of Chapter 5.12 of the La Verne Municipal Code.
 - f. Farmers' market.
3. **Outdoor Activities Permit Processes** – All outdoor activities shall be subject to precise plan and design review, including layout, orientation, parking availability and design of temporary and permanent improvements, including street furniture, outdoor seating, screening of vending machines and mechanical equipment.

Section 5.B Temporary Uses

1. **Purpose** – This section establishes standards and the process for issuing temporary use permits in the Foothill Boulevard corridor.
2. **Permitted Temporary Uses** – Uses of a temporary or periodic nature, including, but not limited to those listed below, may qualify for and are required to obtain a temporary use permit before beginning operation within the Specific Plan area.
 - a. Pumpkin or Christmas tree sales, or other seasonal sales events, in any nonresidential zone for a period not to exceed 45 days per event in any calendar year, or as otherwise consistent with the La Verne Municipal Code. Off-street parking and loading facilities shall be provided, two temporary signs conforming to Section 17.20.050 of the La Verne Municipal Code not exceeding 32 square feet each shall be permitted with Community Development Department approval, lighting shall be provided to safely illuminate the sales, parking and loading areas,

sales vehicles may remain on-site throughout the sales period and the use shall not operate as a late night business.

- b. Outdoor promotion for a shopping center or automobile dealership, limited to flags, banners, two temporary signs conforming to Section 17.20.050 of the La Verne Municipal Code not exceeding 32 square feet per sign, outdoor sales, outdoor displays, outdoor food sales and entertainment. There may be three such promotions per year per commercial business center, each lasting no longer than three days.
 - c. Recycling events, such as newspaper drives, not to exceed four days per event.
 - d. Art shows, not to exceed four days per event.
 - e. Parade, or outdoor motion picture or television productions.
3. **Procedure** – The applicant must submit an application including a site plan description of the use, duration of the use, start and end dates, proof of insurance indemnifying the City to the specifications of the City's risk manager, a bond to ensure clean-up, written permission from the property owner and a fee as may be established by the City Council to the Community Development Department. As an administrative matter, the Community Development Director or designee shall review the request and may either approve or deny it over the counter, subject to the above criteria.
 4. **Standards** – Temporary uses shall locate in nonresidential zones; shall not adversely impact adjacent uses; and shall not occupy any required parking spaces.

Section 5.C Gasoline Service Stations

1. **Purpose** – This section establishes standards for the uniform regulation of gasoline service stations throughout the Foothill Boulevard corridor. Except as otherwise noted, provisions of Section 18.44.030 and 18.108.030 of the La Verne Municipal Code shall apply.
2. **Conditional Use Permit Required** – Service stations are subject to conditional use permit approval within the commercial-office zone in accordance with Chapters 13.44 and 18.108 of the La Verne Municipal Code.
3. **Landscaping** – Service stations shall provide a minimum of 15% of net site landscaping consistent with the landscaping concepts and guidelines of this Specific Plan. Landscaped planters shall have a minimum five foot interior clear dimension. If located adjacent to residential areas, office complexes, existing restaurants or schools, service stations shall provide a fully landscaped buffer strip along the common property lines. Buffer landscaping shall conform to Chapter 7, Landscape Design, of this Specific Plan and shall not count toward the 15% site landscaping requirement. Trees or tall shrubs shall be placed adjacent to pump islands, softening the islands visual impact.
4. **Outdoor Storage** – No overnight outdoor storage shall be permitted. All stored materials, autos, goods and other articles, except outdoor vending machines shall be kept within a fully enclosed structure.

5. **Hazardous or Toxic Materials** – Gasoline, motor oil, solvents, anti-freeze and other relate materials shall be stored in containers approved by the state Department of Health Services. Location and treatment of these containers shall be reviewed by the Fire Marshal, City Engineer, Director of Public Works and Community Development Director or respective designee's. A list of the hazardous or toxic materials stored at the station shall be submitted to the fire marshal. All National Pollutant Discharge Elimination System (NPDES) regulations shall be met.
6. **Hours of Operation** – Service stations may operate between the hours of 6:00 a.m. and 12:00 midnight. Operating hours between 12:00 midnight and 6:00 a.m. are subject to the provisions of La Verne Municipal Code Chapter 18.100 and Section 5.H of this Specific Plan regarding late night business conditional use permit approval.
7. **Orientation** – Service stations shall be oriented away from Foothill Boulevard, placing the main building between the pump aisles and the street. Pedestrian access to the main building from Foothill Boulevard shall be provided.
8. **Convenience Food Sales** – Convenience food sales may be permitted as an ancillary use to a gasoline service station. If the service station conforms to all other applicable provisions of this Specific Plan. A maximum of 1,000 square feet gross floor area may be devoted to convenience food sales. Convenience food sales are subject to the provisions of La Verne Municipal Code Chapters 18.44 and 18.108 and Section 5.E of this Specific Plan regarding drive-through or drive-in business and alcohol sales conditional use permit approval.
9. **Self Serve Car wash** – Self-serve car washes may be permitted as an ancillary use to a gasoline service station if the service station conforms to all other applicable provisions of this Specific Plan.

Self-serve car washes shall provide a minimum three car queuing space, a gray water retrieval and recycling system and sufficient insulation to prevent adverse noise impacts to adjacent properties. Car wash auto circulation shall be entirely on-site. The car wash facility shall be located to the rear of the station and shall be set back from the street a minimum of 35 feet. If adjacent to a residential zone, the facility shall be setback from the common property line a minimum of 20 feet.
10. **Access** – Driveways shall be placed no closer than 150 feet from the curb return.
11. **Setbacks** – Setbacks shall he measured perpendicular from the property line to the closest part of the building. Canopies and breezeways must comply with setback requirements. The setback shall be measured from the property line to the canopy cover, breezeway or cornice.
 - a. Service stations shall have a minimum landscaped street setback of 17 feet. No parking may encroach into this setback. The street setback must be fully and densely planted with mature or specimen trees and shrubs to reduce the building's visual impact.
 - b. If adjacent to a residential zone or school, interior property line setbacks shall be at least 20 feet with a 6 foot decorative block wall along the property line. Parking and circulation are permitted within this setback.

12. **Nonconforming Gasoline Service Stations** - Nonconforming service stations may upgrade their appearance by removing amortized signs, renovating facades and by modifying existing conforming sign structures and faces and may replace underground tanks and upgrade service facilities without regard to Sections 5.C.8 or 5.C.11.
13. **Lighting** - No lighting fixtures shall exceed 20 feet in height measured from grade as defined in Section 18.76.090 of the La Verne Municipal Code.
14. **Architectural Treatment** - Gasoline service stations shall use full roof treatments with moderate pitch, varied parapet height and complete screening of mechanical equipment. Signs shall be architecturally compatible with the station and will ideally be part of the station structure. Massing and elevations shall conform to the design guidelines of this Specific Plan, providing interest and depth. Pump island canopies shall be architecturally treated and shall be designed as part of the station structure.
12. **Building Materials** - Service stations shall use facade materials to produce texture and to provide interest. Permitted materials are listed in Chapter 6, Architectural Guidelines, of this Specific Plan. Permitted materials include, but are not limited to, split-face block, brick, slump stone or textured block or stucco. No metal siding shall be permitted. Roof materials shall also provide texture and interest; such materials include, but are not limited to, standing seam metal roofs and clay tile.
13. **Signs** - Service station signs shall be regulated by Chapter 4, General Regulations, of this Specific Plan.

Section 5.D Full Service Redemption Centers

1. **Purpose** – This Section establishes standards for the uniform regulation of redemption centers within the commercial-office zone.
2. **Location** – Service redemption centers are subject to a precise plan review within the commercial office classification in accordance with Chapter 18.16 et seq. of the La Verne Municipal Code. No more than two full service redemption centers shall be permitted within the Foothill Corridor. One shall be permitted within the one-half mile radius convenience zone serving the Wheeler Avenue Foothill Boulevard intersection. The other shall be permitted within the one-half mile convenience zone serving the Fruit Street/ Foothill Boulevard intersection. The full service redemption centers may not locate on required shopping center parking.
3. **Hours of Operation** – Full service redemption centers shall remain open for at least 35 hours per week, with at least 8 hours open on Saturday or Sunday.
4. **Restrictions** – Full service redemption centers shall be fully staffed and provide either color coded igloos or a collection of automatic reverse vending machines to accept all eligible recyclable material. All centers shall be architecturally compatible with the host center. Roll-off storage boxes and truck trailers are not permitted.
5. **Lighting** – No additional lighting shall be provided for a redemption center unless it is located in the rear area of the host center.

Section 5.E Drive-Through or Drive-In Businesses

1. **Purpose** – This Section establishes standards for the uniform regulation and development of businesses which rely on vehicular drive-through or drive-in patronage. Such business include but are not limited to banks, savings and loans, convenience food sales, car washes, dairies and fast food restaurant. Gasoline services stations are regulated under Section 5.C of this Specific Plan.
2. **Conditional Use Permit Required** – Drive-through or drive-in businesses shall obtain conditional use permit approval in accordance with chapters 18.44 and 18.108 of the La Verne Municipal Code.
3. **Circulation** – Drive-through aisles shall provide adequate queuing distance to accommodate five cars before the first stopping point. The first stopping point may be the menu board for drive-through restaurants, the gas pumps or vacuum bays for a car wash or the service window of a dairy aisle, shall have a minimum 25 foot interior radius for any curves. Pedestrian walkways should not intersect the drive-through drive aisles, but where they do, they shall have a minimum 15 foot clear visibility, and they shall be emphasized by enriched paving.
4. **Architectural Treatment** – Drive-through areas shall be designed to be an integral part of the main structure. All service areas, rest rooms and ground mounted and roof mounted mechanical equipment shall be screened from view. Drive-through or drive-in facilities shall be treated in conformance with this Specific Plan's architectural guidelines, discourage franchises standard architectural products.
5. **Signs** – All signs, including menu boards and directional signs, shall be indicated on the site plan. Menu board signs shall not face Foothill Boulevard, and speaker volumes shall be adjusted to ensure that no speaker noise is heard beyond the site boundaries. All signs must be developed in accordance with the provisions of this Specific Plan and Title 17 of the La Verne Municipal Code.
6. **Lighting** – All lighting fixtures shall be no higher than 20 feet from grade as defined in Chapter 18.76.090 of the La Verne Municipal Code and shall be shielded to avoid spilling light onto adjacent properties. Drive-in and drive-through facilities shall use uplighting from ground level and from reveals along building walls to emphasize architectural treatments. Additional lighting shall be placed where pedestrian pathways cross drive-through aisles.
7. **Landscaping** – Landscaping shall screen drive-through or drive-in aisles from the public right of way and shall be used to minimize the visual impact of reader-board signs and directional signs.
8. **Full Service Car Washes** – Full service car washes shall employ a water recycling system, shall be insulated to minimize noise impacts on adjacent properties and shall be oriented parallel to Foothill Boulevard or shall be completely screened from view. Full service car washes shall provide areas for auto drying and customer waiting. Drying areas shall be large enough to accommodate at least eight cars without encroaching into drive aisles or rights of way. Customer waiting areas shall incorporate benches, landscaping and amenities including, but not limited to, fountains, sculpture, information

kiosks, enhanced paving and drinking fountains. Coin or token-operated self-serve car washing stalls are not permitted.

9. **Market Study** – The City Council has found that there is a significant number of existing drive-through businesses in the corridor. Before approving further such uses, any application for a drive-through business shall include a market study by a City-selected independent consultant, prepared at applicant's expense to evaluate the market for such uses. (See Section 4.U).

Section 5.F Entertainment Commercial Facilities

1. **Purpose** – This Section establishes standards for the uniform regulation of entertainment commercial facilities throughout the Foothill Boulevard corridor.
2. **Orientation** – Entertainment commercial facilities shall face their primary entrances away from residential zones.
3. **Security Guards** – All entertainment or recreational facilities with seating or capacity exceeding 500 persons as determined by the Los Angeles County Building Code, as adopted by the City of La Verne, shall provide state licensed security guards to the satisfaction of the Police Department. Security guards shall be unarmed unless otherwise specified by the La Verne Police Department.
4. **Movie Theater Show-times** – All multiplex theaters shall stagger movie start and end times. At least one-third of all auditoriums shall provide a minimum one-half hour between shows. This third shall contain either the largest auditoriums or the most popular shows. At no time shall more than four movies begin within 15 minutes of each other.
5. **Pedestrian Amenities** – All entertainment or recreational facilities with seating or capacity exceeding 1000 persons as determined by the Los Angeles County Building Code, shall provide a collection of amenities including, but not limited to: courtyards, arcades, colonnades, public art, water features, bell towers, campaniles, amphitheaters, benches or wall seating and pergolas for pedestrian gathering and waiting. All entertainment or recreational facilities, regardless of size or capacity shall provide outdoor amenities to encourage foot travel and to accommodate the expected number of waiting patrons.
6. **Landscaping** – All landscaping for foundation planting and accent planting shall be mature at the time of installation. This will ensure that the large building mass and landscaping appear proportionate at the time of occupancy. Foundation and accent planting shall be placed to minimize the impacts of flat walls and tall vertical corners and to emphasize the facility's entry.
7. **Outdoor Display** – Outdoor displays, including but not limited to, showcases and information centers, shall be either permanent, freestanding, architecturally compatible kiosks or spaces formed as a structural component of the building.

Section 5.G Alcoholic Beverage Regulations

1. **Purpose** – This section establishes standards for the uniform regulation of alcoholic beverage sales within the commercial-office zone. Except as otherwise noted in this section, the provisions of Chapter 18.80 of the La Verne Municipal Code shall apply.
2. **Regulations** – The City of La Verne recognizes that alcoholic beverage sales require special regulation due to impacts associated with noise, loitering, public disturbances and public safety demands. Due to these impacts, proliferation of alcoholic beverage permits within commercial-business centers shall be limited as shown in the following chart. A beer/wine permit may be substituted for a general permit. The chart sets the maximum number of permits allowed within a project, fewer may be permitted at the discretion of the planning commission.

| Number of Permits / Project | Gross Floor Area of Project Area |
|-------------------------------------|---|
| 1 beer/wine, off-sale | 0 - 4,999 square feet There shall be no more than 1 off-sale permit |
| 1 general and 1 beer/wine, off-sale | 5,000 - 49,999 square feet There shall be no more than 2 off-sale permits |
| 1 general and 2 beer/wine, off-sale | 50,000 - 99,999 square feet There shall be no more than 3 off-sale permits |
| 2 general and 2 beer/wine, off-sale | 100,000 square feet and greater There shall be no more than 4 off-sale permits |

3. **Standards**
 - a. On-site sale of alcoholic beverages must occur in conjunction with a bona fide eating establishment as defined in the California Business and Professions Code Section 23038.
 - b. The design of on-site sale facilities shall conform with all Alcoholic Beverage Control Board regulations and shall separate food service areas from cocktail lounge areas. The area devoted to alcoholic beverage sales and service shall be incidental to that of food service.
4. **Conditional Use Permit Required for On- and Off- Site Sale of Alcoholic Beverages** – The Planning Commission may approve, conditionally approve or deny a conditional use permit for on- or off-site sales of alcoholic beverages through the findings listed in La Verne Municipal Code Section 18.80.040.

Section 5.H Late Night Businesses

1. **Purpose** – This section establishes standards for the uniform regulation of late night businesses in the commercial-office zone. Except as otherwise noted in this section, the provisions of Chapter 18.100 of the La Verne Municipal Code shall apply.
2. **Conditional Use Permit Required for Late Night Businesses** –Late-night businesses are subject to conditional use permit approval, within the commercial-office zone, in accordance with Chapter 18.44 and Section 18.100.030 of the La Verne Municipal Code.

Section 5.I Physical or Social Care Facilities

Any use providing physical or social care services, including, but not limited to, hospitals, senior housing, urgent care clinics, half-way houses, homeless shelters or rehabilitation or convalescent hospitals, may be permitted on any site within the Foothill Boulevard corridor subject to an approved conditional use permit.

Chapter Six: Architectural Design

Section 6.A Introduction

Design guidelines promote quality without restricting innovation or creativity. These guidelines represent the City's policy with respect to the quality of architectural design expected for all Foothill Boulevard projects. Compatibility with surrounding developments is emphasized to achieve a unified image for Foothill Boulevard; yet at the same time, variety and distinctiveness in design and architectural styles also are encouraged.

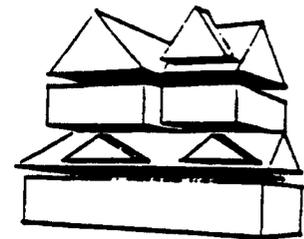
This chapter focuses on architectural design, providing guidelines to enhance and better distinguish the buildings and structures along Foothill Boulevard. Design elements and materials listed in this Chapter as prohibited may be permitted subject to review and approval of the City Community Development Department. The Community Development Director or designee shall be responsible for determining compliance with the provisions of this Chapter.

Section 6.B Definitions

The City seeks to introduce a wider architectural vocabulary to the Foothill Boulevard corridor by incorporating both contemporary and historically based architecture. These choices are defined as follows:

6.B. (1) Definitions of Design Elements

1. **Mass** – Mass describes three-dimensional forms, the simplest of which are cubes, boxes, cylinders, pyramids and cones. Use large or small massing to emphasize or subdue certain building elements, realizing that larger interior spaces create a larger building mass. Voids, or open spaces in massing, can alter the appearance of a simple mass, making it more interesting and less imposing. (Figure AD-1)



SIMPLE FORMS



ASSEMBLED FORMS



AD-1

ACTUAL BUILDING

2. **Scale** – Scale is the proportion of one object to another. (Figure AD-2) illustrates “intimate” or “human” scale, with building and landscape elements of modest size. “Monumental” scale elements are large, presenting grand permanent images. (Figure AD-3)
3. **Rhythm** – Rhythm describes the relationship of building components to each other or of one building to another. Rhythm relates to the spacing of elements and can be described in terms of



AD-2

INTIMATE SCALE

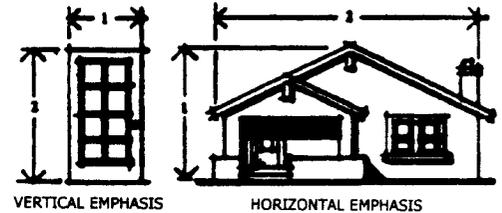


AD-3

MONUMENTAL SCALE

proportion, balance and emphasis. (Figure AD-3)

4. **Proportion** – Proportion is the ratio of one dimension to another, such as the width of a building to its height (Figure AD-4). Unequal proportions create directional emphasis, usually horizontal or vertical. A unique element may also create emphasis, providing a focal point with its prominence.



AD-4

5. **Balance** – Balance describes the visual equality between elements. Balanced elements may be symmetrical or asymmetrical but their placement should produce a harmonious visual impact. (Figure AD-5)

6. **Texture** – Texture refers to the roughness and pattern of the surface material. Detailed textures can add intimate scale or monumental scale to buildings. (Figure AD-6)

7. **Color** – Color is an important design feature. Colors are differentiated by hue (red, yellow, blue) chroma (variations of a hue from dull to bright) and value (variations of a hue from light to dark). The color palette for a building includes all materials and coatings that are used on the exterior of the building, ancillary structures, site features, hardscape and signs. (Figure AD-7)



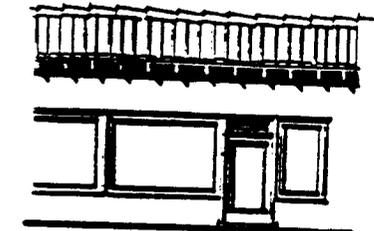
BALANCE IN ASYMMETRICAL BUILDING

AD-5

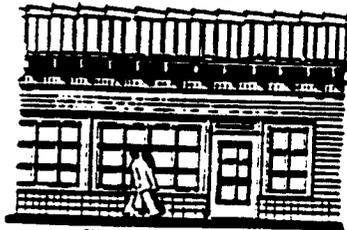


BALANCE THROUGH SYMMETRY

8. **Light and Shade Contrast** – Projections, recessions, patterns and textures contrast light and shade. The creative use of light and shade is an effective design tool giving a three dimensional quality to building facades. Both the thin line of shade along a molded cornice or the deep

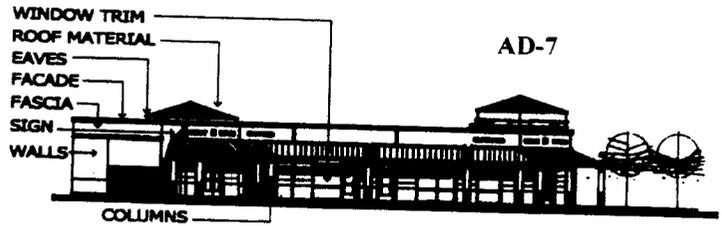


LARGE SCALE COMPONENTS
LACK OF TEXTURE



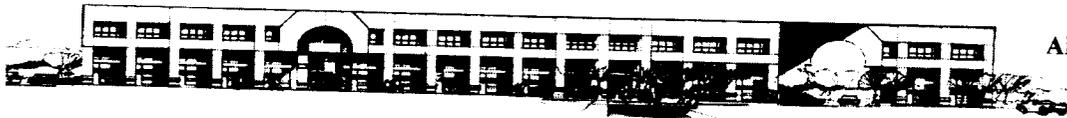
SMALL SCALE COMPONENTS
TEXTURE

AD-6



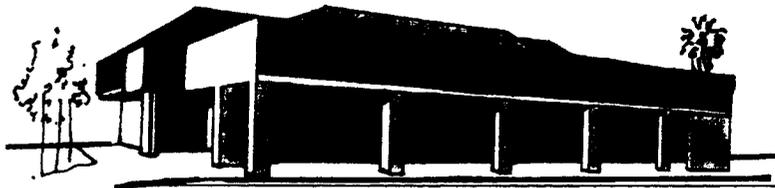
AD-7

shadow of a recessed entrance add definition to a building design and enrich the building's appearance. (Figure AD-8)



AD-8

9. **Solid-to-Void Contrast** – The solid-to-void contrast is the relationship between the total wall surface, openings and recessed areas (such as doors, windows and arcades). It can also refer to open areas between different masses of the building. (Figure AD-9)



AD-9

10. **Architectural Vocabulary** – All periods and styles of architecture utilize an array of architectural details (vocabulary) that share common characteristics that are unique to the time and place in which they were used.
11. **Unity/Diversity** – Elements of well-designed buildings convey a single idea. Individual buildings should have unity in scale, proportion, color and balance.

6.B. (2) Definitions of Style

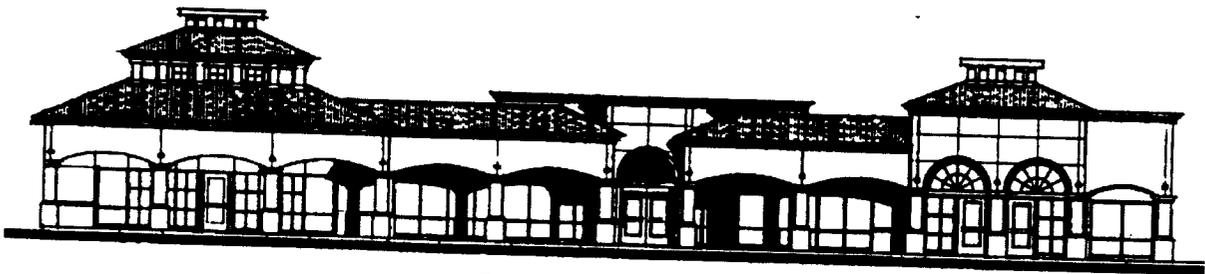
1. **Contemporary Architectural Design** – Contemporary architectural design includes diverse approaches to the art of building at the present time. (Figure AD-10.) The standards that will be applied by the City of La Verne to determine that a proposed project “represents the highest quality of contemporary design” will include the following tests:
 - The extent to which the architectural design incorporates the elements of design, identified Section 6.B.(1) above, and the standards and guidelines of the *Foothill Boulevard Specific Plan* and the La Verne Municipal Code. In applying these principles the City will seek ingenuity and the application of design skills.
 - The extent to which the architectural design incorporates landscape elements, building design amenities (informal and formal spaces) pedestrian amenities and public art that engage the visitor.
 - The extent to which the building has fully developed facades on each side, meaning that all aspects of those walls facing public spaces are fully treated with respect to styles fenestration, massing and color, materials, lighting and architectural detailing.



AD-10

2. **Historic Architectural Design** – Contemporary forms can be used to interpret traditional design, or refer to historic architectural styles. (Figure AD-11.) The historic styles that can be used for Foothill Boulevard must be based on structures recognized by the City of La Verne as heritage buildings. These include:

- Buildings listed in the La Verne General Plan Cultural Resources Element.
- Buildings located in La Verne and listed in the National Register of Historic Places or considered to be eligible to be listed in the National Register of Historic Places.
- State of California Landmarks and Points of Historical Interest in La Verne.
- Local landmarks designated by the La Verne City Council.
- Buildings identified in the Lordsburg Specific Plan as Heritage Buildings within the Lordsburg Historic District.



AD-11

6.B. (3) Definitions of La Verne Architectural Character

The architectural heritage of La Verne is defined by a series of influences including its role as an agricultural center and transportation break on the railway line and its religious and social heritage, which avoided unduly fancy or pretentious buildings. In identifying the community values, these standards should not be interpreted to mean plain or character-less architecture, but rather should be read as follows:

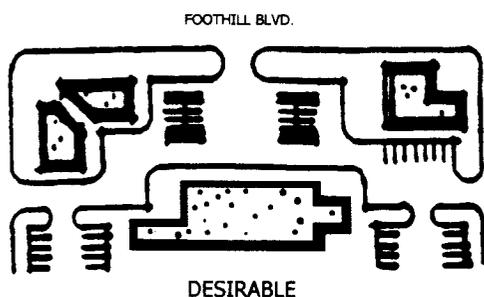
1. **Modesty** – Modesty, meaning that the architecture is of a scale and character that shows high degrees of craftsmanship and quality by virtue of design and detailing without being grandiose or excessive.
2. **Dignity** – Dignity, meaning that the architecture is respectful of the community and its surroundings; is distinctive without being brazen or incompatible; blends its environment into the character of the boulevard to create a cohesive whole.
3. **Quality** – Quality, meaning a high quality of materials, craftsmanship and design.
4. **Tranquility** – Tranquility, meaning that the design takes into account the arterial nature of the street and designs its buildings and public spaces to minimize the impacts of automobile noise, excessive light and glare, odor and vibration.
5. **Respect for the Individual** – Respect for the individual, meaning that the spaces and buildings are massed and treated to respect human scale and proportion; provide places for rest, relaxation and recreation within the design.

Section 6.C Site Design Standards

The goal of the site design section is to create a streetscape on Foothill Boulevard where the continuity of buildings will provide a coherent framework for architectural and landscape elements. To achieve this goal, the following guidelines will be applied in concert with the site design standards for the Commercial Office zone, Chapter 3.0:

6.C. (1) Site Design for Commercial & Business Centers with Multiple Tenants Guidelines

Expanses of Parking – Provide small units of buildings located so that there are small or linked parking areas rather than one large expanse of paving. Where the nature of a site prevents breaking up of parking areas with building mass, then landscape features and pedestrian amenities shall be used to disaggregate parking areas and provide pedestrian linkages between street, parking areas, amenities and buildings. (Figure AD-12.)



AD-12

1. **Primary Entrances Adjacent to Parking Areas** – Locate primary entrances to buildings so that they face the parking areas or access driveway to the site. Primary entrances may also face the street.
2. **Pedestrian Accessibility** – Provide convenient walking distances between buildings and between buildings and parking areas.
3. **Continuity between Buildings** – Provide outdoor plazas, and similar amenities, to create continuity between buildings.
4. **Plazas and Courtyards** – Locate buildings and access ways to ensure outdoor plazas and courtyards are easily accessible and provide desirable sun and shade for users.
5. **Landscape Buffers** – Provide landscape buffers between large scale buildings and the street with planting in the set back. (See Landscape Design for detailed standards.)
6. **Architectural Use of Plant Material** – Integrate plant materials into the architectural design of a building. (See Landscape Guidelines, Section 7.)
7. **Pedestrian Orientation** – Design and orient buildings and outdoor space for pedestrians.
8. **Shade** – Provide easily accessible sun shade for pedestrians. The design shall include parking lot shade trees sufficient to meet the standards of the La Verne Municipal Code and the landscape guidelines of this plan.
9. **Pedestrian Linkages** – Create or retain pedestrian linkage between project sites.

6.C. (2) Site Design for Multi-Family Residences Guidelines

The goal of these guidelines is to reduce the impact of the noise, light and traffic on Foothill Boulevard and adjacent commercial neighbors on the adjacent residential units.

1. **Building Relationship to Foothill Boulevard** – Lay out buildings in a manner that minimizes the relationship between exterior walls of individual apartments to Foothill Boulevard.
2. **Window Relationship to Foothill Boulevard** – Reduce the number of windows in the walls that face Foothill Boulevard and adjacent commercial sites.
3. **Parking Areas as Noise Buffers** – Organize garages and parking around the perimeter of the site to act as a buffer to noise.
4. **Landscape Areas as Noise and Light Buffers** – Develop landscape plans for the setback that will reduce noise and light to the residents through the combined use of walls, berms, trees and shrubs.
5. **Buffer Open Public Areas** – Plan the site so that open public areas are protected from noise and excessive levels of light.

6.C. (3) Site Design Guidelines for Automotive Uses

These guidelines recognize that automotive uses, including Vehicle Repair Garages, Storage and Service Areas, are special uses that require special guidelines.

1. **Visibility to Street** –Locate all repair garages, storage and service areas so that they are not visible from the street.
2. **Screening of Repair, Storage and Service Areas** –Screen all repair garages, storage and service areas with solid walls that are not less than 8'-0" high above grade and no more than the top of the highest wall of the adjacent building.
3. **Screening of Outdoor Sales** –Screen outdoor sales areas from the street by a solid wall or hedge that is not more than three feet (3'-0" high) above grade, and by landscaping pursuant to Chapter 7, Landscape Design Guidelines.
4. **Exterior Lighting** – Provide exterior lighting pursuant to see Chapter 7, Landscape Design Guidelines).
5. **Landscape Buffer for Exterior Lighting** – Protect the ambient light level along Foothill Boulevard from the higher light levels of the outdoor sales area by providing a landscape buffer planted with dense shrubs and trees. (See Chapter 7, Landscape Design Guidelines)

Section 6.D Architectural Design Standards

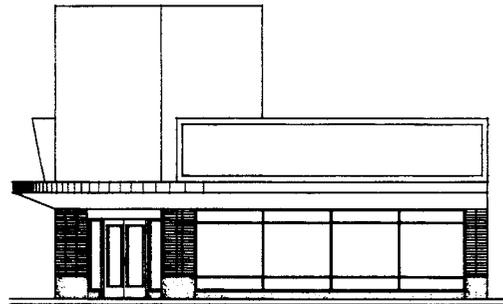
The goal of these Architectural Design Standards is to encourage high quality contemporary architectural design for new buildings and the rehabilitation of existing buildings that embody community values of modesty, dignity, quality, tranquillity and concern for the individual. As existing buildings and building complexes are rehabilitated or rebuilt these architectural guidelines shall be applied only to new work. Application of the guidelines will take into account conflicts that

may arise between existing facilities that are being changed and new work that is proposed. Issues that are peculiar to each individual site will be reviewed by the Community Development Director or designee on a case by case basis.

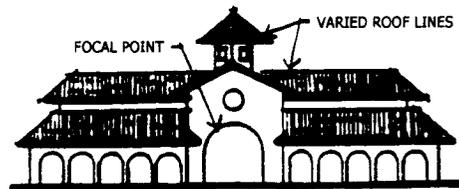
6.D. (1) Architectural Style Guidelines

1. **Architectural Features** – The design of the buildings, site features, landscape features, signage and all other elements that contribute to the site shall be coordinated utilizing a comprehensive architectural and design vocabulary.
2. **Corporate Architecture** – Corporate architecture will be modified to meet the City’s design guidelines with consideration to maintaining corporate identification.
3. **Community-Sensitive Massing Techniques**

- a. Use several smaller buildings instead of one large building to provide an intimate scale.
- b. Design buildings in commercial centers that will be leased to more than one tenant to create distinctive massing for groups of more than three contiguous tenant spaces. (Figure AD-13)
- c. Juxtapose masses and voids of a building to create vertical and horizontal articulation.
- d. Design the massing of all building to include but not be limited to: wall planes that recede and advance, walls that have varied heights, roofs located at different levels and masses and voids that articulate wall and roof plans. (Figure AD-14)
- e. Do not substitute surface details for distinctive massing.



AD-13



ENCOURAGED

AD-14

4. Scale Guidelines

- a. Reinforce the monumental scale of large buildings utilizing large scale building details and materials on the upper walls and roofs. (Figure AD-15)
- b. Reinforce the intimate scale of two story buildings, one-story multi-tenant buildings and small buildings by utilizing architectural details and materials on the lower walls that relate to a human scale. (Figure AD-16)



AD-15

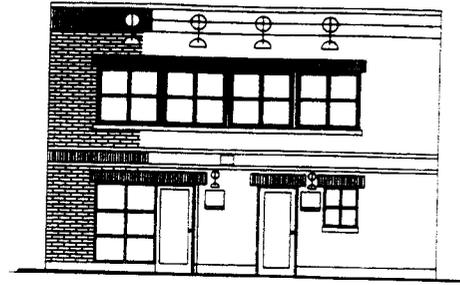
5. Rhythm Guidelines

- a. Include rhythm and balance of architectural elements as an integral element of building design. (Figure AD-17)



AD-17

repetition of one or more architectural details.



AD-16

- b. Develop the rhythm and balance of the building design so that the inherent design logic pertains to the entire composition.
- c. Incorporate rhythms in a building design that are more complex than the

6. Proportion Guidelines

- a. Utilize systems of architectural proportions that were developed in earlier periods that have stood the test of time for all building design.
- b. Utilize the system of architectural proportions that is appropriate to the historical architectural style that is selected.
- c. Do not use exaggerated proportions.

7. Balance Guidelines

- a. Employ either a balanced or asymmetrical motif or theme for the architectural design. Once that theme has been established it should be carried through to its logical conclusion.
- b. Do not add an asymmetrical element to a balanced design or a balanced element to an asymmetrical design to provide for unresolved design issues.

8. Texture Guidelines

- a. Use materials whose texture shall exhibit a logical relationship to each other.
- b. Use materials whose textures are appropriate to the scale of architectural details for which they are used.
- c. Use the texture of materials that are appropriate to the architectural style of the building.
- d. Use building materials whose textures exhibit a logical relationship to the architectural design of the building.

9. **Color Guidelines**

- a. Colors for all exterior building and structural surfaces shall be coordinated and complementary to the architecture of the building. A color palette for all exterior building and structural surfaces shall be approved by the Community Development Director or designee. (Palettes that reference the Munsell Color System are encouraged.)
- b. Use a color palette where the individual colors are consistent with the whole.
- c. Use a color palette that is consistent with the architectural style of the building or complex.
- d. Colors for objects mandated by local, state or federal agencies are not required to be consistent with the color palette. (i.e. fire hydrant, exit signs)
- e. Select colors from the entire spectrum of hues but limit the chroma and value of the colors so that they are subdued.
- f. Eliminate light and bright colors, hues and chroma from the palette for a building, except for accents.

10. **Light and Shade Contrast Guidelines**

- a. Use of light and shade contrasts shall be an integral element of the design of all buildings.
- b. Use light and shade contrasts that are consistent with the massing, scale, texture and color of the building.
- c. Use light and shade contrasts that are consistent with the architectural style of the building.

11. **Solid to Void Contrast Guidelines**

- a. Solid to void relationships between wall surfaces and openings shall as an integral element in the design of all buildings. Use solid to void relationship that are consistent with the massing and scale of the building.
- b. Use solid to void relationship that are consistent with the architectural style of the building.

12. **Architectural Vocabulary Guidelines**

- a. Incorporate an extensive architectural vocabulary in the architectural design to articulate the mass, scale, rhythm, texture, light and shade contrast, solid and void contrast and unity of design.
- b. Use the architectural vocabulary of only one contemporary or historic architectural style in a building design.
- c. Do not use details of architectural styles for which there is no La Verne heritage building prototype for a building design.
- d. Do not incorporate details from more than one architectural style or motif in a building design.

13. Style Guidelines

- a. Use the highest quality of contemporary design for all architectural designs.
- b. Incorporate community values of modesty, dignity, quality, tranquillity and respect for the individual in all architectural designs. (See Section 6.B.(2) - Definitions of Architectural Character.)
- c. Architectural designs that incorporate references to historical styles are restricted to using the architectural vocabulary found in recognized heritage buildings in the Lordsburg Historic District and elsewhere in La Verne .
- d. Architectural designs shall be prepared by an architect. (See Section 6.B.(3)- Definitions of Design Professional)
- e. Do not design a new building that replicates any historic building style or gives the appearance of having been built in another era.
- f. Do not utilize historic architectural styles that are not found in existing La Verne heritage buildings or buildings, which previously existed in La Verne and would be considered a significant heritage building today.
- g. Do not incorporate architectural details that are more elaborate than those found in La Verne heritage buildings.
- h. Do not use architectural designs for corporate prototype buildings that do not adhere to the standards of the Specific Plan.

14. Exterior Walls of Buildings Guidelines

- a. Articulate each wall fully with respect to vertical and horizontal relief, using the architectural vocabulary selected for the project
- b. Use a complete vocabulary of architectural detail on all walls that can be seen by the public on site, from the street or adjacent properties.
- c. Use pergolas, canopies, trellises, arcades and other overhead structures to enhance blank walls and pedestrian walkways adjacent to buildings. Columns and posts shall be appropriately massed for the perceived weight of the structure.
- d. Use landscape material to enhance all parts of the building.

15. Roofs and Parapets Guidelines

- a. Fully incorporate mass, scale, rhythm, texture, color and style in the design of all roofs and parapets to the satisfaction of the Community Development Director or designee.
- b. The configuration of roofs that are permitted include flat, gable, hip, shed, and barrel vaulted.
- c. Reduce the configuration and the mass of buildings by using roofs and parapets that articulate different parts of the building.
- d. Incorporate the architectural details for flat roofs and parapets so that they are integrated into the design of the building.

- e. Screen all equipment appurtenances and vents located on the roof from view from within the site, from the street and from adjacent sites.
- f. Do not use false roofs attached to the parapet on buildings with flat roofs.
- g. Do not use historical style roofs and parapets that are not found on heritage buildings in La Verne .

16. **Signs**

- a. All signs shall be designed in a manner compatible with the building architectural style, scale and materials.
- b. All signs shall be designed in a manner consistent with Title 17 of the La Verne Municipal Code.

6.D. (2) Building Materials Guidelines

The goal is to encourage the use of different types of building materials and to discourage the use of stucco on walls and clay tile roofs.

- 1. **Subdued Materials and Finishes Exterior Lighting** – While a wide range of materials and finishes is encouraged, polished finishes and bright colors are discouraged.
- 2. **Permitted and Prohibited Materials** – Appendix “A” contains a list of permitted and prohibited materials. Proposals for building materials that are not found in the Appendix “A” lists shall be reviewed on an as needed basis. Materials listed as prohibited may be permitted subject to review and approval of the Community Development Director or designee:

6.D. (3) Architectural Lighting

These guidelines recognize the exterior lighting is an important element of good site design, as well as vehicular and pedestrian safety.

- 1. **Safe Light Levels** – Use architectural lighting fixtures that provide an acceptable level of safety and ambient light for the purpose they serve. Use light levels that are appropriate to commonly accepted levels used in the architectural lighting industry.
- 2. **Standard Light Levels** – Use light levels that are appropriate to commonly accepted levels used in the architectural lighting industry. Lighting fixtures such as wall packs attached to the buildings that create intense glare or greater levels of light than commonly acceptable light are prohibited.
- 3. **Light Fixtures** – Use lighting fixtures that are appropriate to the architectural motif of the building.
- 4. **Building Articulation** – Use architectural lighting to articulate the building at night.
- 5. **Height of Light Standards** – Use light standards within developments that do not exceed 20’ feet above grade.

Section 6.E Public Art

The goal of this section is to include works of art and special site amenities and landscape features, referred to in this document as “public art”, as an integral element on public and private property in the Foothill Specific Plan area. Public art may be created by artists, artisans, poets, musicians, writers, architects, engineers, landscape architects and technicians who work individually or as a collaborative effort. While the public art on individual sites may vary significantly, the works of public art on City property should be unified by a common theme that ties the individual sites together in a meaningful manner. The theme that is selected for public art on City sites may represent an ideal widely held by the community, aspirations shared by members of the community or some aspect of nature or history that is unique to the region. The theme for City public art will be sufficiently broad so that it can be explored in many mediums and forms of expression.

6.E. (1) Public Art Standards

1. **Inclusion of Public Art in New Developments** – Incorporate works of art, design amenities and special landscape features (Public Art) as part of all new developments.
2. **Locating Public Art on Public Property** – Locate public art at all key intersections and at the entrance to the City at each end of Foothill Boulevard.
3. **Availability** – Locate all public art so that it is available and visible at all times.
4. **Conceptual Themes and Design Concepts** – Conceptual themes and design may be abstract or representational.
5. **Site Specific Design** – Design and fabricate all public art in response to specific site conditions of the project and conceptual theme that has been selected.
6. **Conceptual Themes Related to La Verne** – If there is interest in using a conceptual theme related to La Verne and the region, the designer is encouraged to explore all aspects of the area from pre-history to the present. Consideration should be given to the fact that the citrus industry theme has already been used extensively in other La Verne projects, and redundancy of art themes is discouraged.

6.E. (2) Public Art Materials

1. **Durability**
 - a. Construct public art with materials that will not be damaged by long term exposure to the natural and built environment.
 - b. Do not use materials that can be easily damaged or vandalized.
2. **Construction** – Construction and installation of public art shall meet all City of La Verne Code requirements.
3. **Maintenance Guidelines**
 - a. The works of public art shall be designed to require a low level of maintenance.
 - b. Public art located on private property shall be maintained by the owner of the property.

- c. Public art that has operating parts shall be kept in working order at all times.
 - d. Public art that cannot be maintained is prohibited.
4. **Safety Guidelines**
- a. Design public art so that it does not create an attractive danger.
 - b. Do not use details, materials, finishes that pose a hazard to the safety and security of the public.
5. **Sound And Light Guidelines** – Do not design public art that creates a sufficient level of sound or light that would distract occupants or visitors of the site, occupants of adjacent properties or members of the public passing by.
6. **Content Guidelines**
- a. Do not include advertising in public art.
7. **Submission Guidelines**
- a. Submit a conceptual design for the work of art, site amenity and/or special landscape feature with the site plan for the entire project.
 - b. The site plan should include a description of the theme, dimensions, materials and appearance of feature(s), a list of the designers involved in the project. The footprint of the project should be shown on the site plan.
 - c. Submit a scale model for sculptural works.
8. **Review And Approval Guidelines** – The project will be reviewed by the Development Review Committee in conjunction with the City's consulting design personnel.

Chapter Seven: Landscape Design

Introduction

The Foothill Boulevard Corridor streetscape is comprised of 100' of state highway right of way including medians and sidewalks, and private parkways up to 20' deep. The Foothill Boulevard Committee conducted a comprehensive analysis and made extensive and specific recommendations for improvement and renovation of the Foothill Corridor landscaping.

While these guidelines are not binding in every situation, they represent the Planning Commission's and the City Council's policy with respect to the quality of design expected for all Foothill Boulevard projects.

Section 7.A Caltrans Regulations

Foothill Boulevard is a state highway with the California Department of Transportation (Caltrans) having the authority to review and approve any improvements within the right of way. Upon completion of the 210 Freeway, Caltrans will relinquish control of Foothill Boulevard to the City. At that point, the City will be responsible for regulating plant materials, irrigation and design.

All planting proposed in this Specific Plan is to occur outside the existing state right of way. No tree should be closer than 7.5 feet to the outside face of curb. The City will promote:

- Resetting of alluvial stone in medians.
- Turf renovation in medians.
- Irrigation evaluation and/or renovation in medians.
- Tree pruning and/or removal.

Caltrans must approve any paving, lighting or street sign alteration with the 100' right of way and issue an encroachment permit before any work commences.

Section 7.B Landscape Design Concept

The landscape design concept for the Foothill Boulevard Corridor recognizes Foothill Boulevard as the major commercial route through La Verne. This corridor has two west entries: the western city limit gateway at Baseline; and the western freeway gateway at Damien Avenue. Foothill Boulevard's eastern entry is located at the north intersection of Williams and Foothill and on the south, slightly west of the intersection of Bradford Street. Each entry provides the opportunity to distinguish La Verne from its neighboring corridor cities, San Dimas and Pomona, by signature landscaping, monuments and street elements.

The corridor will provide a unifying element that creates a consistent streetscape and clearly sets La Verne apart from the other foothill communities along Foothill Boulevard.

It is the City's policy to discourage further median cuts in existing street medians except where the Community Development Director determines that such cuts are essential to proper circulation. In such case where a median cut is permitted which reduces planted median space, the project proponent shall be responsible for replacement of the median at another location on Foothill Boulevard or on a cross street within the Foothill Boulevard corridor.

There are a number of existing mature trees along Foothill Boulevard that are somewhat unique to the City of La Verne. These include *Liriodendron tulipifera* (the Tulip Poplar), *Jacaranda mimosifolia*, (Jacarandas), *Pinus canariensis* (Canary Island Pines); and along the medians, *Pyrus calleryana* 'Bradford', (Bradford Pear), *Liquid Amber Styraciflua* (American Sweet Gum). Since the implementation of this plan, several of these trees have not performed well with the high winter winds common to the foothill communities. Sweetshade and Bradford Pear have fared poorly and are discouraged.

It is the City's policy to encourage landscape choices that reinforce the historic image of the City. Introduction of *Cedrus Deodara*, Deodar Cedars, into the Boulevard street tree mix is encouraged. Other historical planting opportunities include citrus groves as well as plant palettes that complement architecture.

In an effort to create biodiversity to limit possibility of disease, the City encourages mixing a variety of different species. For example when specifying *Planantus acerifolia* include both 'Raywood' and 'Bloodgood' varieties; or when specifying *Pinus canariensis*, provide another species such as *Pinus eldarica*.

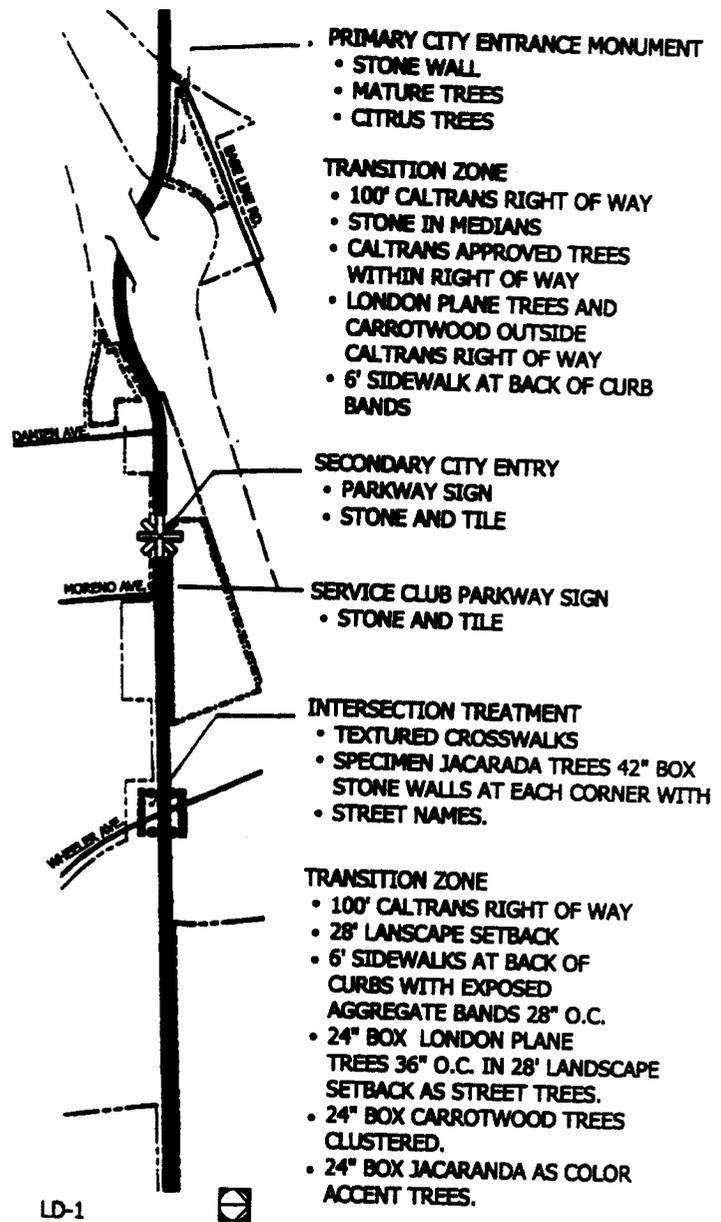
The landscape design concept for Foothill Boulevard is described below according to seven primary areas where landscape occurs: City entries; intersections; on-site at each parcel; transition zones; Foothill Center; medians; parkways.

1. **Entry Signs** – One entry statement and two entry signs will clearly identify La Verne's western and eastern edges. From both entry signs, dense plantings of London Plane Trees, *Pittosporum undulatum* (Victorian Box), and purple flowering Jacarandas line the "transition zones". The "Foothill Center" is in the middle, distinguished by deep landscape setbacks, dense planting, pedestrian amenities highlighted intersections, and meandering sidewalks. See Figures LD-1 and LD-2. The service club entry is located 200 feet east of the City's western entry sign.

2. **Intersections** – Major specimen accent trees, stone walls, colorful shrubs groundcover, vines, turf and special crosswalk paving will highlight major north-south intersections at Wheeler Avenue, Emerald Avenue; “D” Street and White/Fruit Streets. The highlighting treatment will contribute to the unified corridor image, will add to the feeling of “place” within La Verne and will aid street identification with the names of the streets located on the wing walls at each corner.

3. **On-Site Landscape** – Design of private projects and their relationship to the Foothill Corridor is very important to the success of this plan. They must relate to and incorporate the corridor streetscape and address:

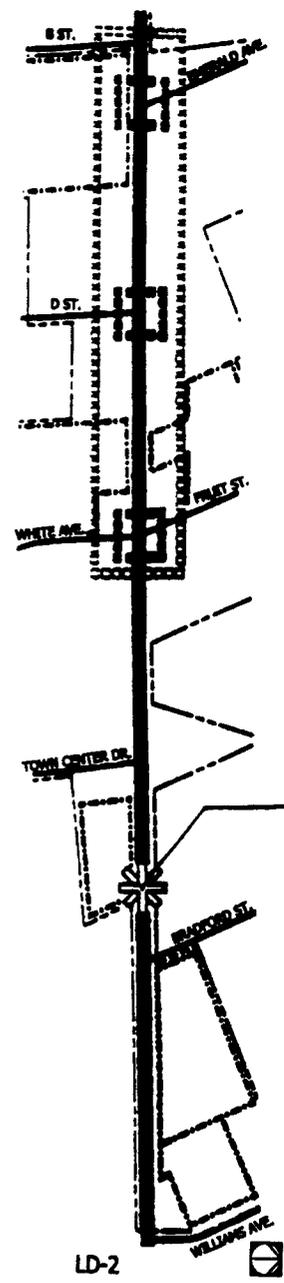
- a. Parking area design, landscaping and lighting in accordance with this plan.
- b. Building screening and visibility windows.
- c. Service area screening.
- d. On site tree preservation.
- e. Landscape buffers between dissimilar land use zones, such as commercial and residential.
- f. Provision of pedestrian amenity areas connecting the project with the landscape setback and building.



4. **Transition Zones** –“Transition zones” are those areas between the entry signs at each end of the City and the Foothill Center. Their median and parkway planting establishes a theme that distinguishes La Verne and leads to the corridor’s hub at the Foothill Center.

5. **Foothill Center** – Foothill Center is the commercial core of the corridor and runs two blocks from “B” Street to Fruit Street. The streetscape within this area will:

- a. Separate the pedestrian from the street by moving the six foot banded sidewalk from the curb, creating a green buffer within the 20' landscape setback.
- b. Provide a substantial landscape buffer between the street and the pedestrian sidewalk.
- c. Create pedestrian amenity areas adjacent to the sidewalk through the development of plazas, seating areas and bus shelters.
- d. Provide a consistent and colorful central corridor spine through median stone and planting renovation within Caltrans regulations.
- e. Provide a sense and perception of unity and flow through the use of a new plant palette.
- f. Provide historically-based pedestrian lighting.
- g. Reinforce La Verne's popular image as a green, friendly and highly desirable place to live, work and shop.



**FOOTHILL CENTER
B STREET TO FRUIT STREET**

- FULL INTERSECTION TREATMENT**
- CROSSWALK PAVING
 - STONE WALLS
 - ACCENT PLANTING

- 20' LANDSCAPE SETBACK**
- 6' MEANDERING SIDEWALKS
 - PEDESTRIAN AMENITIES
 - 24" BOX LONDON PLANE TREES
 - JACARANDAS
 - CARROTWOODS

- MEDIAN RENOVATION**
- RESET STONE
 - RENOVATE EXISTING TURF
 - PLANTING RENOVATION
24" BOX TREES OR LARGER
 - IRRIGATION RENOVATION

- CITY ENTRY**
- PARKWAY SIGN
 - STONE AND TILE

- TRANSITION ZONE**
- 24" BOX LONDON PLANE TREES. 36" O.C. OUT OF CAL TRANS FRONT OF WAY.
 - 24" BOX JACARANDAS IN 36" LANDSCAPE SETBACK.
 - 6' SIDEWALK EXPOSED AGGREGATE BANDS. 28"O.C.

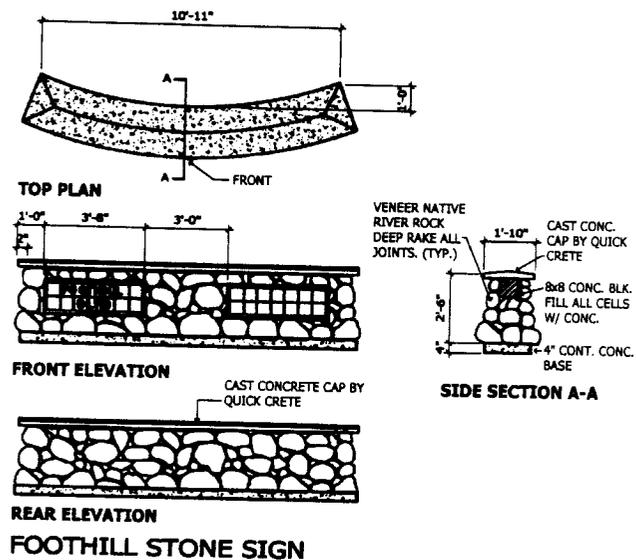
6. **Medians** – The City will upgrade medians within Caltrans' limitations resetting rock and renovating turf and irrigation. Funding will be pursued through Caltrans enhancement grants. Trees in the medians are to be evaluated as to their health, form, and aesthetic value. Replacement and additional trees will be considered with Caltrans approval. The extent and severity of Caltrans restrictions within the right of way limits the medians design potential.
7. **Parkways** – Landscaped parkways vary in width from 26' to 40' from the face of curb, depending on monument sign placement and location of deceleration lanes. The parkways will include:

- a. Densely planted, vertically oriented deciduous trees adjacent to Foothill Boulevard and broad canopy evergreens clustered and scattered throughout the mounded landscape setback.
- b. A minimum 20' setback from the back of the sidewalk adjacent to deceleration lanes.
- c. Six-foot wide sidewalks in the transition zone, located at the back of the curb.
- d. Six-foot wide sidewalks in the Foothill Center with green parkway buffer between curb.

Section 7.C Design Standards

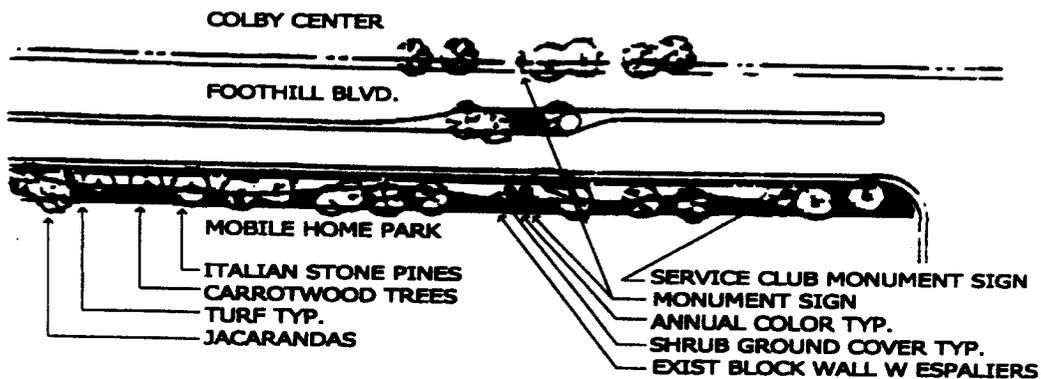
1. **Entry Statement** – A City entry statement is proposed for the westernmost portion of the triangular lot at Foothill and Baseline Road. See Figure LD-3. The entry monument facing eastbound traffic should:

- a. Include a four-foot high by 15-foot long semi-circular, local river rock sign with a concrete cap and cast bronze letters.
- b. Include a landscape area in front of the sign planted with a low, drought tolerant plants.
- c. Include ground cover throughout the entry sign area.
- d. Include ground lighting of the sign using KIM 5006 Direct Burial Sign Lighter, T-4, 250w Quartz or equal.
- e. Include a row of 36" box dwarf orange and lemon trees planted behind the stone sign. No ground cover should be planted under the groves.



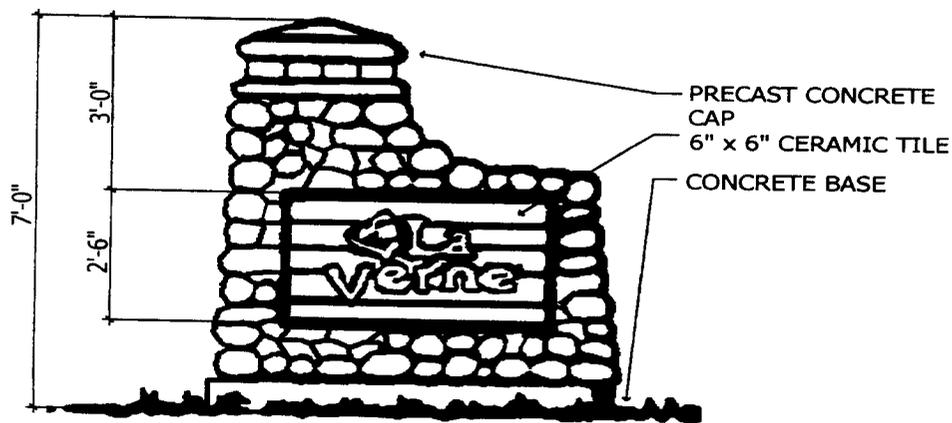
- f. Include a grove of three mature California live oaks planted behind the row of citrus trees.

2. **Parkway Entry Signs** – There shall be two parkway City entry signs, one located between a Damien Avenue and Moreno Avenue, and the other approximately 150' west of the centerline of Bradford Avenue. See Figures LD-4 and LD-5. The following criteria shall apply to the two entry signs:
 - a. Locate entry signs out of the Caltrans right of way in the 20'-30' landscape setback.
 - b. Construct entry signs of local alluvial granite with a pro-cast concrete cap.
 - c. Maintain the design and dimensions indicated on Figure LD-5.
 - d. Contain the name of the City in 6" x 6" glazed ceramic tile.
 - e. Include KIM 5006, direct burial, 120v., T-4, 250w., Quartz, ground lights or equal.
 - f. Include one, 44" box Jacaranda mimosifolia, directly behind the sign.



LD-4

3. **Service Club Sign** – One service club sign shall be located approximately 200' east of the west end City entry sign. This sign shall:
 - a. Maintain the design and dimensions illustrated in Figure LD- 6.
 - b. Be located out of the Caltrans right of way in the landscape setback area.



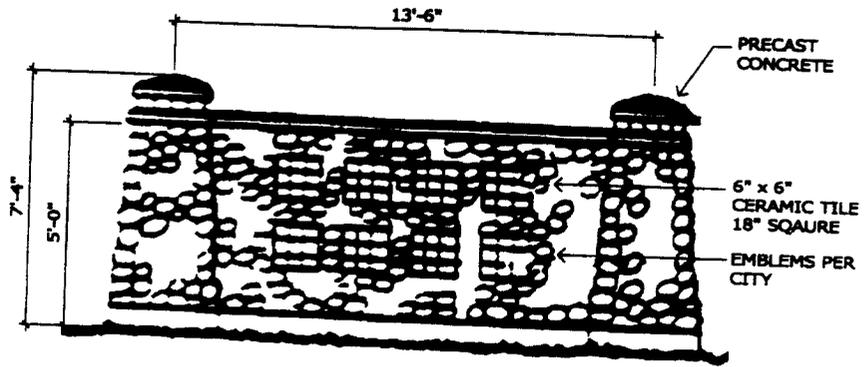
MONUMENT SIGN

LD-5

c. Contain the emblems of as many as eight service clubs to be provided by the City.

d. Contain emblems 18" square, made up of nine, 6" x 6" glazed ceramic tiles.

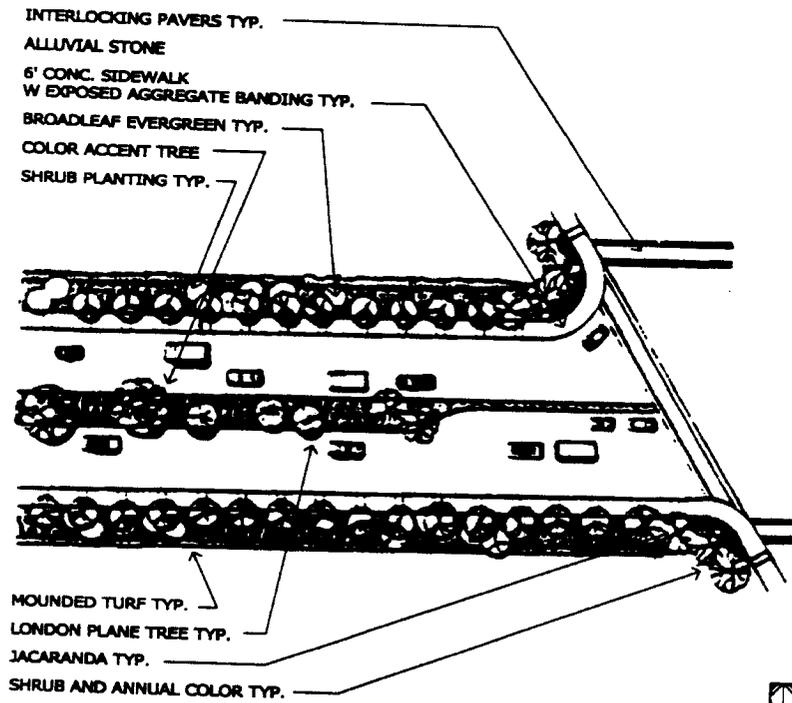
e. Include direct burial, KIM 5006 sign lighters or equal.



MONUMENT SIGN FOR SERVICE CLUBS

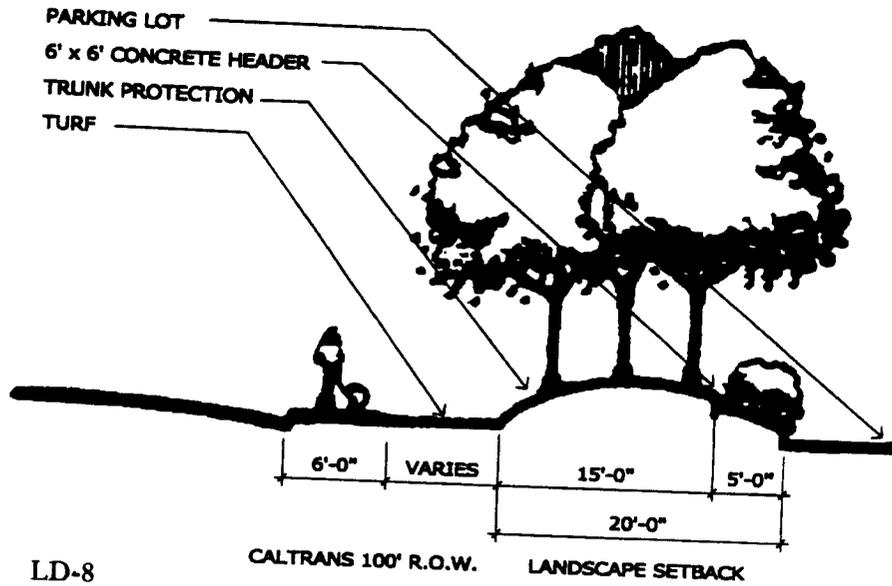
LD-6

4. **Transition Zone Parkways** – See Figures LD-7, LD-8 and LD-9.

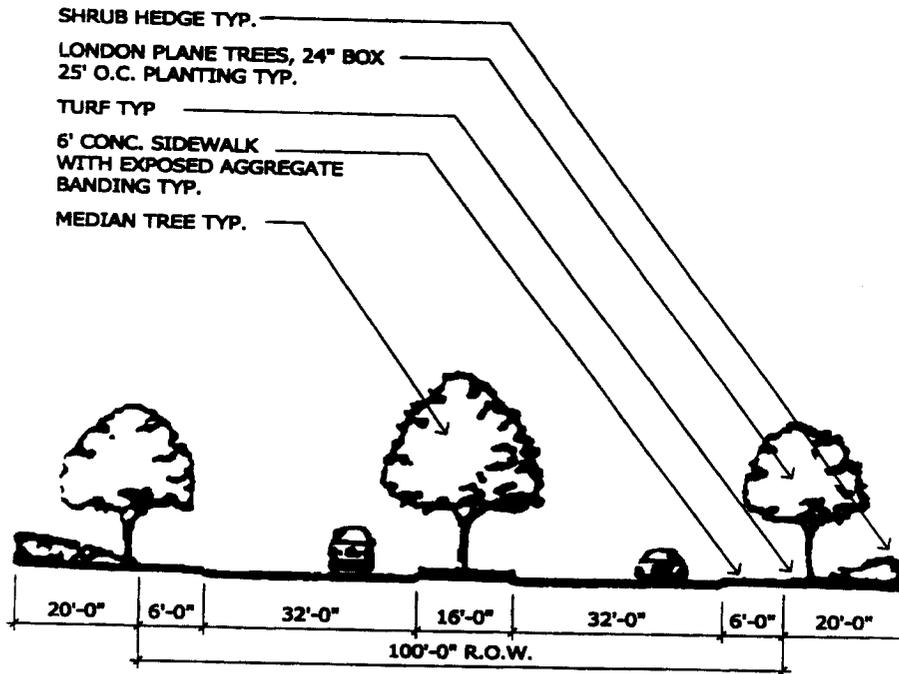


LD-7

- a. Install a six-foot sidewalk with a 24 inch exposed aggregate band every 20 feet. {Please verify if this is relevant}
- b. Plant tall fescue grass from the outside edge of the sidewalk to the edge of the 100-foot right of way.
- c. Install mounded tall fescue turf from the parkway edge of the right of way, to a point 5' feet from the edge of the 20' landscape setback.
- d. Plant a row of 24" box *Platanus acerifolia* - London Plane Trees at 25' O.C., 2 1/2 feet behind the Caltrans right of way line.
- e. To provide and maintain consistency in the corridor, plant trees in the following percentages:
 - 60% - *Pittosporum undulatum* - Victorian box
 - 25% - *Platanus acerifolia* - London Plane Tree
 - 10% - *Pinus canariensis* - Canary Island Pine
 - 5% - *Jacaranda mimosifolia* - Jacaranda
 - Triangularly space trees at 20' O.C. in all directions.
 - Separate shrubs from the turf with a meandering 6" x 6" concrete header mow strip.
- f. Choose shrubs and evergreen flowering perennials, such as:
 - *Agapanthus africanus* - Lily of the Nile
 - *Buxus* - Boxwood
 - *Hermerocailis species* - Daylily - red, orange, and yellow
 - *Hibiscus rosa-sinensis* - Chinese Hibiscus
 - *Ilex* - Holly
 - *Rosa* - Shrub rose
 - Other shrubs may be considered, based on their form, color, texture, and compatibility with other corridor shrub planting.

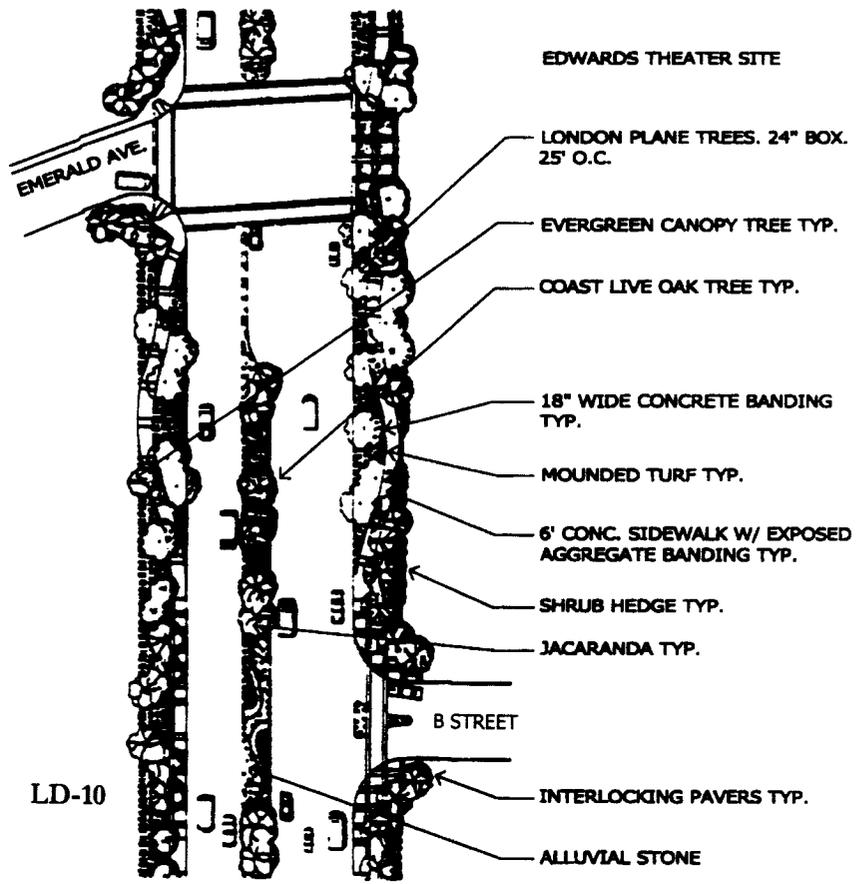


- g. Use pop-up heads for all irrigation within the landscape setback, with valves separate from on-site landscape.

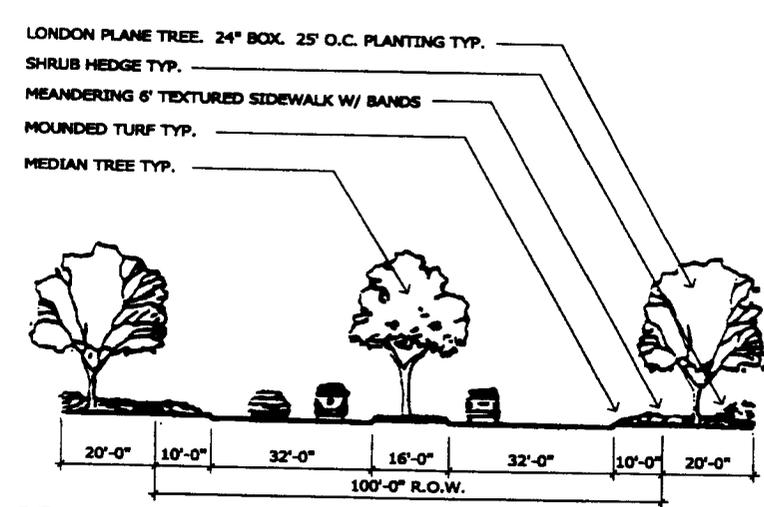


5. Foothill Center Parkways – See Figures LD-10 and LD-11.

- a. Install a sidewalk with a "Rugasol" or equal, retardant finish, with 24 inch smooth trowel finished bands every 20 feet. The sidewalk should have horizontal as well as vertical curves.
- b. Plant 24" box London Plane trees 2 1/2 feet behind the Caltrans right of way line at 25 feet O.C.
- c. Use trees, shrubs, and turf within the mounded turf landscape setback, conforming to the types, sizes and spacing specified in the transition zone section.
- d. Locate pedestrian seating areas adjacent to the sidewalk, no greater than 200 feet apart.
- e. Design sidewalks to be coincident with bus shelters.



LD-10



LD-11

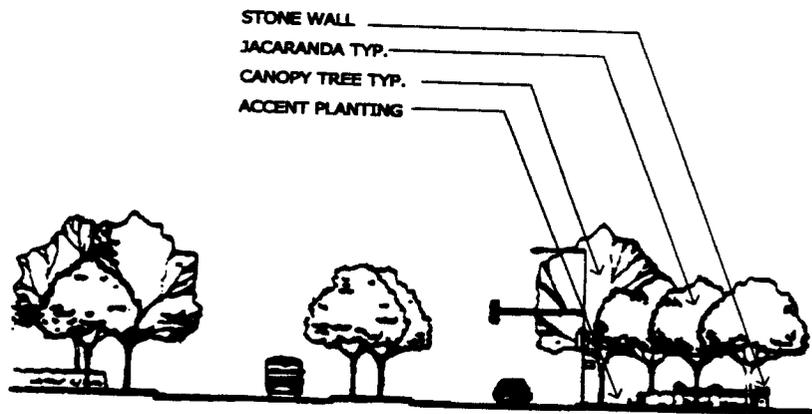
- f. Locate pedestrian lights on alternate sides of the sidewalk, producing a minimum of 1.5 foot-candles at 16,000 lumens throughout the sidewalk area.
 - Use KIM, one-piece sphere, clears acrylic with refractor lens, high-pressure sodium, and 150 watts, B4-417.
 - Mount fixtures on 12-foot poles, PB12T-34188, DB-E finish.

6. **Medians** – Medians shall be improved as follows:

- a. Reset river rock paving on median ends.
- b. Trim and maintain trees on the medians to enhance their health and aesthetic appearance. improve and maintain turf grass with fertilization and overseeding during the fall and winter months.
- c. Use tensiometers with the irrigation system on the medians to better measure and determine moisture requirements for the grass.
- d. Obtain encroachment permits from Caltrans for any proposed median work.
- e. Discourage median cuts in existing street medians, as discussed in Section 7.B, above.

7. **Intersection Treatment** – Intersections with Foothill Boulevard include: Wheeler Avenue, Fruit Street, White Avenue, “B” Street, “D” Street, Emerald Avenue, Baseline Road, Bradford Avenue and Williams Avenue. See Figure LD-12. If existing mature trees are present at a Foothill Boulevard intersection, incorporation of these trees in the landscape treatment is encouraged. Generally, at these intersections:

- a. Use a 3'-4' high, natural alluvial stone wing wall with a precast concrete cap.
- b. Include the name of the parallel street in 6" x 6" glazed ceramic tile on each wing wall.
- c. Locate the sign on a raised mound set back a minimum of 15' behind the back of the sidewalk.



LD-12

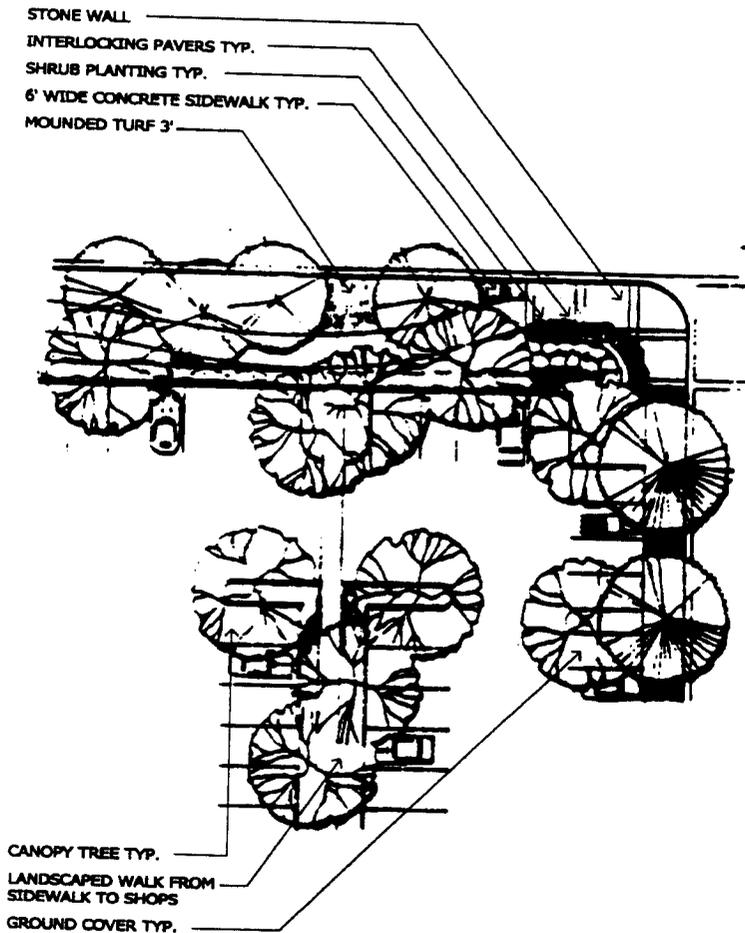
- d. Protect existing mature trees at these intersections.
- e. Include a minimum of three, 42" box Jacaranda mimosifoilla trees behind the proposed stone walls.
- f. Include direct burial ground lighting, 120V., KIM 5006, T-4, Quartz, 250w.
- g. Include public art elements consistent with Chapter 6, Section 6.E, of these guidelines.

- h. Include planting of either turf, flowering shrubs, or flowering annuals, on the mound in front of the sign.
- 1) Turf, when used, shall be tall fescue.
 - 2) Choose shrubs from the following group:
 - *Agapanthus africanus* 'Peter Pan' - Dwarf Lily of the Valley
 - *Carissa grandiflora* 'Tuttle' - Dwarf Natal Plum
 - *Hemerocallis* - Daylily, Red, Orange, Yellow
 - *Pittosporum tobira* 'Wheeler's Dwarf' - Dwarf Mock Orange
 - *Buxus* - Boxwood
 - *Ilex* - Holly
 - 3) Plant a minimum of two flowering vines on each wall to accent and soften the stone. Choose such as:
 - *Clytostoma callistegiodes* - Violet Trumpet Vine
 - *Distictis buccinatoria* - Blood-red Trumpet Vine
 - *Macfadyena unguis-cati* - Cat's claw
 - 4) Choose ground cover such as:
 - *Aptenia cordifolia* - Red Apple
 - *Mitsuwa Yellow Gazania* - Gazania
 - *Hedera helix tmleedlepolnt*- Needlepoint Ivy
 - *Polygonium capitatum* - Pink Clover Blossom
- i. Install a 6" x 6" concrete mow strip around the sign landscaping, delineating between the sign landscape and adjacent private property.
- j. Incorporate sign landscape irrigation into the parkway system.
- k. Adjacent developing parcels shall dedicate land to construct proposed intersection treatments.
- l. All landscaping and wall construction must occur outside the Caltrans right of way.

8. **Crosswalk Paving**

The following improvements will be required after the City regains control of Foothill Boulevard from Caltrans:

- a. Use 100 mm interlocking pavers on a concrete subgrade for paving within the crosswalks across Foothill Boulevard and at major and minor intersections.
- b. Paving shall be consistent with American Disabilities Act (ADA) requirements.
- c. Hold pavers in place laterally by two 18" wide x 6" deep concrete bands. Paver color shall range from red to charcoal gray.
- d. Carry crosswalk paving onto the handicap ramp and sidewalks as illustrated in Figure LD-13.
- e. Crosswalks shall be installed only at locations where the conflicting vehicular traffic is controlled by traffic signals or stop signs.



LD-13

- 9. **Deceleration Lanes** - Developing projects shall increase the landscaped setback to 20 feet from the sidewalk adjacent to deceleration lanes.
- 10. **Parking lot landscaping** - Parking lots must be softened with landscaping. Allowing this landscape to reach maturity is a major requirement for the corridor's success. Landscaping and

parking lot design must also work with the building's signage. It is imperative that signage be seen. Improper placement of trees in front of signage often leads to tree removal or "topping" of trees. Parking lot signage and parking lot landscaping should be coordinated so that the corridor design is not compromised. See Figure LD-14.

a. Parking lots shall be landscaped to achieve shade at a minimum of 50% of the parking lot between the hours of 12:00 noon and 2:00 p.m., within ten years of planting trees. Parking lot trees shall not be pruned in the first five years of installation. Trees that fail, are damaged or poorly pruned shall be replaced within 30 days with the same genus and species with a minimum of 24" box.

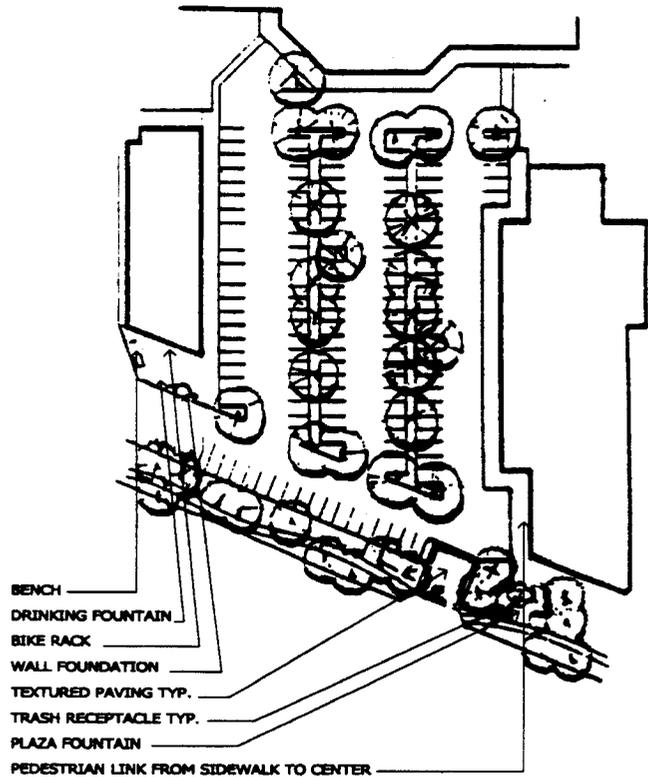
b. Provide a minimum one 24" box canopy tree per four parking stalls. Plant on stall divisions, away from grill work.

c. Randomly place planter fingers to achieve a grove or clustered look rather an engineered experience of shade.

d. Depress parking lot grades and use landscape berms to conceal car grillwork from the street.

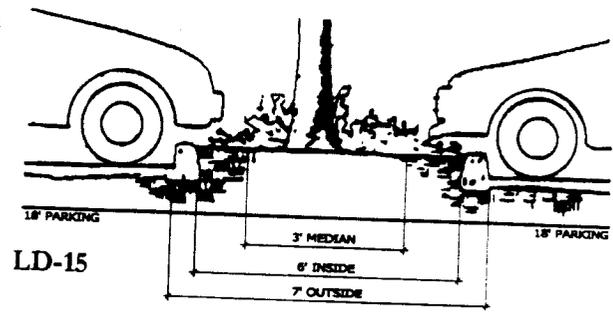
e. Heavily landscape the periphery of all parking lots, spacing and clustering trees at a distance not to exceed 20 feet in any direction. Provide windows in the plant material allowing visibility of buildings from Foothill Boulevard.

f. Provide a minimum three-foot turfed landscape median between all directly adjacent parking rows and extend the planting median two feet into the required stall, eliminating freestanding wheel stops. This will provide for a seven foot wide planter with two opposing 18 foot parking stalls. Use pop-up heads to irrigate parking lot landscaping. Heads shall not exceed 6" in vertical height where overhanging car bumpers may interfere. See Figure LD-15.



LD-14

- g. Provide root barriers and trunk protection devices for trees planted in turf and near curbs or sidewalks.
- h. Use the same trees specified for Foothill Boulevard, plus other trees from the list below:



1) Foothill Boulevard trees:

- *Pittosporum undulatum* (Victorian Box)
- *Jacaranda mimosifolia* - Jacaranda
- *Platanus acerifolia* - London Plane Tree

2) Other recommended parking lot trees include:

- *Acacia*
- *Koelreuteria paniculata* - Goldenrain Tree
- *Lagerstroemia indica* - Crape Myrtle (Accent tree)
- *Pyrus calleryana* 'Aristocrat' - Aristocrat Pear
- *Ulmus parviflora* - Evergreen Elm
- *Pistache chinensis* - Chinese Pistache

11. Parking Lot Lighting

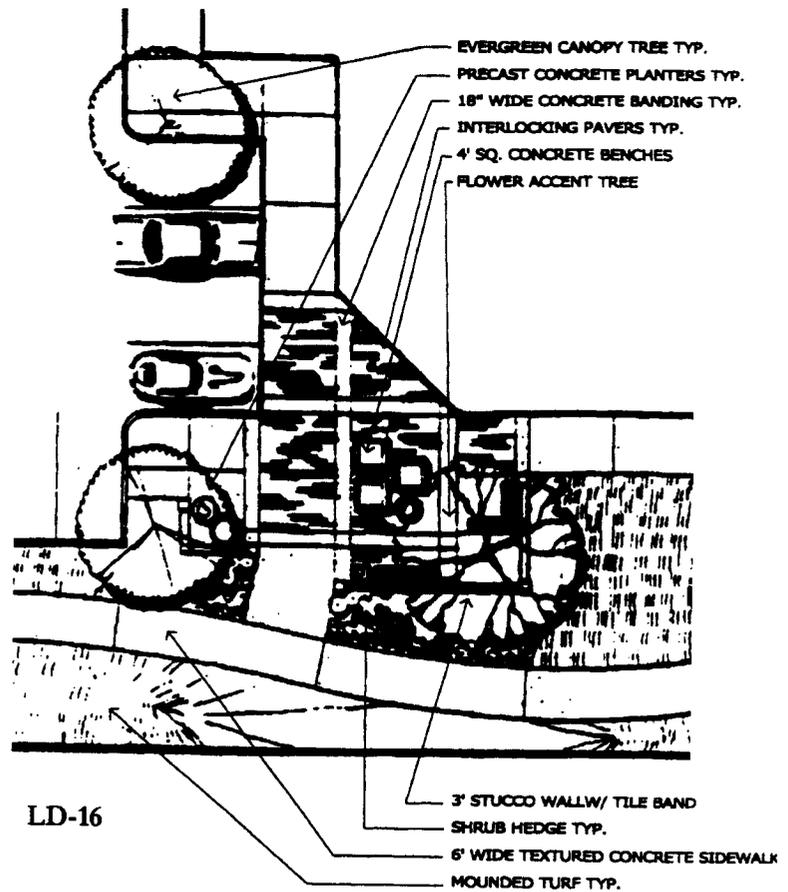
- a. Light parking lots with a low profile "shoe box" high pressure sodium area light.
- b. Achieve a minimum of two foot candles on 20 foot high poles.

12. Building Screening

- a. Use dense landscaping to screen sidewalks and large building masses.
- b. Plant vines at ten feet on center and locate trees no further than 25 feet apart around the building. Provide a maximum of two visibility windows through the landscape screening for building identification.
- c. No paving may directly abut the building on any side, excepting perpendicular entry paths, courtyards and service loading areas. Separate paths parallel to the sides of buildings by a minimum 4' wide planter.
- d. Screen all service areas from public view by means of landscape planters using trees, shrubs and vines consistent with those approved for parking lots.

e. Incorporate a 10 foot landscape buffer strip into developing parcels at property lines directly adjacent to land in a differing zone or land use classification. Provide a complete visual screen using evergreen trees shrubs and ground cover. Select and mix plant materials to add variety in color and texture without sacrificing screening capabilities. See Figure LD-16.

f. Plantings and tree placement should coordinate with signage so as not to block signage. Trees should not be placed where they will be topped or severely pruned to expose signage.



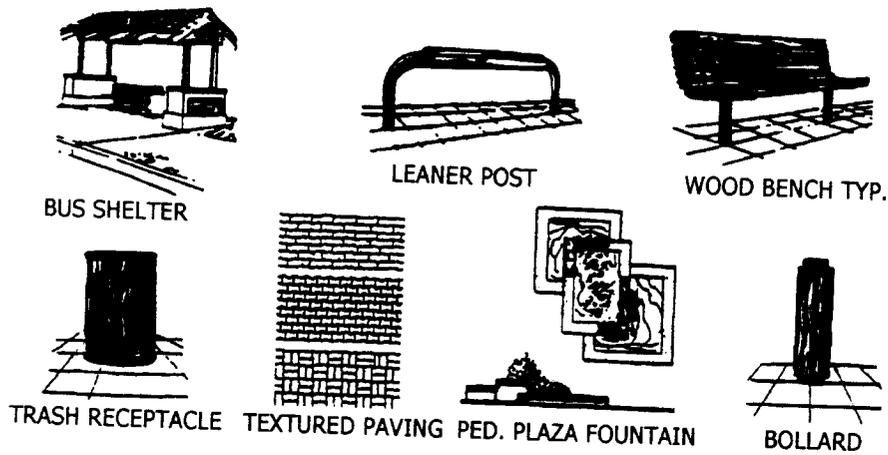
13. **Tree Preservation** - Submit a tree preservation plan if developing parcels contain any trees with a 6" caliper or more, and any of the following trees:

- *Cinnamomum camphora* - Camphor
- *Eucalyptus sp.* - Any Eucalyptus trees
- *Cedrus deodara* - Deodar cedar
- *Quercus sp.* - Any Oak species
- *Platanus racemosa* - California Sycamore
- *Juglans californica* - So. California Black Walnut

The tree preservation plan shall include any and all existing trees with a trunk caliper 6" or larger, or a height of at least 5 ft. and shall be consistent with the La Verne Municipal Code and Tree Preservation Ordinance.

14. Street Furniture

- a. Include pedestrian plazas, courtyard fountains, seating areas, drinking fountains, planters, trash receptacle benches, leaning posts, public art and sculpture and kiosks in new developments easily accessible from the public sidewalk. See Figure LD-17.
- b. Incorporate ceramic tile colored concrete tubular steel, water features alluvial stone stucco, pavers, brick and rough sawn wood
- c. Construct bus shelters at existing stops, incorporating heavy rough sawn wood, red tile roofs, stucco, ceramic tile, two benches, leaning posts and trash receptacles.



LD-17

15. **Maintenance** – Submit a maintenance plan that specifically states and includes at a minimum:
 - a. **Design Intent.** State the design intent, i.e. formal hedges to be sheared or informal, do not shear or prune into shapes.
 - b. **Recommended Tree Maintenance Schedule.** Property owner or tenant shall not trim or prune trees within the initial five years of growth. Thereafter, prune for shape and openness every two years. See illustration. Topping of trees, or removal of all growth from branches shall be prohibited. The Community Development Director or designee may require replacement of trees damaged by improper pruning techniques in accordance with the La Verne Tree Preservation Ordinance.
 - c. Property or tenant shall submit with the required maintenance program, the tree maintenance schedule to the City for approval.
 - d. Watering schedule for planting areas.

Chapter Eight: Circulation Plan

Introduction

The original circulation plan for the Foothill Boulevard Specific Plan was based on the findings of the environmental impact report prepared for the 1989 plan. Those findings have been updated based on more recent studies, including the traffic study for the 1998 City of La Verne General Plan.

This updated circulation plan addresses current circulation problems along Foothill Boulevard. It anticipates that the Route 30 freeway will be completed by 2002. Current circulation problems are due primarily to development east of the City and the incomplete connection of the Foothill Freeway.

This plan provides comprehensive improvement requirements and on-site parking and circulation requirements to anticipate and to help ease current problems and those created by new development. Where applicable, the following improvements will be required as new development occurs. Keys refer to Figure CP-1:

Section 8. A Intersection Modifications

| <u>Key</u> | <u>Location</u> | <u>Modifications</u> |
|------------|-----------------|--|
| I,J | Wheeler Avenue | Double eastbound left-turn pockets to serve north La Verne; westbound deceleration lane for right turns. |
| Y,Z,AA | White/Fruit | Extend eastbound left turn pocket; add westbound deceleration lane; extend westbound left turn pocket. |

Section 8. B Median Improvements

| <u>Key</u> | <u>Location</u> | <u>Modification</u> |
|------------|-----------------|---|
| M | Foothill/Bixby | Close existing break in median by extending median across Marshall Canyon Wash. |

Section 8. C Traffic Signals

| <u>Key</u> | <u>Location</u> | <u>Improvements</u> |
|------------|-------------------|-------------------------|
| F | Foothill/Moreno | Add intersection light. |
| EE | Foothill/Bradford | Add intersection light. |

Section 8. D Bus Turnouts and Shelters

| <u>Key</u> | <u>Location</u> | <u>Improvements</u> |
|-----------------|---|--------------------------|
| APN8381-007-024 | Rite Aid | Add shelter. |
| | East of Chelsea | Add shelter. |
| FF | S.E. Corner of "B" & Foothill & La Verne Plaza | Bus turnout and shelter. |
| APN8666-001-013 | Bank of America Site | Bus shelter. |
| APN8666-001-008 | McDonald's Site | Bus shelter. |

Section 8. E Private Improvements

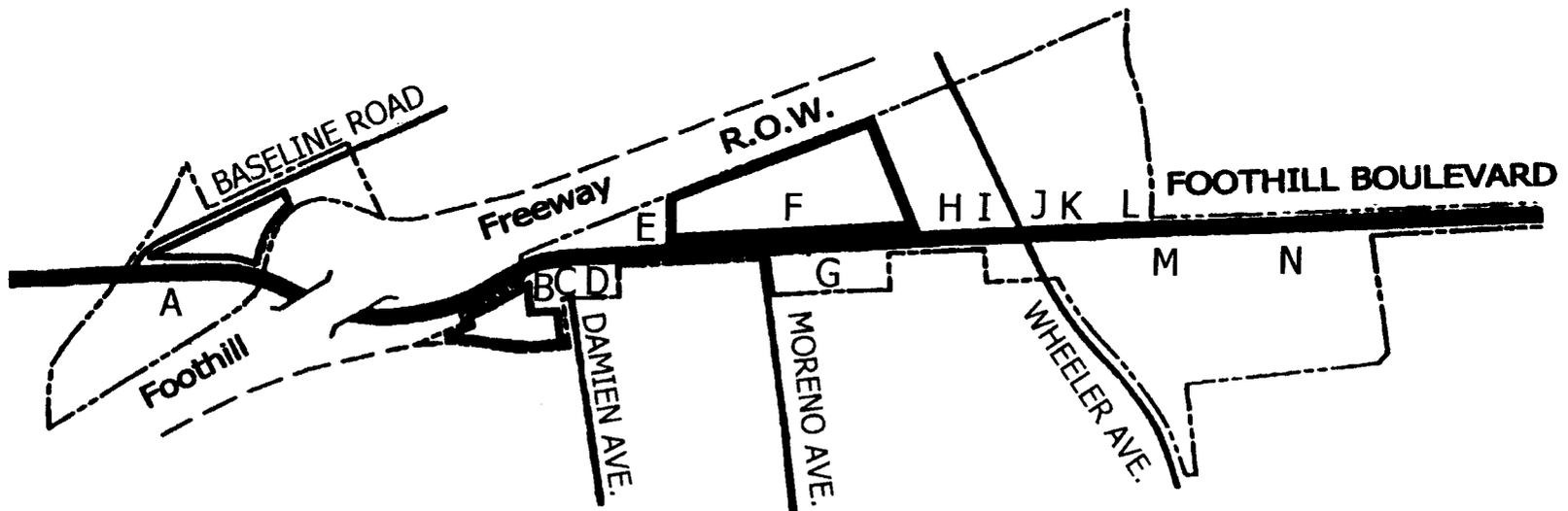
| <u>Key</u> | <u>Location</u> | <u>Improvements</u> |
|------------------------|---|---|
| A, APN8661-021-024 | La Verne Car Wash Site | Limit property to one access onto Foothill Boulevard; vacant parcel can be accommodated with access through Sundance parking area |
| GG | N.W. Corner of Baseline (Freeway & Foothill) | Limit to one access onto Foothill Boulevard and one onto Baseline |
| B,C APN8391-003-046 | Shell Station | Provide deceleration lane on Foothill Boulevard; eliminate the two driveways closest to Damien using interparcel connection |
| HH | S.W. Corner of Damien & Foothill | Discourage access to Sentinel, gaining access to Damien using interparcel connection |
| D, APN8391-011-011 | Union 76 Site | Eliminate driveway on Foothill Boulevard closest to Damien. |
| E, APN8666-001-014 | Colby Center Site | Eliminate driveway and provide joint driveway with parcel located to the east. |

- F North of Foothill Boulevard @ Moreno Avenue Install major access from the intersection of Moreno Avenue and Foothill Boulevard; east access jointly developed with former Alpha Beta Center improvements and west access jointly developed with Colby Center.
- G, APN8381-007-028 Wingate House (Mr. G's Restaurant) Combine Wingate and adjacent westerly driveways.
- APN8381 007-003 Pump House Site Permit no access to Foothill Boulevard; take access to wheeler Avenue via Del Taco property.
- H, APN8666-001-013 Bank of America Site Widen Foothill Boulevard.
- K, APN8666-014-029 through 046 Von's Center Deceleration lane to west driveway; eliminate easterly driveway.
- L APN8381-007-024 Rite Aid Center Redesign for only one central access from Foothill Boulevard, provide a deceleration lane.
- N APN8381-008-029 Pep Boys Eliminate one Foothill Boulevard driveway.
- O APN8381-008-024 K-Mart Center Combine two westerly driveways into one central driveway with deceleration lane.
- R Edwards Theater Site S.E. Corner of "B" Street & Foothill Main access at Foothill Boulevard and Emerald Avenue intersection; through La Verne Plaza; encourage access to theater from Dover; access at Dover to serve development at southerly portion of site; Dover to be vacated to Edwards.
- T APN8375-001-018 through 020 La Verne Plaza Combine two driveways to provide a central driveway with deceleration lane on Foothill Boulevard
- U APN8666-015-009 State Farm Eliminate Foothill Boulevard driveway.
- V APN8666-016-008 McDonalds Drive-through to be located on Fruit Street; provide joint driveway with adjacent commercial site.
- X N.W. of Fruit and Foothill Boulevard Limited to one driveway on Foothill Boulevard shared with McDonalds;

| | | |
|----|--|--|
| | | Interparcel access with Village at La Verne Center; joint access on Fruit Street with McDonalds; one additional access on Fruit Street. |
| W | K.M.I Retail Center | Provide interparcel connections; joint driveways on east and west Foothill Boulevard frontage; one driveway on White Avenue and secondary access on Durward. |
| Y | S.W. of White Avenue and Towne Center Drive | Central driveway opposite Towne Center Drive with traffic signal. Secondary entrances at north median break and south site boundary. |
| Z | Marshall's Center APN8666-017-027 | Combine two westerly driveways on Foothill and provide on central access with deceleration lane. |
| | APN8666-017-014 Michael J's | Eliminate driveway on Foothill Boulevard. |
| AA | Texaco APN8666-017-027 | Eliminate Foothill Boulevard driveway closest to the Towne Center intersection. |
| BB | Provide one central driveway with deceleration lane. | |
| CC | Bradford intersection, signalize when warranted. | |
| | S.E. of Towne Center and Foothill Boulevard | Provide one central driveway on Foothill Boulevard to serve both parcels; provide Foothill Boulevard deceleration lane; permit only one alley access. |
| | N.W. of Williams Avenue and Foothill Boulevard | Permit emergency only driveway on Foothill Boulevard, with decorative gate; main entrance to be located on Williams Avenue. |
| | S.E. of Fruit Street and Foothill Boulevard | Limit to one driveway on Fruit Street. |
| | N.E. of Bradford Street and Foothill Boulevard | Secondary access on Bradford Street; joint driveway with Augustine's if consolidated and developed as one project. |

Figure

- A. La Verne Car Wash, joint driveway with parcel on east.
- B. Shell Station, deceleration lane for westerly driveway.
- C. Shell Station, eliminate driveway closest to Damien on Foothill and driveway closest to Foothill on Damien.
- D. Unocal Station, eliminate driveway closest to Damien.
- E. Colby Center, eliminate driveway and relocate to east with future driveway (future access should have deceleration lane.)
- F. MORENO intersection, signalize when Site develops if warranted.
- G. Wingate/ Herbert Hawkins, combine Wingate driveway and westerly Herbert Hawkins driveway.
- H. Bank of America, widen driveway.
- I. WHEELER Intersection, double eastbound left turn pockets.
- J. WHEELER Intersection, westbound deceleration lane.
- K. Vons Center, deceleration lane eliminate eastern most driveway.
- L. Rite Aid Center, redesign access to be one central driveway with deceleration lane.
- M. Bixby across from Pep Boys, close median.
- N. K-Mart combine two westerly driveways into one and install deceleration lane.

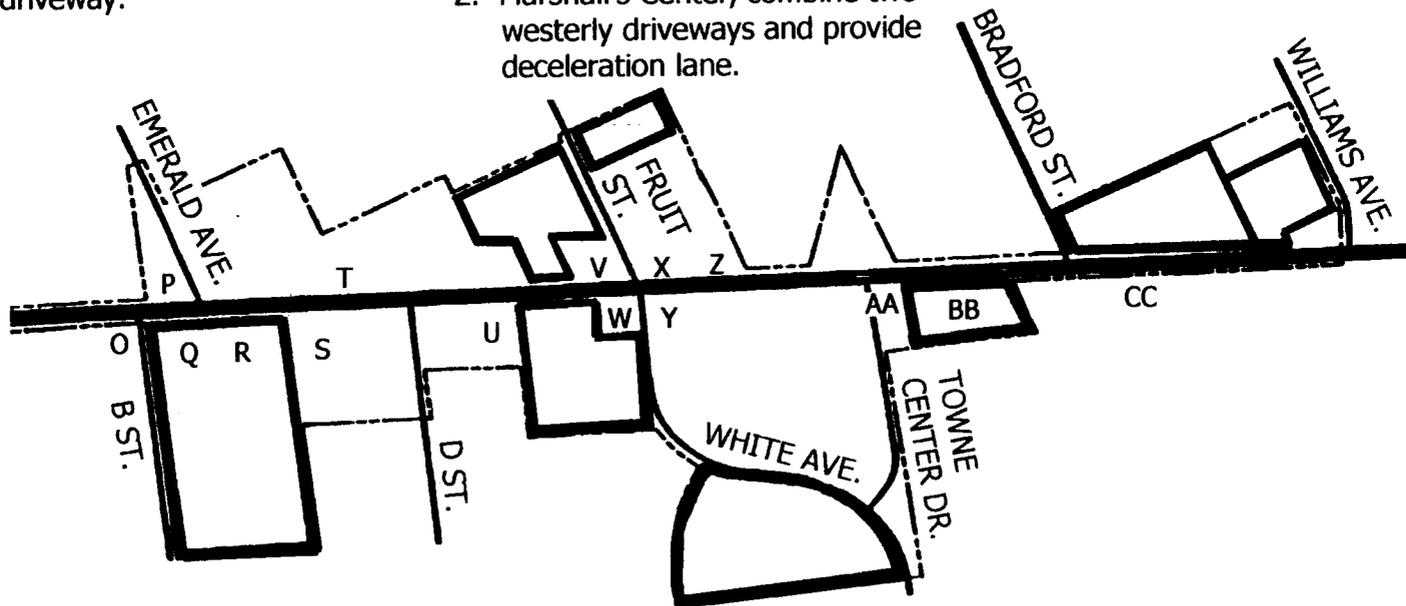


CP-5

CP-1

Figure CP-2

- O. B Street, redesign median to link northbound left movement.
- P. Mastro Pharmacy, relocate driveway within 50 feet of intersection westerly and sign as RIGHT TURN ONLY.
- Q. EMERALD Intersection, Edwards entrance should be through intersection and it should be signalized.
- R. Edwards Theater, bus turnout and bus shelter.
- S. LaVerne Plaza, combine two driveways and provide deceleration lane.
- T. State Farm, eliminate driveway.
- U. K.M.I. Retail Center, provide joint future driveways east and west of site.
- V. McDonald's, redesign drive thru; eliminate Foothill driveway in favor of future joint driveway with site.
- W. K.M.I. Retail Center, provide joint future driveways east and west site.
- X. WHITE/ FRUIT intersection, extend eastbound left turn pocket.
- Y. WHITE/ FRUIT intersection, westbound decelerate lane and extend westbound left turn pocket.
- Z. Marshall's Center, combine two westerly driveways and provide deceleration lane.
- AA. Texaco Station, eliminate driveway closest to intersection.
- BB. One central driveway with deceleration lane.
- CC. BRADFORD intersection, signalize when warranted.



Section 8. F Visibility and Safety Requirements

1. Landscaping, signs and walls shall be limited to 30 inches in height within 25 feet of any driveway to protect visibility.
2. Trash enclosures shall not impair visibility.
3. To facilitate fire and emergency response, all roads, streets and buildings should be designated by name or street number signs clearly visible from adjacent streets. Monument or identification ground signs should attractively display block or address numbers.
4. All plantings within landscape medians and at property access points shall be selected to maintain line of sight for motorist. Shrubs shall be limited to 36 inches in height and trees shall have slender trunks and a minimum branching height of six feet.
5. Auto headlights in parking areas shall be screened such that they do not shine into adjacent properties or public rights-of-way.
6. All illumination of streets, parking areas and other project areas shall provide a variety of light quality and intensity, emphasizing areas of high vehicular and pedestrian activity with increased light intensity.
7. Parking area exterior lighting fixtures shall be high-pressure sodium vapor and shall conceal the light source.
8. All parking area lighting shall maintain an average illumination of 2.0-foot candles.
9. Parking area light standards shall not exceed 20 feet in height.
10. Parking area light standards within 20 feet of residential zones shall not exceed 12 feet in height and shall be directed and shielded to prevent light and glare spillover into the adjacent residential zone.
11. Fire lanes, if required, shall be installed to the specification of the City of La Verne Fire Marshal, including red curbing and posting with signs. Red curbing and fire land signs shall be continually maintained.

Section 8. G Access and Improvement Requirements

1. Interparcel connections shall be required between commercial centers.
2. Driveways shall be minimized and placed 200 feet apart and 200 feet from the nearest intersection, where feasible.
3. Driveways shall be wide flared or have a curb radius with a 20-foot minimum radius, and shall be installed to minimize the grade differential between adjacent streets and parking areas.
4. Driveways shall be designed such that entering vehicles do not interfere with the exiting vehicles.

5. Bridges shall have a minimum load limit of 40,000 pounds (20 tons) and be no narrower than the driving portion of the road serving each end. Major ingress-egress roads should have a minimum load limit of 80,000 pounds (40 tons).
6. Drive lane and parking lot grades should not exceed five percent.
7. Streets should intersect at as near to a right angle as possible, and no more than fifteen degrees skew.
8. Streets should intersect others on outside rather than inside of horizontal curves.
9. Intersections should be offset a minimum of 150 feet.
10. Deceleration lanes shall be a minimum of 210 feet long and 10 to 12 feet wide composed of a minimum 60' transition and 150' turn lane.
11. Wherever possible, principal driveways should be divided with a minimum 7'-0" wide (clear interior dimension) planter down the center.

Section 8. H On-Site Parking Areas

1. On-site parking and loading shall be provided in accordance with Chapter 18.76 of the La Verne Municipal Code and Chapter 4 of this Specific Plan.
2. All on-site parking areas shall be shown on a parking plan and shall be designed and installed to the specifications of the city of La Verne.
3. Loading and unloading areas, designed to be compatible with surrounding uses, shall be provided for all anchor tenants.
4. Parking areas shall not be used for loading or unloading or storage, unless otherwise permitted by Chapter 4 of this Specific Plan. Outdoor sales and storage shall not occupy any required parking space or block any drive aisle.
5. Parking area striping, safety markings, stop signs, handicapped stalls and signs shall be continually maintained.
6. Internal streets and drive lanes should have a minim radius of 250 feet (25 mph design speed).
7. Circulation within parking areas shall be designed to allow free flow and to avoid traffic constriction.
8. The first parking shall be perpendicular to a driveway, or first aisle juncture, should be at least 50 feet back form the property line.
9. Long straight aisles and drive lanes shall be avoided to discourage excessive speeds and reduce safety hazards. Maximum straight length shall be limited to 200 feet.
10. Stop signs and painted stop bars shall be required in parking areas where drive lanes intersect.
11. Stop signs and painted stop bars shall be installed at all site egress points to public streets and alleys.
12. Parking aisles shall be aligned perpendicular to the major tenant's front entrance, facilitating pedestrian movement.

13. Truck access shall be addressed by providing drive lanes that accommodate 55-foot long semi-trailer trucks travelling between the public street and the loading/service area for each building without backing to or from the public street. (See City of La Verne Parking Ordinance.)

Section 8. I Alternative Transportation

1. Where feasible, bus turnouts and bus stops shall be located on the far side of intersections to reduce conflicts between busses and through-traffic.
2. Transportation management programs, including but not limited to ride sharing, van pooling, commuter computer matching services, subsidized bus passes, staggered work hours, flextime and bicycle storage facilities shall be required for all commercial and/or office projects with 100 or more employees.
3. An internal jitney and taxi shelter with benches and trashcans shall be provided for all development over 75,000 square feet in gross floor area.

Section 8. J Pedestrian Access and Circulation

1. Pedestrian walkways shall be provided to reduce pedestrian/vehicle conflicts. Decorative paving and bollards shall be employed to provide safety and separation.
2. Pedestrian walkways shall be connected with public sidewalks connecting buildings and activity areas within centers. Pedestrian walkways shall be provided connecting adjacent properties.
3. Internal pedestrian circulation should connect all parts of the site, reduce paved areas of parking lot, be of sufficient width to incorporate at least 5'0" of landscaping, provide street furniture and trash receptacles.
4. Pedestrian areas should be coordinated with bicycle and TDM (transportation demand management) requirements.
5. Whenever possible, new sidewalk shall be separated from curb by a meandering parkway, and street trees should be provided to separate pedestrians from vehicle traffic. In no case should parkway be less than 5'0" clear at its narrowest point, but should be as deep as 15'0".

Section 8. K Bicycle and Motorcycle

1. One site of bicycle racks, accommodating at least six bicycles, shall be installed for each anchor tenant in a commercial center and for every additional 20,000 square feet of commercial-office development.
2. A separate and clearly marked motorcycle parking area accommodating at least 10 motorcycles shall be provided for each commercial and/or office development over 20,000 square feet in gross floor area.

Section 8. L General Requirements

1. All parking, circulation and access plans shall be reviewed and approved by the development review committee and the City of La Verne Traffic Engineer.
2. All driveways and curb cuts shall be reviewed and approved by the City of La Verne. All improvements shall be installed to the specifications of the City of La Verne and, if applicable, the California Department of Transportation. Public works and encroachment permits are required.
3. Improvements shall be installed as a condition of approval for all new construction. In the case of an existing condition, retrofitting shall be required in conjunction with the capital improvement programs outlined in Section 9 of this Specific Plan and/or with the development requiring compliance with Section 18.72.120 et. seq. of the La Verne Municipal Code.

Chapter Nine: Implementation

Introduction

Traditionally the City has implemented policies and standards through the development review process. To achieve the objectives of this Specific Plan, a more detailed implementation program is required. As part of the originally adopted Specific Plan, a complete breakdown of expected costs and funding sources, including conceptual approaches to implementing the improvements, was prepared. The City Council determined that a "pay as you go" strategy would be the most prudent and effective for the City. This "pay as you go" strategy uses a combination of grant monies, developer dedications and exactions, and limited use of debt-financing.

Section 9.A. General Plan Amendments and Revisions

The Specific Plan amended the General Plan land use designations for several parcels of land, consistent with the proposed comprehensive general plan revision (updated in 1998). Several chapters of the General Plan, including land use, community design, circulation, economic development and housing address Foothill Boulevard. The policies of these chapters are reflected in this Specific Plan.

Section 9.B. Zoning Map Amendments

The Specific Plan amends the official zoning map, placing the entire Foothill Boulevard corridor, as shown in Figures EX-1 through EX-3, in the Specific Plan "SP" zone. Properties in the Specific Plan area currently zoned residential will remain so, and will be as governed by the City of La Verne Municipal Code.

Section 9.C. Zoning Ordinance Revisions and Update

This Specific Plan, when originally adopted, removed both the Commercial Professional Development (CPD) zone and the Administrative Professional (AP) zone from the Foothill Boulevard corridor. A code amendment, prepared as a companion to the Specific Plan, revised the CPD zone, Chapter 18.44 of the La Verne Municipal Code. The CPD zone is now a mixed use zone, and applies to scattered commercial sites elsewhere in the City. The AP zone, Chapter 18.51 of the La Verne Municipal Code, was deleted. The sign code was also amended at that time. Several regulations within the Specific Plan also were incorporated into the zoning ordinance. These include such items as temporary use permits, parking standards, service station standards and various general regulations. The comprehensive zoning ordinance update was completed in 1998.

Section 9.D Precise Plan and Design Review

The Specific Plan relies heavily on existing development review ordinances and precise plan review. Development applications shall be checked against the policies, standards and requirements of the Specific Plan, as well as applicable provisions of the La Verne Municipal Code. The specific development criteria assigned to individual sites and contained in the special and general regulations anticipate impacts generated by permitted uses, reducing the number of required conditional use permits.

Precise plans shall be filed for all new development in accordance with the procedures and requirements of Chapter 18.16, La Verne Municipal Code. The precise plan mechanism shall be used for all site plan, architectural and landscape review requirements.

Section 9.E Landscape Easements

With the processing of developments and subdivisions, the City shall require the dedication and recordation of a landscape easement. These easements shall be employed to protect street trees, landscaping and pedestrian amenities and other design features, to guarantee continual maintenance and/or replacement. Easements adjacent to Foothill Boulevard shall be 20 feet in depth from the right of way line and ten feet in depth adjacent to other streets.

Section 9.F Bus Shelters and Bus Turnouts

The City shall require property developers to construct bus shelters if the bus stop is adjacent to their property. The cost to retrofit existing bus shelters and to construct bus turnouts is recommended to be funded through Proposition A and/or Proposition C funds available to the City. Bus shelters shall be designed by the City or in accordance with City design standards.

Section 9.G Design Assistance Program

Previously developed by the City, the design assistance program will promote this plan's architectural and landscaping design standards by offering design assistance to merchants and property owners. The program includes a sign manual, a photo study, design assistance workshops and direct merchant assistance. The sign manual and photo study illustrate the types of design appropriate for the corridor and are available for review at the counter. Design workshops will be sponsored by the City, providing an architectural education to merchants. Direct merchant assistance links merchants with a City-referred architect, ensuring that structure design conforms to this Specific Plan.

Section 9.H Redevelopment Plan

The City Redevelopment Agency has an adopted redevelopment plan for the Foothill Corridor that incorporates by reference the Foothill Boulevard Specific Plan and all subsequent amendments.

Section 9.I Foothill Boulevard Merchants Association

A Foothill Boulevard merchants association will help to effectively organize and market goods and services available on Foothill Boulevard. Implementation may be served best by working through the La Verne Chamber of Commerce.

Section 9.J Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

ISTEA is an omnibus legislation that provides authorization for highways, highway safety, and mass transportation. It also strengthens programs that reduce air pollution, provide more transportation choices like bicycling, walking and mass transit, and increase local government control and citizen involvement. The ISTEA program was recently updated as ISTEA II and refunded for the next six years. Foothill Boulevard will be eligible for ISTEA financing as long as it remains a state highway. A number of improvements identified in this Specific Plan could be eligible for ISTEA financing; these include: streetscape and landscape improvements along parkways; landscape improvements of medians; sidewalks and pedestrian linkages; pedestrian street furniture; public art.

Section 9.K Signalization

The costs associated with signalization of Bradford and Moreno Avenues are recommended to be funded from developer exactions and other transportation funds.

Section 9.L Landscape and Lighting District

Landscape Lighting District # 6 was established in April 1991 to fund installation and maintenance of landscape parkways and landscape median projects. Landscape Lighting Districts (LLDs) are authorized through a 1972 Act Landscape Lighting and Maintenance Act District, and can be implemented only if supported by property owners. Since these improvements directly enhance the value of the adjacent properties, it is appropriate to levy an assessment on those property owners. LLD # 6 is a citywide assessment district that was implemented with the support of Foothill Boulevard property owners. This LLD includes landscape and lighting operating costs along Foothill Boulevard. Continued operation of this LLD is affected by the recent passage of Proposition 218 which limits increases in assessments charged by the district.

Chapter Ten: Definitions

- Access, Primary** – Major entrance to a project, usually from a major highway or arterial street, containing a large drive approach.
- Access, Secondary** – Minor project entry points either linking parcels or allowing limited access to and from adjacent streets.
- Amenity** – A natural or man-made feature which enhances or makes more attractive or satisfying a particular property. For purposes of this Specific Plan, amenities include, but are not limited to, pedestrian plazas, heritage trees, water features, arcades and arbors.
- Anchor Tenant** – The major or most important store or stores within a commercial-business center. Typically these major tenants are national or regionally significant businesses, with corresponding advertising and name recognition.
- Aisle, Parking** – The roadway by which vehicles enter and depart parking stalls.
- Automotive Sales** – A use engaging in the display and sale of new or used automobiles, light trucks, recreational vehicles or boats and including warranty repair work and other repair services conducted as an incidental use.
- Automotive Services** – Establishments engaged in furnishing automotive repair, rental or leasing services to the general public; and including the sale and installation of lubricants, tires, batteries and similar accessories.
- Berm** – A mound of earth, usually from two to six feet in height, generally landscaped and used to separate parking areas from pedestrian and vehicular lanes.
- Bollard** – A thick short post typically installed on a sidewalk or drive aisle and used for directing pedestrian and/or vehicular traffic.
- Buffer Area** – Land used to visibly and physically separate one use from another or to shield or block noise, lights or other nuisances.
- Building Coverage / Lot Coverage** – That portion of a lot that is covered by buildings and structures, including building footprint, arcades, second story overhangs exceeding 30 inches, covered patios and entryways, carports and accessory structures.
- Building Height** – The vertical distance measured from the average level of the finished grade at the lowest point of the building to the highest point of the structure. The highest point is described as the average parapet level, highest point of screening for mechanical equipment or highest roof peak and does not include architectural projections such as chimneys, theme towers, parapet accents or bell towers.
- Campanile** – A bell tower.
- Changeable Copy** – Letters on a sign that can be periodically rearranged to change the sign's message. Such copy may be individually cut or molded letters mechanically affixed to the sign face, or stationary electronically generated letters.

Clinic – A business where patients are admitted for examination and treatment by one or more physicians, dentists, physiologists, social workers or similar health care professionals and where patients are not lodged over night.

Commercial-Business Center, Commercial Development – Retail, service and/or office projects, either on separate or combined parcels, constructed and operated as one shopping, office and/or service area.

Convenience Zone – An area within a one-half mile radius of a supermarket that is a full-line, self-service retail store with gross annual sales of two million dollars or more and which sells a line of dry grocery, canned goods or non-food items and some perishable items. -

Curb Return – Location where a curb radius either begins or ends, meeting a straight length of curb.

Curvilinear – Consisting of or bounded by curved lines; for example, a “curvilinear” sidewalk will meander along a curved path.

Drive lane, Parking – Major travel way providing vehicular access to parking aisles and driveways.

Entry Statement – A small piece of land designed and improved, consistent with and expressing a development theme, to mark a major entry point onto the City.

Facade – The exterior walls, parapet, penthouses and roofs of buildings exposed to public view, generally those structural components visible from the outside of the building.

Fenestration – The design and disposition of windows and other exterior openings of a building.

Floor Area – The total horizontal area, in square feet, including exterior wall of all floors of a structure.

Frontage – The length of a lot line abutting a dedicated public street.

Full-Service Car Wash – A structure containing facilities for washing automobiles using a chain conveyor or other method of conveyance, and automatic or semiautomatic application of cleaner, brushes and water and including a staff to queue and dry the vehicles.

Full-Service Restaurant – An establishment where food and drink is prepared, served and consumed primarily within the principal building. This excludes take-out, fast-food or drive-through restaurants.

Hotel – A facility offering transient lodging accommodations to the general public and providing additional services such as restaurants, meeting rooms and recreation facilities.

Incidental Use – A use of land or of a building or portion thereof customarily incidental and subordinate to the principal use of the land or building and located on the same lot as the principal use.

Interior Side – Those lot lines shared with adjacent properties and not abutting dedicated rights of way or other streets.

Juxtaposition – The act of placing side by side.

- Landscape Buffer** – Land area used to visibly separate one use from another or to shield or block noise, lights or other nuisances.
- Lane, Acceleration/Deceleration** – An added roadway lane that permits vehicles to slow down or speed up, for leaving or entering the main travel way.
- LOS (Level of service)** – A measurement of vehicular traffic congestion.
- Mixed Use** – The development of a building or structure with two or more different uses such as, but not limited to, residential, office, manufacturing, retail, public facilities, institutional or entertainment, in a compact urban form.
- Motel** – An establishment providing transient accommodations containing six or more rooms with at least 25% of all rooms having direct access to the outside.
- Multi-Tenant Center** – A commercial development with two or more tenants.
- Ornamental Masonry Wall** – A wall constructed of block, brick, stone or other masonry material designed in such a manner to be compatible with adjacent architecture and aesthetically attractive.
- Outdoor Storage** – The keeping, in an unroofed area, of any goods, junk, material, merchandise or vehicles in the same place for more than 24 hours.
- Pergola** – An arbor formed of horizontal trelliswork supported on columns or posts, over which vines or other plants are trained.
- Setback** – The required distance from any lot line or building establishing the area in which the principal structure must be placed. Exclusions, such as fences, ground signs, bus shelters, steps or landscaping, are permitted and regulated under separate development standards.
- Screening** – A method of visually shielding or obscuring one abutting or nearby use or structure from another by use of fencing, berms, walls, parapets, roofing or densely planted landscaping.
- Sign, Freestanding; Sign, Portable** – Any sign capable of being carried or readily moved from one location to another, including, but not limited to, an "sandwich board sign", sign on wheels or a sign that leans on a stationary object, building or structure. This definition does not include a picket sign.
- Sign, Pump** – Any sign other than those required or standardized by other governmental agencies located on a gasoline pump usually advertising goods or services available on or off the premises. This definition does not include signs indicating whether the pump island is self- or Full-serve.
- Sign, Spandrel** – Any sign placed under and attached to the canopy or canopy structure covering pump islands, usually advertising goods or services available on or off the premises. This definition does not include signs indicating whether the pump island is self- or full-serve.
- Temporary Use** – An event not lasting longer than 7 days per occurrence, four times per calendar year. Temporary uses are subject to -outdoor sales approval.

Tensiometer – An instrument that measures ground moisture and is typically tied to a shut-off valve to control the amount of irrigational water in a landscaped area.

Use, Primary – The type of uses preferred to locate on designated sites as a result of environmental, economic, fiscal and physical constraints and opportunities.

Use, Secondary – An alternative use allowed on designated sites and subject to additional environmental, fiscal and economic review.

Visitor-Commercial – Businesses engaged in providing services for visitors, such as hotels or motels, convention centers, private museums, art galleries and restaurants.

APPENDIX "A":

PERMITTED AND PROHIBITED MATERIALS LISTS

This Appendix contains a list of permitted and prohibited materials. Proposals for building materials that are not found in this Appendix shall be reviewed on an as needed basis. Materials listed as prohibited may be permitted subject to review and approval of the Community Development Director or designee:

Stone

Permitted Building Materials

Fieldstone
Limestone
Marble
River rock
Sandstone
Slate
Granite

Prohibited Building Materials

Permitted Stone Finishes

Bush hammered
Hand tooled
Honed
Matte finishes
Natural materials
Naturalistic pigments and colors
Quarry face
Pean hammered
Rock or pitch face
Striated

Prohibited Stone Finishes

Glazed finishes
Polished finishes

Permitted Stone Coursework

Coursed rubble
 Random ashlar
 Range ashlar
 Squared stone rubble
 Uncoursed fieldstone

Prohibited Stone Coursework

Manufactured Masonry

**Permitted
Manufactured Masonry**

Brick
 Clay tile
 Ceramic tile
 Concrete block with textured finish
 Cast stone material that
 simulates natural materials
 Poured concrete
 Stucco and Plaster
 Smooth
 Sand
 Light textured
 Striated
 Scored
 Pigmented
 Painted
 Terra cotta

**Prohibited Manufactured
Manufactured Masonry**

Plain concrete block
 Slump stone

 Glitter admixtures

Metals

**Permitted Metals
for Walls and Soffits**

Copper
 Tin
 Bronze
 Lead
 Zinc
 Anodized aluminum
 Steel

**Prohibited Metals
for Walls and Soffits**

Aluminum not anodized
 Porcelain glazed metal
 Stamped metal with historic
 designs
 Metal siding

**Permitted Metals
Finishes**

Matte
Brushed
Natural patina
Painted
Burnished

**Permitted Metals
for Secondary Architectural
Elements**

Steel
Bronze
Copper
Lead
Zinc
Aluminum (anodized)
Wrought iron

**Prohibited Metals
Finishes**

Polished
Vinyl coated
Galvanized

**Prohibited Metals
for Secondary Architectural
Elements**

Aluminum not anodized

Wood

**Permitted Wood
Building Materials**

Clapboard
Shingles
Board and batten
Tongue and groove panels
Carved wood

**Permitted Wood
Finishes**

Stain
Paint
Varnish
Shellac
Polyetherane

**Prohibited Wood
Building Materials**

**Prohibited Wood
Finishes**

**Permitted Composite Wood
Building Materials**

Medium density fiber board (MDF)
Cement fiber board
Molded reinforced fiberglass
Structural plywood

**Permitted Composite Wood
Finishes**

Matte finishes
Painted
Factory coatings

**Prohibited Composite Wood
Building Materials**

Vinyl covered materials
Plastic laminates

**Prohibited Composite Wood
Finishes**

Polished finishes

Roofing

**Permitted Roofing Materials for
Materials for Visible Roofs**

Clay tiles (Discouraged)
Wood shingles/shakes
Slate
Fiber cement units that
imitate slate or wood shakes
Tile units that imitate wood
shingles, shakes or slate
Concrete units that imitate
wood shake, slate and clay tile
Standing seam metal
Stamped metal

**Permitted Roofing Finishes for
Visible Roofs**

Natural finishes
Patina appropriate to copper
and bronze
Manufactured finishes

**Permitted Roofing Materials for
Flat Roofs**

Materials that meet all code
requirements

**Prohibited Roofing
Visible Roofs**

Glazed tile and clay tile
Asphalt shingles
Corrugated metal
Vinyl panels
Fiberglass shingles

**Prohibited Roofing Finishes for
Visible Roofs**

Painted finishes

**Prohibited Roofing Materials for
Flat Roofs**

Paving

Permitted Natural Paving Materials

Cut stone
Fieldstone
Slate
Marble
Granite

Prohibited Natural Paving Materials

Wood
Sand
Decomposed granite
Dirt
Gravel

Permitted Composite Paving Materials

Asphalt
Poured concrete
Concrete with exposed aggregate
Magnesite
Terrazzo
Brick
Tile
Terra cotta
Precast concrete units
Stamped concrete

Prohibited Composite Paving Materials**Permitted Paving Finishes**

Matte
Honed

Prohibited Paving Finishes

Polished
Glazed

Windows and Doors

Permitted Window and Door Frames, Doors, Window Sash Materials

Steel
Bronze
Wood
Anodized aluminum
Tempered glass doors

Prohibited Window and Door Frames, Doors, Window Sash Materials

Plain aluminum
Vinyl coated aluminum

**Permitted Window and Door
Glass, Acrylic and Carbonate
Materials**

Clear, opaque or textured
Lightly tinted
Frosted, etched or wire

**Permitted Accent Windows
Materials**

Leaded glass
Beveled glass
Flashed glass
Colored glass

**Prohibited Window and Door
Glass, Acrylic and Carbonate
Materials**

Mirrored glass
Glass block
Tinted glass other than gray
Glass with reflective coating

**Prohibited Accent Windows
Materials**

Plastic imitation leaded glass
or beveled glass