



COVINA FORWARD

specific plan



adopted November 29, 2016
CC Resolution No. 16-7559

Covina Forward Specific Plan
Lead Agency:
City of Covina
125 E. College Street
Covina, CA 91723
November 29, 2016

ADOPTED BY CITY COUNCIL ON NOVEMBER 29, 2016

RESOLUTION NO. 16-7557 (Certified EIR)
RESOLUTION NO. 16-7558 (General Plan Amendment)
RESOLUTION NO. 16-7559 (Established Specific Plan)
ORDINANCE NO. 16-2068 (Zone Change)

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ATTACHMENTS

- Exhibit 1. Vicinity Map
- Exhibit 2. Planning Area Map
- Exhibit 3. General Plan Land Use Designations and Zoning
- Exhibit 4. Planning Areas – Property Use
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I. INTRODUCTION AND PURPOSE OF SPECIFIC PLAN

A. Purpose and Intent of Specific Plan

The purpose of the Covina Forward Specific Plan (Specific Plan) is to provide a land use mechanism to guide the redevelopment of the project site into a transit-oriented mixed use development with new public uses, residential and commercial uses and related public improvements within the plan area.

The development standards and Design Guidelines in this Specific Plan supersede those development standards contained in the City of Covina ("City") General Plan and Zoning Code as related to the Specific Plan area. If this Specific Plan is silent in regards to certain development standards and/or design guidelines, those standards and guidelines contained in the City General Plan and the Zoning Code shall apply.

The Specific Plan will guide future redevelopment by accomplishing the following:

1. Encouraging the planned development of the properties within the plan area and permitting comprehensive site planning and building designs;
2. Providing a more flexible regulatory procedure by which the objectives of the City's General Plan and Zoning Code can be realized;
3. Encouraging creative approaches to the use of land through variation in siting of buildings and the appropriate mixing of public use, residential and commercial land uses and activities;
4. Enhancing the appearance of the community through creative design of buildings, structures, open space and facilities;
5. Reducing, when appropriate, the amount of public and private improvements normally required by other similar public/private developments;
6. Eliminating and prevent the spread of blight;
7. Revitalizing, redeveloping, and upgrading the properties within the Specific Plan area;
8. Strengthening the City's economic base;
9. Realizing the Specific Plan area's full economic potential due to its geographic proximity;
10. Encouraging private reinvestment into neighboring properties;

11. Elevating the City's image within the East San Gabriel Valley region; and
12. Adding transportation alternatives and amenities to provide services to the City's residents and businesses.

B. Content, Chapters, and Components of Specific Plan

This Specific Plan is prepared in accordance with the authority granted to the City pursuant to California Government Code, Title 7, Division I, Chapter 3, Article 8, Sections 65450 through 65457. The Government Code authorizes cities to adopt specific plans either by resolution as policy or by ordinance as regulation. A Planning Commission hearing and City Council hearing are required. Specific Plans must be adopted by the City Council to be in effect.

This Specific Plan is a policy and a regulatory document that establishes policies, development standards, and design guidelines to regulate and guide future redesign and redevelopment of the plan area. It establishes the type, location, intensity, character, and infrastructure for redevelopment to take place. This Specific Plan allows the City to consider redevelopment plans for the entire plan area, rather than judge each development project and element separately, and also shapes future development by responding to the physical constraints of the site and coordinating future commercial development, parking design, and circulation and public facility improvements. Future development or site plans proposed for the plan area must be consistent with this Specific Plan.

This Specific Plan is comprised of the following chapters and addresses the following components:

Chapter I. Introduction and Purpose of Specific Plan. This chapter describes the purpose of the Specific Plan; content, chapters, and components of the Specific Plan; and the Specific Plan's relationship to the City's General Plan.

Chapter II. Description of Specific Plan Area. This chapter describes the Specific Plan area, including existing conditions; onsite structures, buildings, and uses; and the underlying General Plan and Zoning designations.

Chapter III. Description of Specific Plan Area. This chapter describes the proposed project, including development concepts and intended land uses; conceptual development plans; and required conceptual utilities and services.

Chapter IV. Allowable Uses. This chapter describes those uses permitted within the Specific Plan area.

Chapter V. Development Standards. This chapter provides development standards to regulate future redevelopment and design within the Specific Plan area.

Chapter VI. Design Guidelines. This chapter provides guidelines and direction on how future development should be designed, including architectural theme; building elevations and facades; 360-degree architecture; site planning and building orientation; quality of materials and colors; landscaping theme; wall and fences; signage theme; parking facility/lot layout; vehicular access and circulation; integration of pedestrian-level elements, etc.

Chapter VII. Administration and Implementation. This chapter explains how future development within the Specific Plan area will be reviewed and approved.

Chapter VIII. Attachments. This chapter will provide relevant exhibits and illustrations to the Specific Plan.

C. Relationship to the City's General Plan.

This Specific Plan is viewed as a means of implementing the objectives of the City's General Plan. The Specific Plan area possesses significant opportunity to address several General Plan objectives, including encouraging new economic development opportunities, revitalizing a key north/south corridor in the community, provide new services to the community, closing existing regional transportation gaps and adding new ownership housing opportunities for the community. The following General Plan objectives apply:

1. Land Use Element; II.B.1.a (page A-3).

Accommodate growth and revitalization that is consistent with established land use patterns, revised General Plan and Zoning intensity and development standards and policies, and applicable provisions of any other City plans and that respect local and regional physical, infrastructure, service, and environmental constraints.

2. Land Use Element; II.B.1.b (page A-3).

Maintaining and/or accommodating the expansion of existing and accommodating new commercial and industrial businesses as a high priority for reasons pertaining to employment, sales tax generation, and related economic development benefits and City image enhancements.

3. Land Use Element; II.B.5.b (page A-7).

Accommodating future growth with adequate general public facilities, such as water mains, parks and schools.

4. Land Use Element; III.C.1. a.2.a through h (page A-10).

Ensure that major land use change proposals, particularly those regarding vacated schools, utility sites, and other institutional surplus properties, carefully consider many factors, including, but not limited to:

- a. Land use impacts, on both neighborhood and citywide levels.
- b. Street capacity, public facilities, and other infrastructure impacts.
- c. Effects on the local circulation, public transportation, and regional circulation/transportation networks.
- d. The local economy.
- e. The provision of services and utilities.
- f. All relevant environmental and physical constraints and resources.
- g. Covina's image and character.
- h. The quality of life for Covina residents, workers, shoppers, and others.

5. Land Use Element; III.C.2.a.1. (page A-12).

Permit development at density ranges and quantities that reflect existing and desired scales of building construction and revitalization in the community, as well as physical and environmental constraints, that address the intent of regional housing obligations, that will allow for moderate future growth, and that will not inhibit the City's ability to meet street capacities and to provide other infrastructure, adequate community services, and utilities.

6. Land Use Element; III.C.2.a.8. (page A-13).

Encourage the construction of owner-occupied housing.

7. Land Use Element; III.C.3.a.8. (page A-15).

Accommodate new and expanded commercial and industrial development in a manner that considers various Federal, State, and/or regional planning measures to reduce traffic congestion, air pollution, waste generation, polluted water runoff, and other problems.

8. Land Use Element; III.C.3.a.9. (page A-15).

Ensure that the overall amount, locations, and timing of development reflect community desires, and needs as well as physical and environmental constraints and will not inhibit the City's ability to meet street capacities and to provide other infrastructure, utilities, and adequate community services.

9. Land Use Element; III.C.3.a.10. (page A-15).

Pay particular attention to the special needs and character of the downtown, continue appropriate economic revitalization, physical enhancement, and use refinement activities that will attain a greater variety retail businesses, attract more people, and generate more sales tax and overall vitality, and consider incorporating mixed uses within a "urban village" or livable cities concept, including residential on top of commercial, to bolster social and economic activity, to best exploit Metrolink Commuter Train Station proximity, to provide needed housing, and reduce vehicular trips.

10. Land Use Element; III.D.1.a.6. (page A-17).

Require that parcels developed for commercial or industrial uses, when abutting residential properties, incorporate buffers that adequately protect the residential properties from noise, light, trash, visual and environmental disturbances, vehicular traffic, and other factors. Such buffers shall include, but not be limited to, building setback and architecture, landscaping, walls, and other physical and aesthetic features.

11. Land Use Element; III.D.1.a.7. (page A-17).

Provide for the continuation of existing and development of new or expanded public streets and facilities, storm drains and other infrastructure, parking amenities, and utilities to support the City's land uses and meet all needs.

12. Land Use Element; III.D.1.a.13. (page A-17).

Permit mixed uses (residential and commercial) in appropriate areas in the downtown and, if possible, elsewhere, in a manner consistent with special, applicable standards, to provide needed housing in an alternative setting and to complement district-wide physical and economic revitalization activities.

13. Land Use Element; III.F.1.a. (page A-24).

Develop and implement a land use plan that maintains and strengthens the fiscal health of the City by allocating a sufficient amount of residential, commercial, and industrial uses at suitable locations and by establishing sufficient, reasonable development intensity standards.

14. Land Use Element; III.F.1.c. (page A-24).

Attract a greater variety of commercial retail and office uses to provide for shopping, eating, service, administrative, and other needs of Covina and area residents, to enhance the community's image, and to bolster economic development efforts.

15. Land Use Element; III.F.1.p. (page A-25).

Recognize, monitor, and understand economic, social, and other forces that continue to shape Covina's development, such as increasing population, market demand factors, commuting patterns, rising land values, greater foreign investment, changing household formations, and shifting demographic structure.

16. Circulation Element; II.B.10. (page B-3).

Maintaining and improving local transportation programs.

17. Circulation Element; II.B.11. (page B-3).

Through liaison efforts, ensuring that regional-oriented buses and the Metrolink Commuter Rail Station adequately serve Covina.

18. Circulation Element; II.B.19. (page B-4).

Reconciling Covina's circulation and transportation needs with those of the overall region.

19. Circulation Element; IV.C.22. (page B-31).

Ensure that the street network accommodates, to the greatest extent feasible, public transportation routes and stops.

20. Circulation Element; IV.D.7. (page B-32).

Accommodate the linking of the Covina Metrolink Commuter Rail Station and other public transit depots to feeder transportation, to the greatest extent feasible.

21. Circulation Element; IV.D.9. (page B-32).

Consider proximity to public transit, among other factors, in evaluating housing projects and facilities for senior citizens and the disabled.

22. Circulation Element; IV.G.4. (page B-34).

Reconcile the community's traffic, transportation, accessibility, circulation, parking, and overall infrastructure situations, needs, and desires with corresponding regional issues and concerns, to the greatest degree feasible.

23. Circulation Element; IV.G.5. (page B-34).

Balance the City's obligation to address certain traffic, circulation and general infrastructure-related deficiencies with Covina's need to accommodate residential and nonresidential growth or to continue with ongoing community-wide economic development, commercial revitalization, neighborhood preservation and affordable housing activities/programs.

24. Circulation Element; IV.G.11. (page B-35).

Concentrate, to the greatest extent practicable, major developments and mixed use in areas, centers, or clusters near or along transit corridors or adjoining bus stops or the Covina Metrolink Commuter Rail Station.

25. Circulation Element; IV.G.12. (page B-35).

Recognize and appropriately handle and coordinate the interrelationship between transportation and circulation systems and land use matters in accommodating desired growth and in evaluating development imports.

II. DESCRIPTION OF SPECIFIC PLAN AREA

A. Location of Specific Plan Area

The approximately 10.66 acre Specific Plan area is located northeast of the Citrus Avenue and Covina Boulevard intersection (See Exhibit 1). Citrus Avenue abuts the Specific Plan area to the west, Covina Boulevard to the south, a residential townhouse development to the north, and a single-family residential neighborhood to the east.

The Specific Plan area is comprised of three (3) Planning Areas (See Exhibit 2). Planning Area No. 1 is located within the northerly portion of the Specific Plan area and is approximately 6.12 acres in size. Planning Area No. 2 occupies a central location within the interior of the Specific Plan area and is approximately 3.07 acres in size. Planning Area No. 3 is located in the most southerly portion of the Specific Plan area, immediately adjacent to Covina Boulevard, and is approximately 1.47 acres in size.

The Specific Plan area is comprised of Assessor Parcel Numbers 8406-019-017, 8406-019-019 and 8406-019-020.

B. Existing Structures, Buildings and Uses within Specific Plan Area

The Specific Plan area is currently improved with two (2) separate buildings described as Buildings 1 and 2. The following describes each of the two (2) buildings and Exhibit 4 includes photographs of the buildings.

1. **Building 1.** This building, a former K-Mart retail store, is an approximately 88,500 square foot masonry “big box” building that was constructed in 1968.
2. **Building 2.** This building is a former residential structure that was converted to a day care facility and subsequently an institutional use. The building is approximately 2,186 square feet in floor area.

C. Existing General Plan Designation and Zoning Classification

The Specific Plan area is presently designated General Commercial (CG) by the City’s General Plan and zoned Regional or Community Shopping Center (C-3A) by the City’s Zoning Code. The C-3A zone is intended to provide for planned, unified shopping centers at community and regional levels. A “community shopping center” is defined as a trading center serving specialized needs of families in a community neighborhood area. A “regional shopping center” is defined as a trading center offering greater variety of general merchandise, apparel and home furnishings to families located in a larger area than is served by a neighborhood community shopping center.

Properties to the east are zoned R-1-7,500 (Single-Family Residential – 7,500 sq. ft. minimum lot area) and designated “Low Density Residential.” Properties to the north are zoned PCD/RD-4,000 (Planned Community Development/Multiple Family – 4,000 sq. ft. minimum lot area per dwelling unit) and designated (MDR) Medium Density Residential 7 – 14 units/acre. Some properties to the south are zoned C-2 (Neighborhood Shopping Center) and designated “General Commercial,” and others are zoned PCD/RD-1250 (Planned Community Development/Multiple Family-1,250 sq. ft. minimum lot area per dwelling unit) and designated “High Density Residential.” Properties to the west, on the opposite side of Citrus Avenue, are zoned R-1-7,500 and designated “Low Density Residential.” (See Exhibit 3)

III. DESCRIPTION OF SPECIFIC PLAN AREA

A. Development Concept

The Specific Plan area is intended for development of a transit-oriented mixed use development that includes a civic/community use component. For purposes of this Specific Plan, the land use designation for the residential component in Planning Area No. 1 will be amended to High Density Residential and will remain as General Commercial for the Transit Center and Civic/Community components in Planning Area Nos. 2 and 3. Accordingly, the intent of this Specific Plan is to provide for the orderly redevelopment of a vacant, prominent disused commercial property within the City in a manner that addresses the community's needs for transit-oriented residential development, regional transportation facilities and civic/community facilities. This Specific Plan also provides additional development and design standards and guidelines, which will ensure that each future component of the Specific Plan area are creatively and sensitively site planned and developed with high quality architectural treatments and features, site amenities and infrastructure. This Specific Plan will therefore establish the Specific Plan area as a landmark regional destination and location within the City and will improve the overall economic vitality within the Specific Plan area, surrounding areas, and the entire City.

Unless otherwise provided, this Specific Plan supersedes the development and design standards contained in the City General Plan and Zoning Code and constitutes the zoning standards, requirements and guidelines for the Specific Plan area. Any standards, requirements and guidelines contained the City's General Plan and the Covina Municipal Code ("CMC") that is not expressly addressed in this Specific Plan will apply to the Specific Plan Area.

B. Conceptual Development Plan

The following describes the Conceptual Development Plan for the Specific Plan area, including future land uses and density; access and circulation improvements; landscaping; architectural treatment and features; signs; and infrastructure improvements.

1. Future Land Uses and Density

The Specific Plan area is comprised of three (3) Planning Areas. The Planning Areas are described as follows (see Exhibit 4):

- a. **Planning Area No. 1.** Planning Area No. 1 is the residential component and is approximately 6.12 acres located in the northerly-most portion of the Specific Plan area. Planning Area No. 1 is designed for a transit-oriented attached single-family residential use, within the framework of a planned residential development. Planning

Area No. 1 will have a pedestrian and fire emergency access link to Planning Area No. 2, which is the Transit Center component. Vehicular ingress and egress to Planning Area No. 1 shall only be permitted from Citrus Avenue. Planning Area No. 1 shall have a maximum density of 22 dwelling units per acre and accommodate a maximum of 120 residential units with parking, an accessory common area, recreation facilities and other amenities. (See Exhibit 5)

- b. **Planning Area No. 2.** Planning Area No. 2 is the Transit Center component. Planning Area No. 2 is an approximate 3.07 acre site that will allow the development of a "Park and Ride" vehicle parking structure that would accommodate between 350 – 400 vehicles. In addition to the parking structure, an approximate 4,000 – 4,500 square foot retail structure will be located and oriented adjacent to the Citrus Avenue street frontage. An approximate 5,500 – 6,000 square foot pedestrian plaza area will separate the approximate 4,000 – 4,500 square foot retail building and the Park and Ride parking structure.

In addition to the retail building, parking structure and pedestrian plaza, a six (6) bay bus plaza will be aligned along the southerly edge of Planning Area No. 2. The pedestrian plaza and the bus plaza will be accessible to Planning Area No. 3 (the Civic/Community component) to the south. Vehicular ingress and egress access for commuters using the Park and Ride parking structure shall only be available from Citrus Avenue. Buses entering the bus plaza will ingress from Citrus Avenue and egress westerly onto Covina Boulevard. There will be no vehicle ingress into Planning Area No. 2 from Covina Boulevard. (See Exhibit 6)

- c. **Planning Area No. 3.** Planning Area No. 3 is the Civic/Community component. This planning area is approximately 1.461 acres in size and can accommodate a potential menu of civic- or community-oriented uses, such as an approximate 10,000 square foot civic center, an approximate 5,000 square foot technology-oriented business incubator, approximately 5,000 – 10,000 square feet of professional office space, or an approximate 10,000 – 15,000 square foot senior citizen/community center. The specific development project will be subject to the Development Review process pursuant to the provisions of this Specific Plan. In addition, a surface public parking lot that would accommodate approximately 112 vehicles would be provided. (See Exhibit 7)

The public use component of the Specific Plan, which encompasses Planning Area Nos. 2 and 3, is intended to meet community and regional demands for increased efficiency in public transportation options and linkages as well as provide a need for a civic or community facility space. It is envisioned, when fully built-out, the boundary between Planning Area Nos. 2 and 3 will be visually seamless. Pedestrians will be able to access the public plaza space envisioned to be built within both Planning Areas.

2. Access and Circulation Improvements

Access to the Specific Plan area is available from Citrus Avenue on the west and Covina Boulevard to the south. Planning Area No. 1 shall have vehicular ingress and egress access from Citrus Avenue only. Planning Area No. 1 shall have no vehicular access onto Covina Boulevard. In addition, restricted emergency access to Planning Area No. 1 shall be available from Citrus Avenue adjacent to the northerly property line. Pedestrian access and emergency access from Planning Area No. 1 to Planning Area No. 2 will be available via a restricted pedestrian gate along the mutual property line separating Planning Area Nos. 1 and 2.

Planning Area No. 2 shall have access from both Citrus Avenue and Covina Boulevard. Ingress and egress vehicular access shall be available from Citrus Avenue to the Park and Ride parking structure. In addition, access to parking for the approximate 4,000 – 4,500 square foot retail building will only be available via the parking structure ingress/egress driveway. The bus plaza for bus transit and restricted emergency access shall have ingress-only from Citrus Avenue and egress-only onto Covina Boulevard. Thus, buses will enter into the bus plaza transit plaza from Citrus Avenue, alight at one (1) of the six (6) bus bays for passenger loading, then exit onto Covina Boulevard. There shall be no ingress to Planning Area No. 2 from Covina Boulevard. Buses exiting onto Covina Boulevard will turn right (westbound) to begin their designated route. There will be no left turn (eastbound) exiting onto Covina Boulevard for the buses. Pedestrian access between Planning Area No. 2 and 3 will not be restricted, and the design of the pedestrian plazas proposed to be located in both Planning Area Nos. 2 and 3 will be designed to function harmoniously and to encourage pedestrian traffic and interaction between the two Planning Areas.

Vehicular access ingress and egress for Planning Area No. 3 shall only be available from Covina Boulevard. The ingress/egress vehicular access for Planning Area No. 3 will be separate from the bus egress access onto Covina Boulevard from Planning Area No. 2. There will be no vehicular access from Planning Area No. 3 into Planning Area No. 2. (See Exhibit 8)

3. Landscaping

One of the primary contributors to unifying the aesthetic and visual quality of the Specific Plan area is a landscaping palette and plan that applies to the entire Specific Plan area. No single feature of site design and development is as cost-effective as landscaping in creating a positive image and sustaining that image even as the building and redevelopment of Specific Plan area proceeds over time.

Consistent and cohesive landscaping creates a visual framework within which development can evolve and mature. The landscaping concept for this Specific Plan is to focus particularly on entry points, main access drives, perimeter frontages, parking lot planters, public plazas, and landscaping around future commercial buildings. The landscape palette shall consist of drought-tolerant plant materials, including southern California appropriate tree species.

Where possible, landscaping shall be combined with site lighting to create visually inspiring public spaces. The landscape design concept shall also incorporate the principles of “defensible space planning” where clear viewsheds are maintained in the Specific Plan area from the Citrus Avenue and Covina Boulevard rights-of-way. (See Exhibit 9)

4. Architectural Treatment and Features

Consistency in architectural style and thematic details will enhance the overall image of the Specific Plan area. It is desirable to achieve a consistent “look” throughout the Specific Plan area by establishing design and architectural standards and guidelines for the development within the Specific Plan area. The Specific Plan area is intended to be a regional destination and transportation link for the City that also provides quality market-rate residential housing in a transit-oriented design philosophy. Accordingly, the architectural and design theme and style for the overall Specific Plan area, the individual development components that will comprise the Specific Plan area, and common amenities and improvements must be distinctive, and acknowledge the City’s citrus agricultural heritage. (See Exhibit 10)

5. Signs

It is essential for the uses within the Specific Plan area to be clearly identified for the public. At the same time, it is equally important to install signage that contributes to the positive image of the Specific Plan area and the City. The three (3) Planning Areas will have different signage goals. Planning Area No. 1 signage is intended to provide residential community identification signage, along with on-site directional and informational signage. Planning Area No. 2 sign requirements will be both commercial (for the commercial retail building)

and public use identification signage. In addition, informational signage will be located throughout the Transit Center, public plaza, and parking structure. Signage requirements for Planning Area No. 3 will be consistent with what is typically associated with public facilities and public plaza spaces. However, the overall signage design philosophy throughout the entire Specific Plan area should convey the following impressions: the identity of the business (in regards to Planning Area No. 2), the identity of the destination (ie., the entrance into Planning Area No. 1), the public use purpose (ie., the Transit Center, Civic/Community component, etc.), a sense of quality, and a consistency throughout the Specific Plan area that ties in with the architectural theme for the Specific Plan area.

6. Infrastructure Improvements and Public Services

a. Water Improvements

Water service is provided by Azusa Light & Water (ALW). ALW's service area encompasses about 14.2 square miles in the San Gabriel Valley including a portion of five cities and portions of unincorporated Los Angeles County. ALW's water supplies come from a combination of imported water from the Metropolitan Water District (which imports water from the Colorado River and the Sacramento-San Joaquin Bay Delta), groundwater from 11 municipal water wells, and local surface water (diversions from the San Gabriel River and the Morris Reservoir). Normally groundwater and local surface water diversions are sufficient to supply the service area, but ALW has the ability to import water from MWD in emergency situations.

b. Sewer Improvements

The City's sanitary sewer collection system is managed by the City's Public Works Department. An 8-inch public sewer collection line parallels N. Citrus Avenue adjacent to the Specific Plan area. The City's sewer lines ultimately connect to trunk sewers operated by the Sanitation Districts of Los Angeles County (SDLAC) for transmission, treatment and disposal. The Specific Plan area is located within SDLAC District 22, which is one of the seventeen districts that form the Joint Outfall System (JOS). This system provides sewage treatment, reuse and disposal for residential, commercial, and industrial users.

c. Drainage Improvements

The site slope gradients are generally one percent (1%) or less directing drainage in the westerly and southerly directions (toward the North Citrus Avenue and East Covina Boulevard intersection). Stormwater

runoff is eventually collected through inlets, catch basins and underground storm drains maintained either privately or by the City. The Los Angeles County Flood Control District (LACFCD) maintains the larger stormwater conduits in the Specific Plan area, which direct urban runoff to the nearest wash, creek or river. The nearest LACFCD storm drain facilities consist of curb inlets and grates on the corner of E. Cypress Street and North Citrus Avenue, which connect to a 42-inch reinforced concrete pipe. LACFCD storm drains eventually discharge to Big Dalton Wash, which joins Walnut Creek, which then joins the San Gabriel River. Therefore, the "receiving waters" for the project (i.e., all waters within the flow network downstream of the project site) include Big Dalton Wash, Walnut Creek, the San Gabriel River and the Pacific Ocean.

The redevelopment of the Specific Plan area would decrease the impervious surface coverage on the Specific Plan area, which is currently about 95%. The development of the Specific Plan area consistent with this Specific Plan would likely result in a decrease in peak flow rates and volumes for all storm scenarios because the development will incorporate more landscaping elements, which will aid to slow runoff and allow for subsurface percolation.

d. **Police Protection Services**

The Covina Police Department ("CPD") provides police protection services to the City, including the Specific Plan area. The CPD station is located at 444 N. Citrus Avenue and is located approximately .5 miles south of the Specific Plan area. In addition to traditional police patrol protocol, the public uses to be located in Planning Area Nos. 2 and 3 shall incorporate security cameras that can be monitored by police personnel from the CPD station so that the CPD Watch Commander or Dispatcher, upon viewing suspicious activity, may dispatch police resources to the Specific Plan area.

e. **Fire Protection Services**

Fire protection and emergency services shall be provided by the County of Los Angeles Consolidated Fire Protection Department (County Fire Department). The Specific Plan area will likely receive all first response services from Fire Station No. 154, located at 401 North Second Avenue, approximately .5 miles to the south. Two (2) additional stations may provide backup personnel or equipment, including Fire Station 152, located at 807 West Cypress Avenue, and, Station 153, located at 1577 East Cypress Avenue.

IV. ALLOWABLE USES

The following uses are permitted in the Specific Plan area subject to the development standards and guidelines set forth in this Specific Plan, and where applicable, the City's General Plan and the CMC. Commercial uses that are not listed may be allowed by the Planning Commission and the City Council pursuant to Chapter 17.60 of the CMC. The intent of this Specific Plan is to facilitate the development of a comprehensive, transit-oriented development with a range of uses, including public uses that would benefit greatly from being located on a significant north/south arterial. It is not the intent to allow any, or all commercial uses. The following permitted uses are considered appropriate for the Specific Plan area, given the intended purposes and development concepts established for the Specific Plan area by this Specific Plan.

A. Planning Area No. 1. Residential Component.

1. **Permitted Uses.** Buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, plus such other uses as the Planning Commission and the City Council may deem (pursuant to Chapter 17.60 of the CMC) to be similar and not more obnoxious or detrimental to the public health, safety and welfare.
 - a. Attached, single-family residential;
 - b. Accessory community recreation facilities; and
 - c. Ancillary in-home business uses, subject to the provisions of CMC Section 17.26.035, In-Home Business License.

B. Planning Area No. 2. Transit Center Component.

1. **Permitted Uses.** Buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, plus such other uses as the Planning Commission and the City Council may deem (pursuant to Chapter 17.60 of the CMC) to be similar and not more obnoxious or detrimental to the public health, safety and welfare.
 - a. Public parking for park and ride transit users;
 - b. Public transportation transit center, such as boarding and alighting from public transportation vehicles; informational kiosks/signage, transit store, bicycling storage racks and similar activities;

- c. Commercial retail building activities pursuant to the provisions of Section 17.38.020.B. of Chapter 17.38 of the CMC, C-2 Commercial Zone (Neighborhood Shopping Center);
- d. Public plazas and open space; and
- e. Electric bus and electric vehicle charging stations.

2. **Uses Permitted Subject to a Conditional Use Permit.**

- a. Liquor, on-sale, in conjunction with a bona fide eating establishment.

C. Planning Area No. 3. Civic/Community Component.

1. **Permitted Uses.** Buildings, structures and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for the following uses, plus such other uses as the Planning Commission and the City Council may deem (pursuant to Chapter 17.60 of the CMC) to be similar and not more obnoxious or detrimental to the public health, safety and welfare.

- a. Administrative and professional offices;
- b. Community and event public assembly center;
- c. Education and recreation activities as part of a community and event public assembly center;
- d. Museum, galleries and similar uses as part of a community and event public assembly center;
- e. Ancillary retail sales, such as gift shops, food and beverages sales;
- f. On-site food service as part of a community and event public assembly center;
- g. Public plazas and open space;
- h. Public parking;
- i. Public informational kiosks and signage; and
- j. Electric vehicle charging stations.

2. **Uses Permitted Subject to a Conditional Use Permit.**

- a. Liquor, on-sale, in conjunction with on-site food service as part of a community and event public assembly center; and,
- b. Entertainment, in conjunction with a community event and public assembly center, subject to the requirements of CMC Chapter 5.28, Entertainment, of the CMC.

V. DEVELOPMENT STANDARDS

This Specific Plans contains special development standards that pertain to the Specific Plan area. The development standards required under this Specific Plan supersede the same development standards set forth in the City's Zoning Code. Because of the unique mixture of transit-oriented residential development, transit-oriented public development and civic- and community-oriented uses, this Specific Plan incorporates the City's Zoning Code development standards only to the extent expressly cited in this Specific Plan or not otherwise specifically addressed in this Specific Plan. The following lists those development standards that shall regulate future development and design within the Specific Plan area. The following also either describes those special development standards that pertain only to the Specific Plan area or references those sections from the CMC that apply. The architecture and site planning for any future development within the Specific Plan area will be reviewed and approved pursuant to the following development standards. Those standards that are not addressed in this document must revert to the applicable standards required under the CMC.

- A. Planning Area No. 1. Residential Component.** The property development standards contained in this Section V.A. and those development standards in Chapter 17.28 of the CMA not expressly addressed in this Specific Plan shall apply to all land and buildings in Planning Area No. 1.
1. **Minimum Lot Area Standards:**
 - a. Minimum lot area for Planning Area No. 1: 6.12 acres.
 - b. Minimum lot area for new numbered lots: 6,000 square feet.
 2. **Minimum Yard Standards:**
 - a. Minimum front structural setback from Citrus Avenue public right-of-way: 15 feet.
 - b. Minimum side structural setback from the north and south boundaries of Planning Area No. 1: 10 feet.
 - c. Minimum rear structural setback from the east boundary of Planning Area No. 1: 15 feet.
 - d. Minimum interior structural setbacks: No minimum structural setbacks for interior property lines.
 - e. Minimum interior curb setbacks: 7 feet from the side of a building to the face of an interior curb.

3. **Minimum Building Separation Standards:**

- a. Minimum front door to front door separation: 20 feet.
- b. Minimum side to side structure separation: 10 feet.
- c. Minimum separation between facing garage doors: 30 feet.

4. **Vehicle Parking:**

- a. 2 enclosed vehicle parking spaces per unit (garage spaces) shall be required. Required enclosed parking (garage spaces) shall not be obstructed for use for vehicle parking.
- b. .5 vehicle parking spaces per unit (includes uncovered guest parking and handicapped parking spaces) shall be required in the interior common area.
- c. Access to on-street parking along the Citrus Avenue public right of way shall be available pursuant to the provisions of the CMC.
- d. Access to the public parking lot within Planning Area No. 3 shall be available pursuant to the provisions of the CMC. Nothing in this Specific Plan shall prohibit the residential component HOA to enter into a shared parking agreement with the City for the overnight use of the public parking lot.

5. **Landscaping Standards:**

All landscaping shall be installed per the conceptual landscape plan approved by City. In addition to building architecture, the soft and hardscape designs and guidelines shall define the character of Citrus Commons. The selected plant palette shall enhance the entry, paseos, parks, streets and dwelling units in Planning Area No. 1. The palette and proposed guidelines shall be responsive to the local climate and the special circumstances associated with HOA-owned/managed landscaping. The following are specific recommendations for the landscape plan:

- a. All plant materials shall be served by an automatic underground irrigation system utilizing backflow devices and weather sensing smart controller(s). All above ground irrigation elements shall be screened.
- b. All new trees shall be staked or provided with a greater support design.

- c. New trees planted within 5 feet of hardscape shall have deep root linear root barriers a min. of 10 feet long, 5 feet on both sides of trunk.
- d. Ground cover shall be spaced to ensure total infill within twelve months of planting.
- e. Only live plant materials (not simulated) shall be used in landscaped areas (trees, shrubs, and ground cover).
- f. Selection of plant materials shall be based on year-round beauty (deciduous color, spring flower, branching patterns) as well as form, texture, shape, and ultimate growth. Selection of plant materials shall be based on year-round beauty as well as form, texture, shape and ultimate growth (examples of year round beauty may include: evergreen trees and shrubs, deciduous trees with fall foliage color - yellow, orange, red, or purple - winter, spring, or summer flowers in colors to complement the color selections of the building and site, several flowering plant species shall be used to provide at least two seasons of flowering in the year, tree branching and canopy structure may be columnar, vase, open, round, or spreading in form deciduous color, spring flower, branching patterns).
- g. Plant species shall be tolerant of the local environmental-conditions and relatively free from pests and disease.
- h. Plant species that are native or well-adapted to local climatic conditions, and require less water and maintenance, are recommended.
- i. All street trees shall be deep-rooted, canopy-type trees suited to urban conditions.
- j. Landscaping shall generally be provided to soften architecture and hardscape.
- k. Planting shall occur around building perimeters to reduce building scale and to integrate development into surrounding neighborhood.
- l. Planting and irrigation shall be designed to satisfy the California State Model Water Efficient Landscape Ordinance.

6. **Fencing and Wall Standards:**

- a. **Northerly boundary:** The existing decorative masonry wall adjacent to existing townhome project shall be preserved. Any necessary repairs to the existing masonry wall shall match the existing wall.
- b. **Easterly boundary:** The existing masonry wall adjacent to existing single-family residential shall be preserved. Any necessary repairs to the existing masonry wall shall match the existing wall.
- c. **Southerly boundary:** The visual and pedestrian connection to proposed retail, transit and community uses (Planning Area No. 2) shall be emphasized by a decorative wrought-iron fence. This fence shall include four (4) gated access points that shall be identified by decorative masonry pilasters and an arbor structure. Decorative paving will also be provided. Gates shall be locked to prevent non-resident public access. Residents will be provided with access keys or cards for security purposes.
- d. **Recreation Area:** Decorative wrought-iron fencing with masonry pilasters will provide security fencing around the pool complex per the California Code of Regulations (Title 22), California Building Code (Title 24) and California Health and Safety Code requirements. Two (2) entry locations into the swimming pool area will be identified by decorative masonry pilasters and arbor structures.

7. **Lighting Standards:**

Lighting within the Residential Component shall be designed in a manner that will ensure reasonable illumination levels to provide for appropriate public safety, pursuant to consultation with the Covina Police Department. Lighting within the Residential Component shall be designed in a "pedestrian-friendly" manner, meaning the overall height of light standards shall not exceed 25 feet and will be placed in a manner that will ensure minimal light spillage onto adjoining properties to the north and east of the Residential Component. Light fixture shall incorporate glare shields if necessary. A maximum light spillage of not to exceed one (1) footcandle, as measured from twenty (20) feet from the property line of the Specific Plan area, onto properties to the north and east. The lighting design shall incorporate decorative light standards and fixtures that are compatible with the Residential Component's building architecture and are also compatible and complimentary with the lighting standards fixtures of Planning Area No. 2 (Transit Component).

8. Mechanical Equipment Standards:

Mechanical equipment shall be placed in locations that are reasonably screened from public view. Rooftop equipment shall be screened from view on all four (4) sides. Mechanical equipment screening techniques may include, but not be limited to, landscaping, structural elements such as steel mesh or decorative metal. Wood or similar material shall not be used for rooftop screening of mechanical equipment.

9. Sign Standards:

Signage for the Residential Component will include information and directional signage, address numbering, and Community Identification. A master sign plan shall be prepared and submitted for review and be approved as part of the overall Residential Component design and development approval process.

10. Storage:

Storage within the individual residential units shall not displace required interior garage parking spaces. Notwithstanding temporary facilities required from contractors or similar workers employed for specifically approved tasks, no storage structures shall be allowed to be placed within the Residential Component.

B. Planning Area No. 2. Transit Center Component. The property development standards contained in this Section V.B. and those development standards in Chapter 17.42 of the CMA not expressly addressed in this Specific Plan shall apply to all land and buildings in Planning Area No. 2.

1. **Lot area standard for Planning Area No. 2:** 3.07 acres.

2. **The following development standard matrix shall apply:**

AREA DISTRIBUTION (Net Area)		Acres/Sq. FT.	% of Net Project Area	
Building Coverage		1.15 Acres (50,160 SF)	37.35%	
Landscape Coverage		0.63 Acres (27,654 SF)	20.00%	
Vehicular Coverage (Including parking, drive aisles, etc.)		1.31 Acres (57,239 SF) excludes parking structure	42.65%	
Floor Area Ratio		0.97		
FLOOR AREA DISTRIBUTION BY PROPOSED USE (Based on Net Area)				
Area of Building Pad	No. of Stories	Gross Floor Area	Proposed Use	
Retail Building: 4,390 SF	1	4,390 SF	Retail (Merchantile Occupancy)	
Parking Structure: 45,770 SF	3	125,391 SF	Parking (S-2 Occupancy)	
PARKING (Calculate Each Use Within a Building Separately)				
Type of Use	Parking Ratio	# Spaces Req.	# Spaces Provided	
Retail	1/330 GSF	14	14	
Parking	0	0	372	
Total:		14	386	

3. **Minimum Yard Standards:**

- a. Minimum front structural setback from Citrus Avenue public right-of-way: 10 feet.
- b. Minimum side structural setback from the north boundary of Planning Area No. 2: 10 feet. No minimum setback between Planning Area Nos. 2 and 3.
- c. Minimum rear structural setback from the east boundary of Planning Area No. 2: 58 feet.
- d. Minimum interior building separation: 20 feet shall separate the parking structure and the retail building.

4. **Sign Standards:**

- a. Retail Commercial building. The provisions of Chapter 17.74 of the CMC shall apply.
- b. Informational and directional signage. Informational and directional signage, including bus stop signs, is permitted pursuant to the provisions of Chapter 17.74 of the CMC.
- c. Public facility identification. Foothill Transit logos on the parking structure, including bus stops signage, is permitted.

C. **Planning Area No. 3. Civic/Community Component.**

1. **Minimum lot area standard for Planning Area No. 3:** 1.47 acres.

2. **Minimum Yard Standards:**

- a. Minimum Covina Boulevard setback from the public right-of-way: 10 feet.
- b. Minimum interior structural setback between Planning Area Nos. 2 and 3: 10 feet.
- c. Minimum setback from the easterly boundary of Planning Area No. 3: 5 feet.

3. **Building and improvement location.** The placement of the building and parking lot improvements within Planning Area No. 3 shall be in substantial conformance with the Conceptual Site Plan illustrated in Exhibit 11.

4. Maximum Building Height: Two (2) stories or 35 feet, whichever less.

VI. DESIGN GUIDELINES

A. Design Goals and Objectives

These Design Guidelines are intended to promote high quality development that will:

1. Facilitate high quality architecture and design.
2. Contribute to a positive physical image and identity of the City.
3. Provide for both convenient auto access and safe and attractive pedestrian access.
4. Reinforce and establish a distinct architectural image.
5. Establish attractive, inviting, imaginative and functional site design.
6. Facilitate and encourage pedestrian activity and mitigate adverse automotive patterns.
7. Enhance surrounding neighborhoods, the Specific Plan area and the City.
8. Minimize excessive or incompatible impacts of noise, light, traffic and/or visual character.
9. Integrate stormwater Best Management Practices (BMPs) into the site design.

B. Design Guidelines

The quality of the site design is one of the most important measures of the Specific Plan area's impact on the community and will be given high priority in the review of development proposals for each Planning Area. The following Design Guidelines are intended to establish an expectation of quality development features in the Specific Plan area through architectural theme and site planning and include:

- a. Site Planning and Building Orientation
- b. Parking Lot Layout
- c. Vehicular Access and Circulation
- d. Storage and Loading
- e. Pedestrian-Level Elements
- f. Landscaping Theme

- g. Walls and Fences
- h. Architectural Theme
- i. Building Elevations and Facades
- j. Retail/Office/Quasi-Public Guidelines
- k. Transit Center/Park & Ride Development Guidelines
- l. Quality Materials and Colors
- m. Signage Theme and Types
- n. Lighting
- o. Accessibility

1. Site Planning and Building Orientation

- a. Buildings should be designed and located in such a manner to maximize the use of land, provide adequate and appealing landscaping and other site amenities.
- b. Buildings should be placed and oriented in such a manner as to be sensitive to adjoining residential land uses, create a vibrant street edge appearance along Citrus Avenue and Covina Boulevard.
- c. All primary entries should face onto Citrus Avenue or onto Covina Boulevard for Planning Area No. 3. An interior pedestrian linkage between all Planning Areas is to be provided. Facility entries that do not front directly onto a street should be connected to a street via a landscaped or decorative hardscaped pedestrian plazas or walkways.
- d. Placement and design of structures should facilitate and encourage pedestrian activity and convey a visual link to the street and sidewalks.

2. Parking Lot Layout

- a. Parking areas should provide safe, convenient, and efficient access for vehicles and pedestrians.
- b. All off-street parking stall dimensions shall be designed and constructed in accordance with Title 17 of the CMC.

- c. Parking lots should be designed to ensure that all vehicle movements will occur onsite. No vehicle should have to enter onto a public street in order to circulate throughout the same parking lot.
- d. Parking lots should be designed to maintain landscaped planter areas within the parking fields.
- e. The parking structure shall be designed to only allow vehicles to access or exit the facility onto Citrus Avenue. The parking structure will be designed to minimize adverse impacts to adjoining uses through the incorporation of adequate setbacks, "green-screen" designs, location of lighting to provide adequate security and use of decorative materials.

3. Vehicular Access and Circulation

Since the Specific Plan area is bounded by major arterials, the primary mode of access to this area is anticipated to be by automobile and bus. However, provisions for bicycle storage and access shall be provided. Pedestrian movements will result mainly from patrons who drive to the Specific Plan area, exit their automobiles and then access the Transit Center, residential uses and civic/community facilities. Pedestrian activity within the Specific Plan area, especially in the designated public plaza areas, is encouraged. Therefore, attention should be made to design safe and efficient vehicle circulation and for pedestrian safety. The following are Design Guidelines associated with vehicular access and circulation:

- a. The number of driveway access points onto the public arterials should be kept to a minimum, as proposed in the Conceptual Site Plan. The number, locations and width of driveways shall be subject to the approval of the Planning Commission based on the recommendation of the City Engineer.
- b. Parking lots should be designed to ensure that all vehicle movements will occur onsite. No vehicle may enter onto a public street in order to circulate throughout the same parking lot.
- c. The parking structure will be designed to only allow vehicles to access or exit the facility onto Citrus Avenue.
- d. Buses access into Planning Area No. 2 shall only occur from Citrus Avenue. Buses will only exit and travel westbound onto Covina Boulevard from Planning Area No. 2.

4. **Storage and Loading**

- a. Materials should not be permanently stored outside of residences or buildings. Materials stored inside residences shall not displace required parking.
- b. For commercial uses and civic/community uses, materials should only be stored and loaded in designated areas. These areas should be designated by striping and/or use of decorative bollards.
- c. Loading areas or waste disposal areas should be visually screened from views from the public street or areas of high public use. Such visual screening techniques could include "wing walls," decorative trash enclosures, landscaped walls or screening.

5. **Pedestrian-Level Elements**

Safe pedestrian access is critical to the success of any development. Pedestrian and automobile movements should be considered and integrated into the design of the Specific Plan area. The intent is to reduce traffic-related hazards, while establishing a more pedestrian-inviting image.

- a. Provide sidewalks at least six (6) feet in width along all sides of the lot that abut a public or private right-of way.
- b. Construct landscaped or decorative hardscaped connecting walkways and public plazas and adjoining uses at pedestrian connection points. Pedestrian walkways that cross vehicle driveways shall be appropriately marked in a decorative manner that is complimentary to the overall design theme.
- c. Provide continuous internal pedestrian walkways, no less than four (4) feet in width, from the public sidewalk or right-of-way to the principal buildings or residences on the site. Walkways should connect focal points of pedestrian activity such as, the bus bays, pedestrian plazas, street and driveway crossings, building, facility and store entry points, and should feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials.
- d. Provide sidewalks, no less than 5 feet in width, along the full length of the building along any façade featuring a customer entrance, and along any façade abutting public parking areas. Such sidewalks should be located at least six (6) feet from the

façade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the façade.

- e. Distinguish all internal pedestrian walkways from driving surfaces through the use of durable surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Signs should be installed to designate pedestrian walkways.
- f. Utilize decorative bollards, planters, or other physical and visual obstacles to separate pedestrian movements from automobile and bus movements.

6. Landscaping Theme

Landscaping is an integral component of the Specific Plan's overall design. The intent of these landscaping guidelines is to ensure uniformity to the site and establish a "sense of place" with both functional and aesthetic considerations. In general, elements in landscaping should include:

- a. Intensified perimeter landscaping shall be installed, such as trees with a minimum of 24 inch box, increased tree densities pursuant to the direction of a certified landscaped architect or arborist, and robust use of drought-tolerant shrubbery and ground cover.
- b. Plantings should create a year-round visual interest through the use of seasonal color, texture, and heights.
- c. Landscaping along Citrus Avenue and Covina Boulevard should be consistent with adjoining landscaping.
- d. All landscaping should be installed prior to issuance of any Certificate of Occupancy for each construction phase.
- e. Drought tolerant, California native or naturally-adapted species that minimally rely on year-round irrigation should be utilized.
- f. Parking lots should be designed to maintain landscaped planter areas within the parking areas.
- g. Unless incorporating "bio-swale" style landscaped planters, the perimeter of all landscaped parking lot planters within the parking lot areas should be constructed with six (6)-inch Portland Cement concrete curbs.

- h. The use of decorative permeable concrete and pavers are encouraged within all landscaped areas, public plazas, pedestrian areas or paved surfaces.

7. **Walls and Fences**

Walls and fences are essential as a project-wide design element and therefore, must be consistent with the “feel” of the project.

- a. Avoid extensive, bare, and plain stretches of wall surface.
- b. Permitted materials for walls should include brick, stucco, stamp or decorative masonry and wrought iron/steel tube fencing. No wood, vinyl and/or chain-linked fences are allowed.
- c. The design of the walls and fences should include pilasters, wall caps, crowns, or other architectural features. Pilasters should be spaced every one hundred (100) feet, and at all wall and/or fence corners.

8. **Architectural Theme**

- a. Consistency in architectural style and thematic details will enhance the overall image of the Specific Plan area. It is desirable to achieve a consistent “look” throughout the Specific Plan area. The Specific Plan area is intended to be a major destination and community asset. Accordingly, the architectural and design theme and style for the overall Specific Plan, the individual buildings, facilities and residential development that will comprise the Specific Plan area, and common amenities and improvements must be well designed and distinctive. The intent is to have project architecture that is representative of the City and its rich history.
- b. Building architecture should utilize consistent themes that do not conflict in design technique and application. Architectural styles and treatments should not duplicate the design of neighboring facades. Rather, it should be a compatible design concept that embraces mid-century traditional architectural philosophy.

9. **Building Elevations and Facades**

- a. All building elevations should have varied architectural treatments comprising of different colors, materials, wall heights and planes, and/or textures.

- b. Unique and enhanced treatments that act to unify the site are encouraged, including, but not limited to, trellises and building façade articulation.
- c. Color should be used to create visual interest and scale.
- d. Buildings should be divided into distinct massing elements. Building facades should be articulated with architectural elements and details. Building heights should be at finished grade.
- e. Four-side architecture should be provided. Side and rear façades should be designed consistently with the architectural style and treatments of the front (primary) façade.

10. Retail/Office/Quasi-Public Guidelines

- a. Building heights should not exceed 36 feet (maximum).
- b. All roof mechanical equipment should be screened from public views. Whenever possible, screening should be accomplished by primary building elements, such as a parapet wall, rather than an add-on screen after the building is constructed.

11. Transit Center/Park & Ride Development Guidelines

- a. The parking structure shall incorporate a “green-screen” design concept to “soften” the northerly, easterly and southerly elevations of the parking structure.
- b. The major design elements of the parking structure, such as the elevator and stairwell tower, entrance portals and other prominent elevation sections may be treated with decorative elements such as decorative concrete, metal, faux architectural simulated wood, and similar materials. Use of decorative accent lighting is encouraged. A solar canopy on the upper level deck of parking structure may be incorporated.
- c. Interior and infrastructure components of the parking structure may utilize concrete masonry unit (CMU) blocks within the interior if CMUs are colored and textured to be complimentary with the overall architectural design theme.

12. Quality Materials and Colors

Materials used for the exterior of any building or facility should be of a quality that is appropriate and consistent with the chosen architectural style. Recommended base materials include: ceramic tile, colored stucco, and brick and stone veneer. Architectural steel elements and quality perforated metals may be utilized as accent features for the parking structure. In addition, for utility and infrastructure components of buildings, such as the elevator core for the parking structure, exposed CMU may be acceptable if they are integrally colored and provide for textured or finished surfaces that are otherwise not associated with a standard gray CMU block. Materials such as plywood, rustic wood, plain concrete, sheet pressboard or vinyl siding should be avoided.

13. Signage Theme and Types

Signage should be architecturally integrated into and be complimentary to the overall architectural goals for the Specific Plan area and may include: residential community identification signage; tenant signs; street right of way informational signs; and monument style identification signs. Signs should be appropriately located to identify uses from the public right of way. Appropriately scaled signage that adjoins public plaza spaces is permitted. All signage shall be subject to the applicable provisions set forth in Title 17 of the CMC.

14. Lighting

Lighting shall be designed to provide for sufficient illumination to ensure for an appropriate level of public safety, without creating off-site nuisance light and glare spillage impacts. The use of decorative and accent lighting is encouraged to provide a vibrant and creative night-time viewshed of the project. Decorative lighting standards within the Specific Plan area shall be architecturally consistent and compatible with the primary building architectural theme elements.

15. Accessibility

Pedestrian and bicycle access between the Planning Areas shall be made available to encourage the residents of Planning Area No. 1 (Residential Component) to utilize the transportation services to be provided within Planning Area No. 2 (Transit Component) and the civic/community uses to be located in Planning Area No. 3 (Civic/Community Component). Vehicular access between the Planning Areas shall not be provided, other than for emergency and public safety access.

VII. ADMINISTRATION AND IMPLEMENTATION

A. Specific Plan Implementation

This Specific Plan provides for a unique mix of residential, public and commercial uses within the designated Specific Plan area. The City recognizes the Specific Plan area as a landmark place in the City and therefore, proposes to establish customized development and design regulations and standards that accommodate and respond to the needs of the development.

It is intended that all City review requirements and processes be consolidated into a single process as much as possible. Accordingly, the Development Review Process described in this document has been established to streamline the City's process for reviewing future commercial development and design within the Specific Plan area. The Development Review Process provides the City with the opportunity to ensure the development proposals comply with the development and design standards contained in this Specific Plan document and other relevant requirements of the City.

B. Zoning Code Consistency

Any requirements and standards not addressed by this Specific Plan shall be subject to the requirements of Title 17 of the CMC. In the event of a conflict between the provisions of Title 17 of the CMC and the provisions of this Specific Plan, the provisions of this Specific Plan shall control.

C. Development Review Process and Procedures

All buildings and structures shall be designed and developed in conformance with those development standards, guidelines, and provisions contained in this Specific Plan and otherwise applicable standards contained in the CMC. All development projects shall undergo a Site Plan Review Process pursuant to the provisions of CMC Chapter 17.64 and as follows:

1. Site Plan Review

All development projects within the Specific Plan area are subject to the Site Plan Review procedures set forth in Chapter 17.64, Site Plan Review, of the CMC.

2. Determination of Similarity of Use

When an unlisted use is proposed for a Planning Area or when classification of an unlisted use is requested, it shall be the duty of the Planning Commission and the City Council to determine whether the proposed unlisted use is similar and not more obnoxious or detrimental to the public health, safety and welfare pursuant to Chapter 17.60 of the CMC.

3. Appeal Provisions

An applicant may file an appeal of the approval authority pursuant to the provisions of Chapter 17.64.080 of the CMC.

4. Required Findings

In addition to the provisions of Chapter 17.64 of the CMC, the following findings shall be made for Site Plan Review development proposals:

- a. The project is consistent with the provisions of this Specific Plan.
- b. The project's design and building architecture is complimentary and compatible with other projects within this Specific Plan.
- c. The project's building design and architecture incorporates interesting materials, design features, varying building planes, roof lines and accent features.
- d. The overall project design and architecture are of high quality and innovative design, use quality construction materials, and creatively use landscape and hardscape materials in order to create a "signature" development for the City.

5. Review and Approval Authority

The Director of Community Development's responsibilities shall include administering, interpreting and enforcing all requirements of this Specific Plan, including the acceptance and processing of all land use permit applications. The Director of Community Development may refer matters involving development issues to the Planning Commission, and may consult the City Attorney on questions of interpretation.

6. Amendments to Specific Plan Provisions

The Specific Plan provisions are intended to be flexible and responsive to the needs of the City and future development within the Specific Plan area. Furthermore, the Site Plan Review Process is intended to ensure future development comply with those development and design standards contained in this Specific Plan document and other relevant requirements of the City. Therefore, separate design-related approvals are not generally required. The provisions of this Specific Plan also offer interpretive flexibility to the Community Development Director that should accommodate most future development.

It should be noted that this Specific Plan does provide relief for those future developments that deviate from those standards and provisions contained in this Specific Plan, including Minor Modifications to approved development projects.

7. Minor Modification

Minor Modifications encompass minor and reasonable deviations or alterations to project plans. The Community Development Director shall consider the following Minor Modifications:

- a. A Minor Modification to approved plans that do not create a noticeable difference in the exterior of the building design. Such minor alterations would not include the elimination of approved building materials.
- b. A Minor Modification to the site plan where it can be demonstrated that such modifications will not substantially alter the locations of structures and uses and will not result in alteration of any plan features such as plaza areas, number of parking spaces, and/or similar items.
- c. A Minor Modification shall not result in a substantial quantifiable alteration to the approved development plan greater than ten percent (10%) in the instances where building size, setback distances, amount of required landscaped area or similar quantifiable distances and building and open spaces sizes are considered. For example, if a Minor Modification for a previously approved setback of five (5) feet is requested, the greatest alteration that may be granted in the Minor Modification is a six (6) inch reduction to the previously approved five (5) foot setback to 4 feet, 6 inches.

8. Amendments to the Specific Plan

Projects that deviate from those standards and requirements contained in the Specific Plan, which are not considered Minor Modifications, require an Amendment to the Specific Plan. Any Amendment to the Specific Plan requires Planning Commission and City Council approval, pursuant to the provisions of the CMC.

VIII. ATTACHMENTS

- Exhibit 1. Vicinity Map
- Exhibit 2. Planning Area Map
- Exhibit 3. General Plan Land Use Designations and Zoning
- Exhibit 4. Planning Areas – Property Use
- Exhibit 5. Planning Area No. 1 – Conceptual Development Plan
- Exhibit 6. Planning Area No. 2 – Conceptual Development Plan
- Exhibit 7. Planning Area No. 3 – Conceptual Development Plan
- Exhibit 8. Access and Circulation
- Exhibit 9. Landscaping Examples
- Exhibit 10. Architectural Treatment Examples
- Exhibit 11. Civic/Community Component Use Site Plan.



— SPECIFIC PLAN AREA

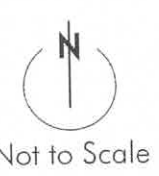


Exhibit 1
VICINITY MAP



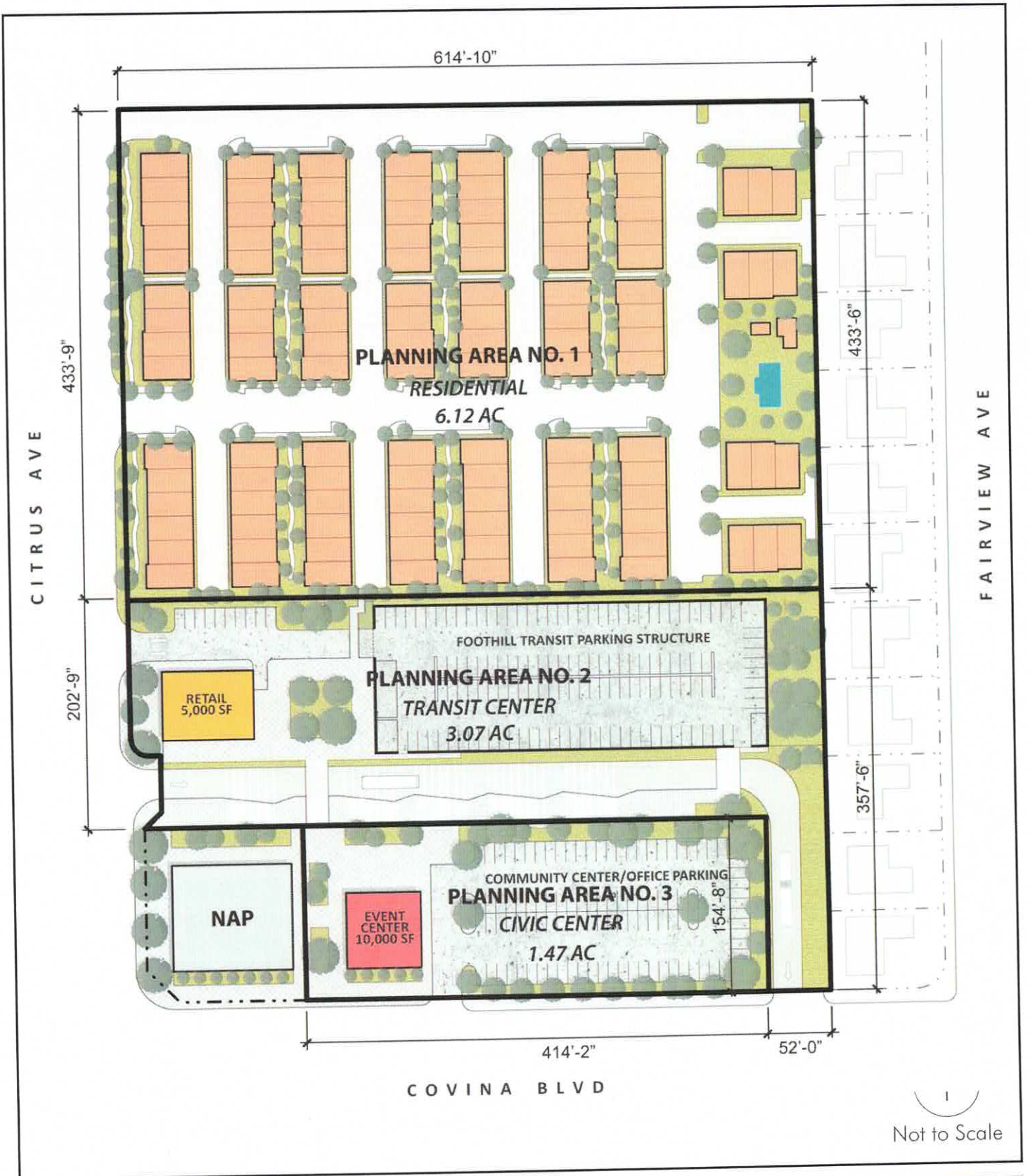


Exhibit 2

PLANNING AREA MAP



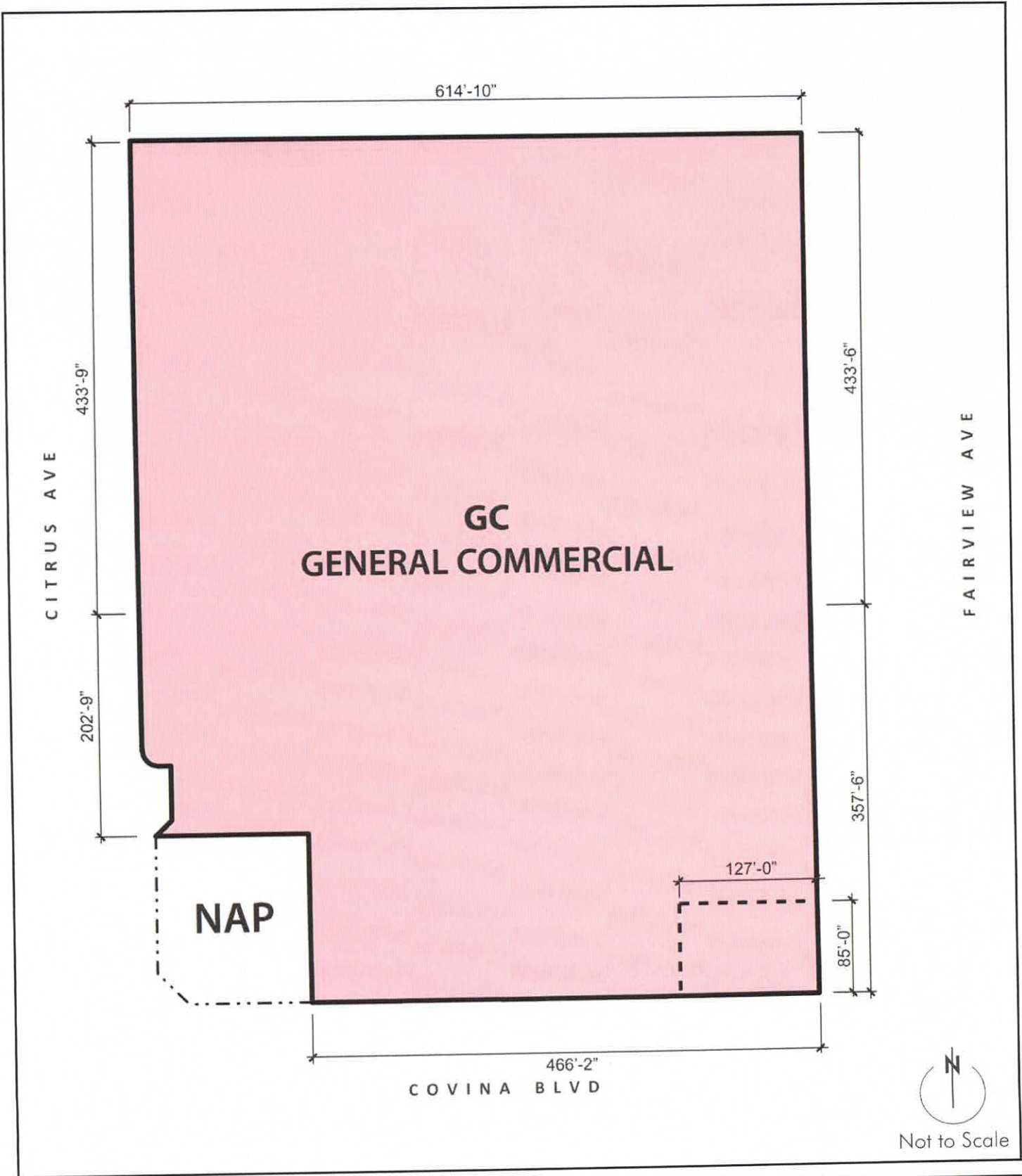


Exhibit 3.1

GENERAL PLAN - EXISTING





Exhibit 3.2

ZONING - EXISTING



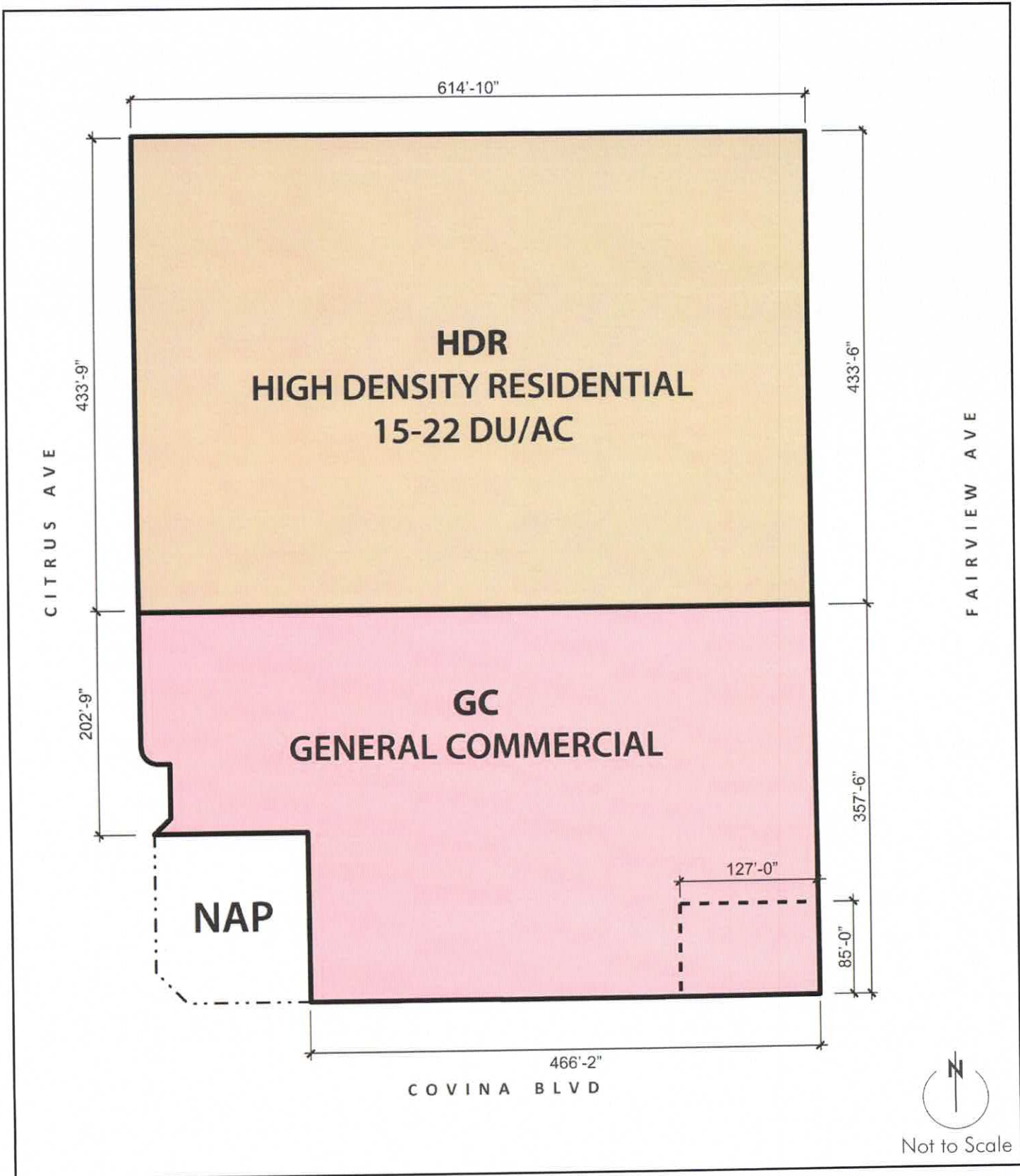


Exhibit 3.3

GENERAL PLAN - PROPOSED



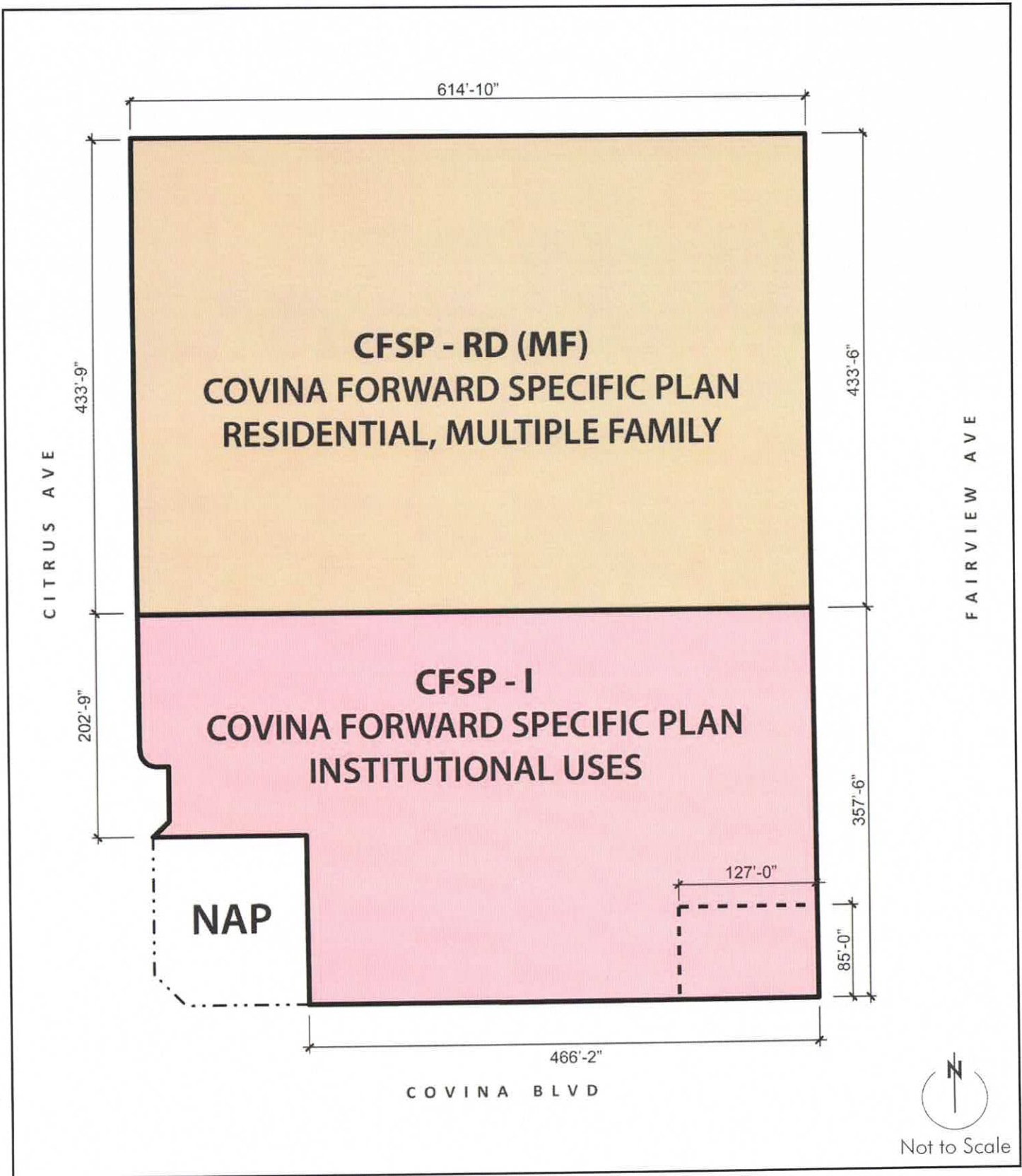


Exhibit 3.4

ZONING - PROPOSED



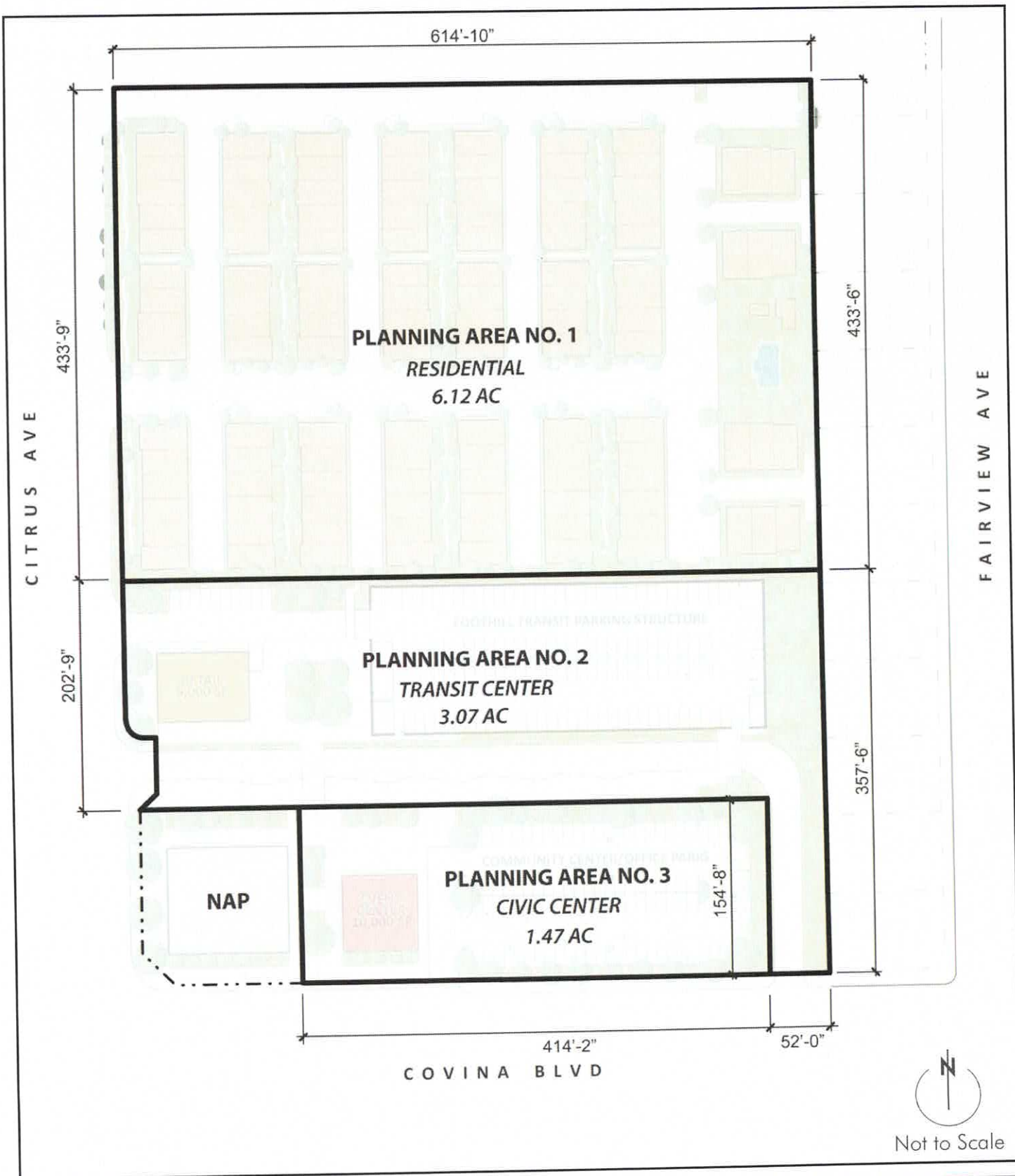


Exhibit 4

PLANNING AREAS



Exhibit 5

PLANNING AREA NO. 1 CONCEPTUAL DEVELOPMENT PLAN



Project Summary

Site Area: 6.12 Acres
 Total Units: 117 Homes
 Density: 19.1 DU/AC

Three-Story Townhomes

- 3-plex and 5-plex buildings
- 3 & 4 bedroom homes with 2-car garage
- Private decks and patios
- Alley loaded garages with front doors facing Citrus Avenue to provide exceptional streetscene

Project Entry

- Enhanced paving and landscaping create sense of arrival
- Pavers and narrow curb section provide traffic calming at intersection

Main Entry Promenade

- Tree lined street with parking on one side
- Sidewalk on the south side allows a direct pedestrian link to the common area
- Connections to paseos
- Common Area serves as visual focal point



Adjacencies

- Street along northerly boundary provides a buffer between new homes and existing homes to the north
- Side-on configuration along east boundary and additional setback preserves privacy of existing homes to the east

Common Area

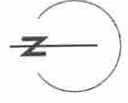
- Provides a visual focal point for the entry drive and a social focal point for the community
- Provides a recreation area for the exclusive use of residents
- Includes pool, pool deck, restrooms, drinking fountain, barbecue and shower.

Paseos

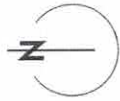
- Provide connections to retail, transit and civic uses in key locations
- Activated to encourage social interaction and passive recreation.
- Defined and themed by landscape features

Pedestrian Connection to Parking Structure

Pedestrian Connection to Retail



Not to Scale



Not to Scale

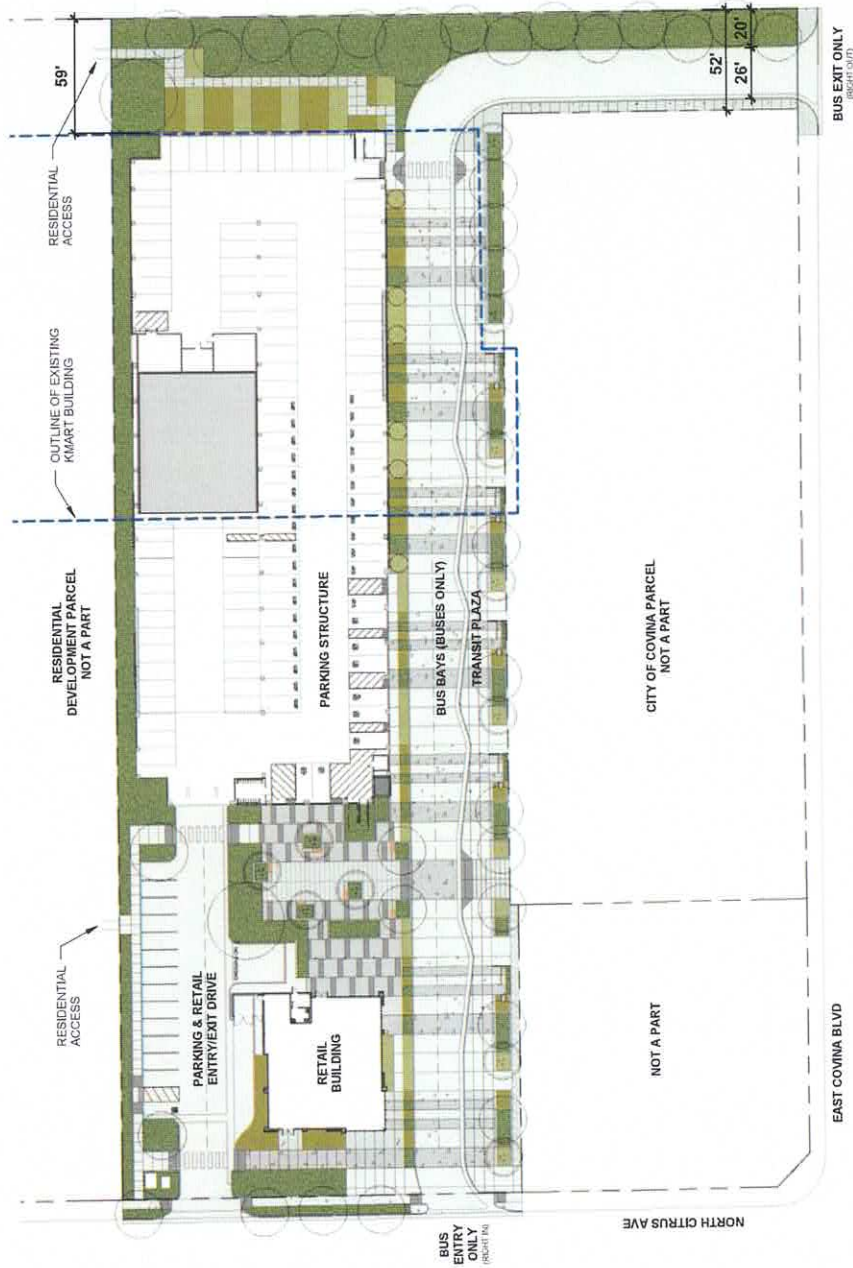


Exhibit 6

PLANNING AREA NO. 2 CONCEPTUAL DEVELOPMENT PLAN



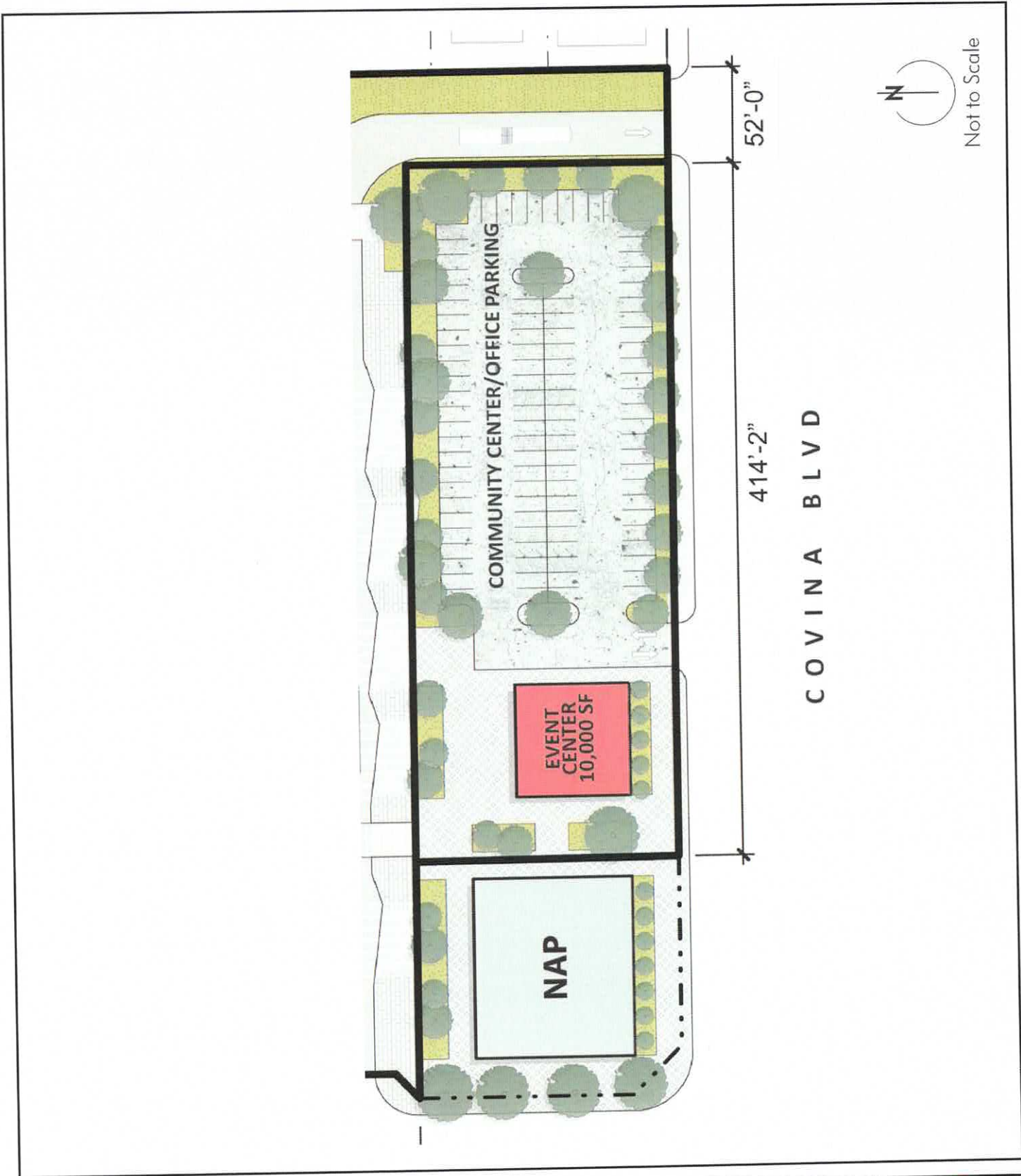


Exhibit 7

**PLANNING AREA NO. 3
CONCEPTUAL DEVELOPMENT PLAN**



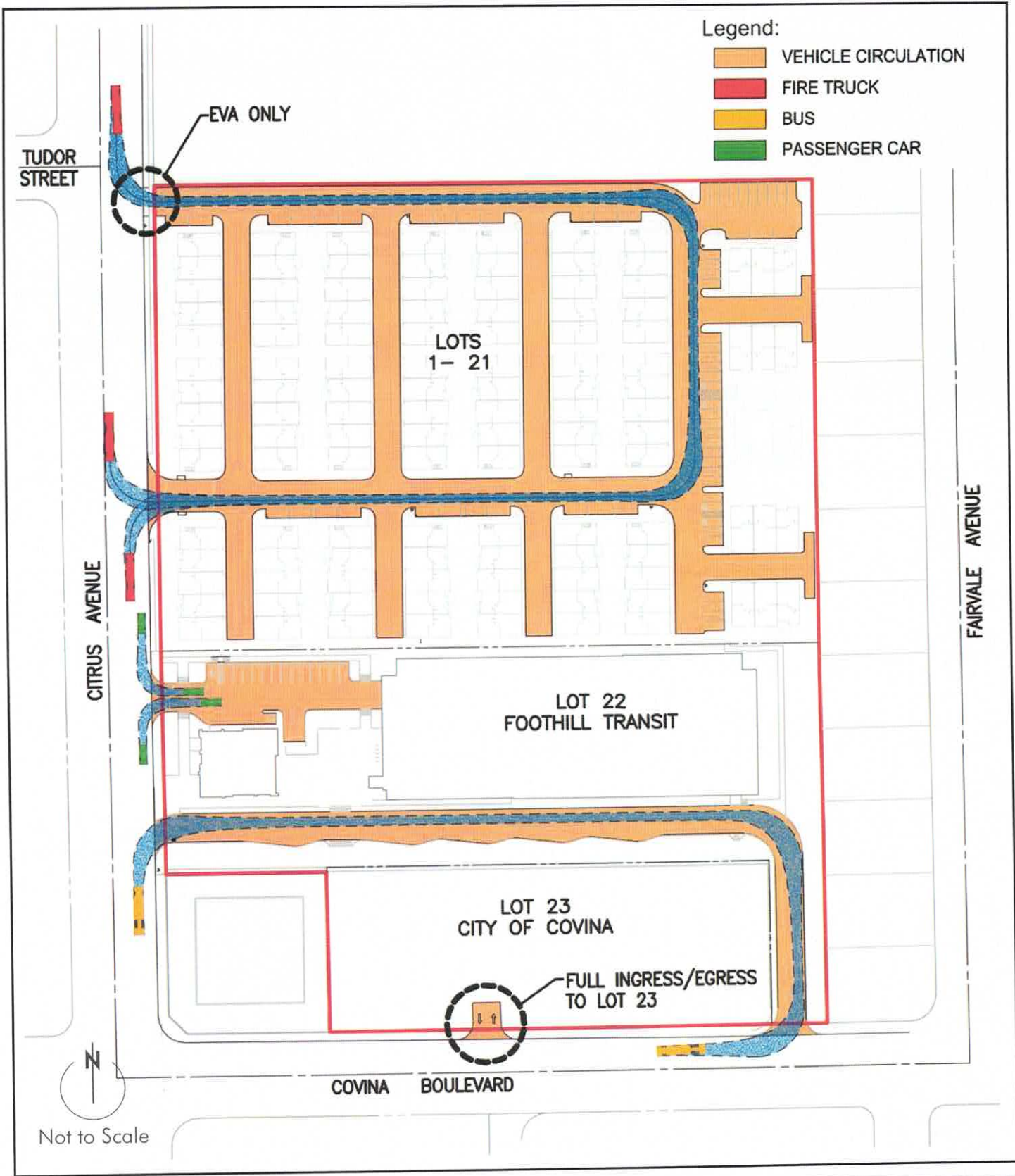


Exhibit 8

ACCESS AND CIRCULATION



PLANT PALETTE (Partial List)

TREES			SHRUBS			GROUNDCOVER		
GENUS / SPECIES	COMMON NAME	WUCOLS	GENUS / SPECIES	COMMON NAME	WUCOLS	GENUS / SPECIES	COMMON NAME	WUCOLS
ARBUTUS X MARINA	ARBUTUS STANDARD	L	AEONIUM X PSEUDO-TABULAEFORMIS	AEONIUM SAUCER PLANT	L	FESTUCA OVINA GLAUCA	BLUE SHEEP FESCUE	L
CERCIDIUM SPECIES	PALO VERDE	L	AGAVE ATTENUATA	CENTURY PLANT	L	LIRIOPE SPICATA	CREEPING LILY TURF	M
CHITALPA TASHKENTENSIS	PINK DAWN TREE	L	ANIGOZANTHOS FLAVIDUS	KANGAROO PAW	L	OPHIPOGON JAPONICUS	MONDO GRASS	M
LAGERSTROEMIA INDICA	GRAPE MYRTLE	M	CALLISTEMON V. 'LITTLE JOHN'	DWARF WEEPING BOTTLEBRUSH	L	SENECIO MANDRALISCAE	BLUE FINGER	L
MAGNOLIA G. 'LITTLE GEM'	DWARF SOUTHERN MAGNOLIA	M	DIANELLA TASMANICA	FLAX LILY	M	ROSMARINUS SPP	PROSTRATE ROSEMARY	L
MELALEUCA QUINQUENERVIA	CAJUPUT TREE	L	LIGUSTRUM J. 'TEXANUM'	DWARF JAPANESE PRIVET	M			
PHOENIX DACTYLIFERA	DATE PALM (25'-0" MIN. BTH)	L	LIRIOPE MUSCARI	BIG BLUE LILY TURF	M			
PYRUS 'CHANTICLEER'	NCN	M	LOMANDRA LONGIFOLIA 'BREEZE'	MAT RUSH	L			
RHUS LANCEA	AFRICAN SUMAC	L	MAHONIA AQUAFOLIUM	OREGON GRAPE	L			
TRISTANIA CONFERTA	BRISBANE BOX	M	PODOCARPUS MACROPHYLLUS	YEW PINE	M			
			PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M			
			RHAPHIOLEPIS INDICA	INDIAN HAWTHORN	M			
			ROSMARINUS SPP	NCN	L			

PLANT IMAGES

TREES



ARBUTUS MARINA



CHITALPA TASHKENTENSIS



LAGERSTROEMIA INDICA



MAGNOLIA G. 'LITTLE GEM'



MELALEUCA QUINQUENERVIA



PHOENIX DACTYLIFERA



TRISTANIA CONFERTA

SHRUBS



CALLISTEMON LITTLE JOHN



DIANELLA TASMANICA



AEONIUM SPP.



ANIGOZANTHOS



PODOCARPUS M.



AGAVE ATTENUATA



PRUNUS C.



RAPHIOLEPIS SPP.



ROSMARINUS SPP.



MAHONIA AQUIFOLIUM

GROUNDCOVER



FESTUCA G. GLAUCA



LIRIOPE SPICATA



OPHIPOGON JAPONICUS



SENECIO M.



ROSMARINUS SPP.

Exhibit 9.1

LANDSCAPING EXAMPLES





'Desert Museum' Palo Verde



Upright European Hornbeam



Purple Fernleaf Acacia



California Sycamore



'Purple Tower' Crape Myrtle



'Donard Gold' Monterey Cypress



Compact Carolina Cherry Laurel



Blue Fescue Grass



Bay Laurel



Dwarf Fountain Grass



Bottlebrush



Indian Hawthorn



Lantana



Upright Stonecrop



Agapanthus



Kangaroo Paw



Yellow Trumpet Vine



Coral Vine



Giant Burmese Honeysuckle Vine



'Balboa Sunset' Trumpet Creeper Vine

Exhibit 9.2

LANDSCAPING EXAMPLES





Pitched Gable roof with Rafter Tail



Entry enhanced through awning, front door color application and landscaping



Decorative metal balcony with awning



Paseo entry announced with Arbor and landscape treatments



Brackets support cantilever over paneled garage doors



Building articulation and corners enhanced through color and material application

Exhibit 10.1

ARCHITECTURAL TREATMENT EXAMPLES



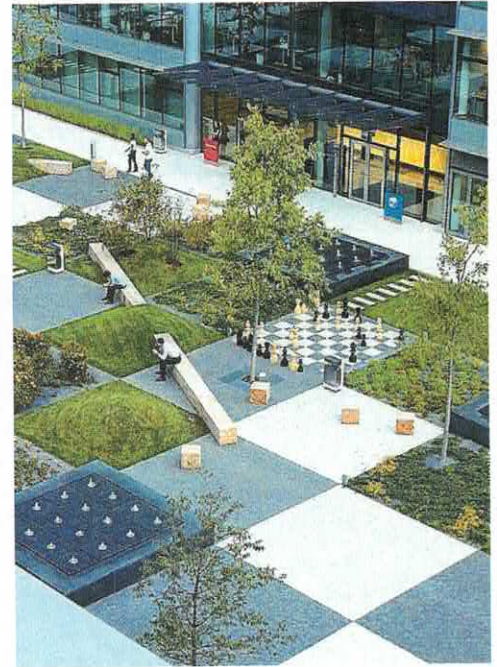
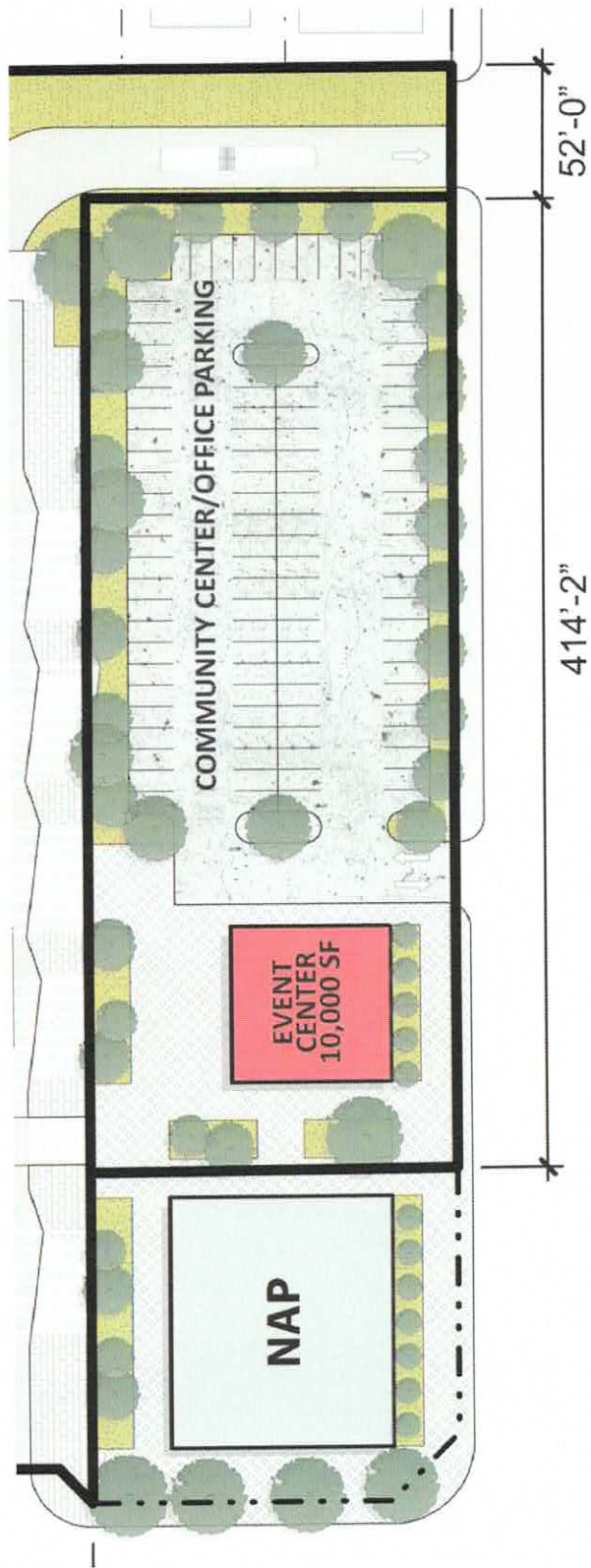


Exhibit 10.2

ARCHITECTURAL TREATMENT EXAMPLES






 Not to Scale

Exhibit 11

CIVIC COMPONENT USE SITE PLAN

