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

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

8.1 Public Private Partnerships

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

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

8.2 Potential Catalytic Projects

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

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

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

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

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

8.3 Shared Parking

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

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

8.4 Inclusionary Housing/Affordable Housing

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

Inclusionary Housing Product Requirements

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

- At least 15 percent of all new and substantially rehabilitated dwelling units developed by public or private entities or persons other than the City shall be available at affordable housing cost to, and occupied by, persons or families of low- or moderate-income. Of these, 40 percent must be available at affordable housing cost to, and occupied by persons and families of very low-income households.
% required to be low- and moderate-income affordable | % of low- and moderate-income that must be very-low-income affordable
---|---
City Developed Residential Units* | 30% | 50%
Non-Agency Developed Residential Units* | 15% | 40%
* This includes all new and substantially rehabilitated dwelling units developed.

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

**Affordability Covenants**

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

**Affordable Housing Potentials - In-Lieu Potential**

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

**Affordable Housing Potentials**

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

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

**Housing Programs/Assistance**

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

**8.5 Key Next Steps**

Potential Key Next Steps include:

- Establishment of a Shared Parking District and parking in-lieu fee program involving the City, existing property owners, University of La Verne, and Fairplex, as appropriate. These programs will allow for the efficient and effective provision of public parking in the area.
- Preparation of a Streetscapes and Open Spaces Implementation Plan including allocation of costs to an Improvements or Landscape District supported by the City, existing property owners, University of La Verne, and the Fairplex.
- Creation of a Property Based BID supported by the City, existing property owners, University of La Verne, and the Fairplex, as appropriate. A property-based BID can facilitate services beyond those traditionally provided by the City. It provides the opportunity to provide augmented security, maintenance, signage, and wayfinding.
- Apply for available State and Federal Grants related to becoming a model Green Neighborhood and sustainability.
- Apply for available State and Federal Grants related to the Specific Plan’s emphasis on reduced automobile dependence, including its connection to the Gold Line Station.
- Prioritize development of area-wide infrastructure and catalytic sites through a Capital Improvement Program, to economize on scarce public resources.
Figure 8.1: Potential Public Financing Mechanisms, Revitalization Approaches and Implementation Strategy

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

<table>
<thead>
<tr>
<th>II. STATE / FEDERAL</th>
<th>California Infrastructure and Economic Development Bank (I-Bank)</th>
<th>NAFTA Infrastructure Bank</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Description</strong></td>
<td>Low cost financing to public agencies for a wide variety of infrastructure projects.</td>
<td>Financial assistance to Mexican border states for transportation projects that are necessary to accommodate increased traffic resulting from the implementation of the North American Free Trade Agreement.</td>
</tr>
<tr>
<td><strong>B. Eligible Uses</strong></td>
<td>City streets. Educational facilities. Environmental mitigation measures. Parks and recreational facilities. Public transit.</td>
<td>Manufacturing and processing facilities.</td>
</tr>
<tr>
<td><strong>C. Funding Parameters</strong></td>
<td>The Infrastructure State Revolving Fund Program offered by the I-Bank offers loans ranging between $250,000 to $10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues, and property assessments.</td>
<td>Industrial Development Bonds (IDBs) are tax-exempt securities issued up to $10 million by a governmental entity to provide money for the acquisition, construction, rehabilitation and equipping of manufacturing and processing facilities for private companies.</td>
</tr>
</tbody>
</table>
### Proposition 1C - Brownfield Program

#### A. Description
- Proposition 1C required a portion of sales tax on gasoline be transferred to the Transportation Infrastructure Fund (TIF). Amended by Proposition 1A to limit the State's ability to suspend transfer of revenues from the TIF during fiscal difficulties.

#### B. Eligible Uses
- Clean-up, mitigation, and remediation.
- Mid-project assessment.
- Technical assistance.
- Environmental insurance.
- Capitalization of operation and maintenance funds.

#### C. Funding Parameters
- Funds provided directly for local road improvements, as well as for capital projects (highway and transit) selected by Caltrans in the State Transportation Improvement Program.

### Proposition 1B - TOD Program

#### A. Description

#### B. Eligible Uses
- Congestion relief.
- Improve air quality.
- Enhance safety and security of transportation systems.

#### C. Funding Parameters
- Various categories of funding are available. Funding is likely to be distributed through the legislative process.

### Proposition 1C - Infill Program

#### A. Description
- Proposition 1C, the Housing and Emergency Trust Fund Act of 2006, was created to promote housing in three types of projects infill, transit-oriented development (TOD), and brownfield development.

#### B. Eligible Uses
- Project-specific creation, development, or rehabilitation of parks and open space.
- Water, sewer, and utilities, or other direct infrastructure needs to the project.
- Traffic mitigation.
- Demolition and site preparation.
- Sidewalks and streetscapes.

#### C. Funding Parameters
- Funds are competitively awarded by the Department of Housing and Community Development (HCD) to qualifying infill projects and areas via the RFP process.
- Eligible applicants may include non-profit and for-profit developers, cities, counties, and redevelopment agencies.

### II. STATE / FEDERAL

#### State of California Propositions

<table>
<thead>
<tr>
<th>Propositions 42 and 1A</th>
<th>Proposition 1B</th>
<th>Proposition 1C - Infill Program</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Description</strong></td>
<td></td>
<td>Complete list above</td>
</tr>
<tr>
<td><strong>B. Eligible Uses</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C. Funding Parameters</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### III. STATE / FEDERAL

#### State of California Propositions

<table>
<thead>
<tr>
<th>Proposition 1C - Brownfield Program</th>
<th>Proposition 1C - TOD Program</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Description</strong></td>
<td>Complete list above</td>
</tr>
<tr>
<td><strong>B. Eligible Uses</strong></td>
<td>Complete list above</td>
</tr>
<tr>
<td><strong>C. Funding Parameters</strong></td>
<td>Complete list above</td>
</tr>
</tbody>
</table>

---

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

#### Section 2

**Figure 8.2: Financing Mechanisms to Assist Private Development**

<table>
<thead>
<tr>
<th>A. Description</th>
<th>B. Eligible Uses</th>
<th>C. Funding Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Facilities Districts (CFDs)</td>
<td>Special Assessment Districts</td>
<td>Development Impact Fees</td>
</tr>
<tr>
<td><strong>A. Description</strong></td>
<td><strong>B. Eligible Uses</strong></td>
<td><strong>C. Funding Parameters</strong></td>
</tr>
<tr>
<td>• A special tax placed against property located within an established district to fund public facilities and services.</td>
<td>• Funding of capital facilities including:</td>
<td>• Requires 2/3 vote of qualified electors in district. If fewer than 12 residents, vote is conducted on current landowners.</td>
</tr>
<tr>
<td>• Municipal bonds supported by revenues from the special tax are sold by the CFD to provide upfront funding to build improvements or fund services.</td>
<td>• parks</td>
<td>• Assessment based on allocation formula, not necessarily in proportion to the benefit received.</td>
</tr>
<tr>
<td>• Sets a fixed lien on every parcel within the assessment district.</td>
<td>• schools</td>
<td>• Requires value-to-lien ratio of 3:1.</td>
</tr>
<tr>
<td>• Municipal bonds supported by special assessments provide upfront funding.</td>
<td>• fire stations</td>
<td><strong>I. Developer / Property Owner / User</strong></td>
</tr>
<tr>
<td><strong>I. Developer / Property Owner / User</strong></td>
<td><strong>A. Description</strong></td>
<td><strong>B. Eligible Uses</strong></td>
</tr>
<tr>
<td><strong>A. Description</strong></td>
<td><strong>B. Eligible Uses</strong></td>
<td><strong>C. Funding Parameters</strong></td>
</tr>
<tr>
<td>• Payments made by developers or property owners in addition to, or in lieu of, development impact fees.</td>
<td>• Dedication of right-of-way streets and utilities</td>
<td>• Typically paid or committed as part of the development approval process.</td>
</tr>
<tr>
<td>• Funds contributed are used to install selected public improvements.</td>
<td>• Provision of open space</td>
<td>• Advance of funds from developers for use toward backbone infrastructure.</td>
</tr>
<tr>
<td>• Alternatively, developers are required to construct and deliver specific improvements.</td>
<td>• Parks or landscape improvements</td>
<td>• Alternatively, developers construct and deliver specific improvements.</td>
</tr>
<tr>
<td>• City and developer enter into Reimbursement Agreement.</td>
<td>• Schools and community facilities</td>
<td><strong>User Fees</strong></td>
</tr>
<tr>
<td><strong>User Fees</strong></td>
<td><strong>A. Description</strong></td>
<td><strong>B. Eligible Uses</strong></td>
</tr>
<tr>
<td><strong>A. Description</strong></td>
<td><strong>B. Eligible Uses</strong></td>
<td><strong>C. Funding Parameters</strong></td>
</tr>
<tr>
<td>• Fee imposed by a city, utility, or other franchise for services and facilities they provide.</td>
<td>• Water meter hook-ups.</td>
<td>• Typically paid or committed as part of the development approval process.</td>
</tr>
<tr>
<td>• Water meter hook-ups.</td>
<td>• Gas, electric, cable, and telephone hook-ups.</td>
<td>• Use of user fee revenues are limited to paying for the service for which the fees are collected.</td>
</tr>
<tr>
<td>• Park and recreation facilities.</td>
<td><strong>C. Funding Parameters</strong></td>
<td><strong>I. Developer / Property Owner / User</strong></td>
</tr>
<tr>
<td><strong>I. Developer / Property Owner / User</strong></td>
<td><strong>A. Description</strong></td>
<td><strong>B. Eligible Uses</strong></td>
</tr>
<tr>
<td><strong>A. Description</strong></td>
<td><strong>B. Eligible Uses</strong></td>
<td><strong>C. Funding Parameters</strong></td>
</tr>
<tr>
<td>• Typically paid or committed from redevelopment tax increment. CFD bond proceeds, and/or development impact fees collected from future developers.</td>
<td>• Backbone infrastructure.</td>
<td>• The fee amount may not exceed the cost of providing the service but may include overhead, capital improvements, and debt service.</td>
</tr>
</tbody>
</table>
## Finishing Mechanisms to Assist Private Development (CONT’D.)

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

FIGURE 8.3: POTENTIAL CATALYTIC PROJECTS

- Specific Plan Area
- Bonita Avenue Mixed-Use
- D Street Mixed-Use - West
- D Street Mixed-Use - East
- Transit-Oriented Development - North
- Transit-Oriented Development - West
- Transit-Oriented Development - East
- Fairplex Transit-Oriented Development
- Oaks Housing
- La Verne Gold Line Station
- La Verne Metrolink Station (currently Metrolink stops only during the LA County Fair)
FIGURE 8.4: HOUSING POTENTIALS

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

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

9.1  Land Uses
9.2  Land Use Districts
9.3  Permitted and Prohibited Uses
9.4  Land Uses Not Listed
9.5  Interpretation
9.6  Nonconforming Uses
9.7  Variances

The basis for the Proposed Land Uses include:
- Applicable recommendations of prior existing plans
- Field analyses of existing conditions
- Analysis of Market Demand
- Community’s Vision for Old Town

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

9.1 Land Uses

The Proposed Land Uses include:

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

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

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

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

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

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

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

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

Office provides for a stand-alone use.

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

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

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

9.2 Land Use Districts

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

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

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

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

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

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

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

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

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

Office District provides for a stand-alone use.

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

Open Space District provides for City or University of La Verne owned parks or plazas.
9.3 Permitted and Prohibited Uses

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

9.4 Land Uses Not Listed

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

9.5 Interpretation

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

9.6 Nonconforming Uses

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

9.7 Variances

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

9.8 Interim Uses

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

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

1. Such use permits shall be valid for a five (5) year period only, and thereafter may be renewed on a yearly basis only through such time period as construction is set to begin on the Gold Line station. There shall be no renewal beyond the date on which construction is reasonably anticipated to start.

2. At the expiration of the interim use permit, or any extension thereof as provided for in this section, the applicant shall automatically cease the interim use and neither the applicant nor the property owner shall be entitled to any revocation hearing.

3. In order to obtain an interim use permit, the owner of the property and the applicant must sign an interim use agreement which sets forth the interim nature of the use as specified herein and the agreement must be recorded. The agreement shall provide that if any action is necessary to enforce the terms of the agreement, the prevailing party shall be entitled to attorney's fees.

4. The interim use permit shall require the applicant to file a deposit against which staff and consultant time shall be charged, in accordance with the city's adopted fee resolution.

5. Interim use permits shall be processed in accordance with the procedures set forth in Sections 18.108.060 through 18.108.110 of the La Verne Municipal Code.

6. To grant an interim use permit, the Planning Commission must find from the facts presented that the following circumstances exist:
   a. The proposed use and development are each consistent with the general plan and the applicable specific plan.
   b. The site for the proposed use is adequate in size, shape, topography, accessibility, and other physical characteristics to accommodate the proposed use and development.
   c. The development site has adequate access to those utilities and other services required for the proposed use.
   d. The proposed use is designed to be temporary in nature and will not interfere with the ultimate development of the Old Town La Verne Specific Plan.
   e. Potential adverse effects upon the surrounding properties will be minimized to the extent practical and any remaining adverse effects are justified by the benefits conferred upon the neighborhood or community as a whole.
   f. If applicable, the proposed use will meet such additional criteria as required elsewhere in the code or adopted specific plan for other similar uses.

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

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

Example of Historic Fabric Mixed-Use, Bonita Avenue, east of D Street
Old Town La Verne Specific Plan

FIGURE 9.1: LAND USE DISTRICTS

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

*Figures and data are illustrative and do not represent actual measurements.*

- **5 minute walk (1,200')**
- **10 Acres**
- **1 Acre**
Specific Plan Area
Gold Line Station Platform
Metrolink Station Platform (currently Metrolink stops only during the LA County Fair)

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

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

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

UNIVERSITY OF LA VERNE SECTOR
- University of La Verne

OTHER USES
- New Historic Fabric
- Institutional
- Open Space (Parks or Plazas)
- Parking
### Figure 9.3: Permitted and Prohibited Uses

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Permitted Uses</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>HISTORIC OLD TOWN SECTOR</td>
</tr>
<tr>
<td></td>
<td>OFFICE DISTRICT</td>
</tr>
<tr>
<td><strong>Prohibited Uses</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>HISTORIC OLD TOWN SECTOR</td>
</tr>
<tr>
<td></td>
<td>OFFICE DISTRICT</td>
</tr>
</tbody>
</table>
This chapter describes the Development Standards and Design Guidelines for the Old Town La Verne Specific Plan and contains the following sections.

10.1 Purpose and Applicability

10.2 Interpretation

10.3 Development Standards and Guidelines Not Listed

10.4 Design Review

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

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

10.7 Design Standards and Guidelines for Old Town Mixed-Use

10.8 Design Standards and Guidelines for Medium Density Residential

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

10.10 Landscape Standards and Guidelines for Private Development

10.11 Design Guidelines for Green Roofs

10.12 Landscape Guidelines for Green Roofs

10.13 Design Guidelines for Public Art

10.3 Development Standards and Guidelines Not Listed

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

10.4 Design Review

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

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

Figure 10.1 contains the Development Standards for the following:

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

10.1 Purpose and Applicability

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

10.2 Interpretation

The development standards and design guidelines may be interpreted for specific projects with some flexibility, consistent with the purpose of the district. Variations may be considered for projects with special design characteristics during the City’s design review process to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.
### 10.6 Development Standards for the Historic Core Retail, Adaptive Reuse Mixed-Use and Historic Fabric Mixed-Use Districts

Figure 10.2 contains the Development Standards for the following:

- Lot Requirements
- Setbacks
- Building Standards

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

### 10.7 Design Standards and Guidelines for Old Town Mixed-Use

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

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

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

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

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

(1) Residential or Office
(2) Hotel
10.8 Design Standards and Guidelines for Medium Density Residential

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

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

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

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

1. Towers
2. Courtyards
3. Façade Articulation
4. Water Elements

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

10.10 Landscape Standards and Guidelines for Private Development

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

10.11 Design Guidelines for Green Roofs

Figure 10.7 describes potentials for Green Roofs including:

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

10.12 Landscape Guidelines for Green Roofs

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

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

10.13 Design Guidelines for Public Art

Figure 10.9 illustrates potentials for public art including:

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

10.14 Dark Sky Requirements

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

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

10.15 Exterior Noise Levels

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

10.16 Design Standards and Guidelines for Historic Structures

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

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

The Secretary of the Interior’s Standards for Rehabilitation are ten basic principles created to help preserve the distinctive character of a historic building and its site, while allowing for reasonable change to meet new needs. The standards are:
1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

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

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

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

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

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

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

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

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

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

10.17 Protection of Archaeological and Paleontological Resources

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

In the event that paleontological resources are discovered, a qualified paleontologist will be contacted to document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5.
### Section 3: Private Development

#### LAND USE DISTRICTS
- **HISTORIC FABRIC MIXED USE DISTRICT**
- **INSTITUTIONAL DISTRICT**
- **HISTORIC CORE RETAIL DISTRICT**
- **ADAPTIVE REUSE MIXED USE**

#### Development Standards

<table>
<thead>
<tr>
<th><strong>Lot Requirements</strong></th>
<th><strong>HISTORIC FABRIC MIXED USE DISTRICT</strong></th>
<th><strong>INSTITUTIONAL DISTRICT</strong></th>
<th><strong>HISTORIC CORE RETAIL DISTRICT</strong></th>
<th><strong>ADAPTIVE REUSE MIXED USE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area (sq. ft.)</td>
<td>7000 sq ft</td>
<td>7000 sq ft</td>
<td>7000 sq ft</td>
<td>7000 sq ft</td>
</tr>
<tr>
<td>Minimum Lot Width (feet)</td>
<td>50'</td>
<td>50'</td>
<td>50'</td>
<td>50'</td>
</tr>
<tr>
<td>Minimum Lot Depth (feet)</td>
<td>120'</td>
<td>120'</td>
<td>120'</td>
<td>120'</td>
</tr>
</tbody>
</table>

#### Minimum Setbacks (from property line, feet)

- **For principal structure:**
  - Front: 25'
  - Rear: 25'
  - Interior Side (adjacent to residential): 5'
  - Interior Side (adjacent to commercial): 10'
  - Street Side: 10'

- **For incidental and accessory structures in residential zones** (Not second units). All roofed structures are included in lot coverage. For second units, see La Verne Municipal Code.
  - Accessory structures must not exceed 60% of size of principal structure's footprint; cannot cover more than 50% of rear yard; must be 10'. Or more from principal structure to be considered a separate structure.

- **Front:**
  - Rear: Not on alley and 1 story: 3'
  - Rear setback on alley, garage door does not face alley, 1-story: 3'

- **Floor:**
  - Rear setback, garage door facing alley, 1-story: 20' or DRC approval for 5' if warranted
  - 2-Story: 20' or DRC approval for 6' if warranted
  - Interior Side: If 70 ft. from front PL, 1-story: 3' otherwise 15'

- **Streetside:**
  - 10'

- **For Patios (included in lot coverage)** Per La Verne Municipal Code

#### Building Standards

- **Maximum lot coverage:**
  - 30%. If character-defining features retained, expansion conforms to original building, up to 45% may be allowed for a 1-story house. Additions to be contiguous ground floor expansions. No future 2nd story if coverage exceeds 35%. See page 123. Two-story max is 35% with maximum overall 0.45 Floor Area Ratio
  - 35%
  - Up to 100% per DRC

- **Maximum Height**
  - Main structures: 35'
  - Non-habitable design elements (feet): Subject to DRC review
    - NA
  - 1-story accessory structure: 15
  - 2-story accessory structure: 15

- **Second Residential Unit Allowed?**
  - Per La Verne Municipal Code Chapter 18.36
    - NO

- **Design Review required per Chapter 18.16, La Verne Municipal Code**
    - YES

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

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**SECTION 3**

**PRIVATE DEVELOPMENT**

**Old Town La Verne Specific Plan**

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72 Old Town La Verne Specific Plan
FIGURE 10.3A: DESIGN STANDARDS AND VOCABULARY FOR OLD TOWN MIXED-USE

Components of Old Town Mixed Use Façades (1)

- Cornice Cap
- Decorative Cornice
- Regularly Spaced Windows
- Store Front Cornice
- Display Windows
- Plasters
- Cornice
- Upper Façade
- Mid-floor Panel & Sign Board
- Transom Window
- Awning
- Store Front
- Bulkhead

Access to Upper Level Residential (2)

- Integrated with Retail Façade
- Separate Entrance on Sites with two or more Street Exposures
- Access from Garages or below Garage Structures

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

- Entry Setback
- Dining Setback
- Sidewalk Dining

Towers (4)
- Articulate Corners, Screen Mechanical Equipment and/or Serve Rooftop Activities

Awnings (5)
- Retractable Awnings to provide shade during appropriate times of year or day

Signage (6)
- Perpendicular hanging and awning edge signing to identify businesses

Passthroughs from Public Streetscapes to Public Alleys (7)

- Passthrough (12’)
- Passthrough (15’)
- Passthrough (25’)

Articulate Large Sites and Provide Convenient Pedestrian Access
FIGURE 10.3B: DESIGN STANDARDS AND VOCABULARY FOR OLD TOWN MIXED-USE

Alley Dining (8)

Alley Entries to Retail (9)

Access Setback
Universal Access enabling utilization of retail by all

Trash and Loading Areas (10)

Alley Access to On-site Residential Parking (11)

Parking Lot Interfaces (12)

Enclosed Trash/Loading Areas
Individual Residential Parking Garages
Loading and Handicapped Parking
Landscaped Walkway at Parking Lot Edge
Parking Lot/Wall

Railroad Edge Interface (13)

Parking Structure Interfaces (14)

Solid walls buffering noise
Gates, landscaping and architectural elements
FIGURE 10.4: DESIGN STANDARDS AND GUIDELINES FOR MEDIUM DENSITY RESIDENTIAL

Entrances from Public Streetscapes (1)

Entry Stoop
Entry Terrace
Entry Porch

Edges (2)

Railroad
Parking Structure

Below Grade Parking Access (3)

Integration of Parking Entries with Architectural Styles
Parking Entries with Architectural Styles

Parking Lot Edge

Parking Lot Walkway
Parking Lot Wall

Outdoor Living Spaces and Architectural Elements Along Alleys (4)

Upper Level Porches
Lower Level Courtyards

Garage Doors and Trash Enclosure (5)

Integrated with Architectural Style and Concealing Trash Containers

Passthroughs (6)

Modulation of Building Massing

Auto Gateways (7)

Definition of Parking Courtyards
FIGURE 10.5: DESIGN STANDARDS AND GUIDELINES FOR MIXED-USE 1 AND 2

Towers (1)

Identify Major Activity areas and connections to public open spaces

Courtyards (2)

Creating outdoor dining spaces and retail access and display areas

Providing for Outdoor Performances

Façades Articulation (3)

Display Space defined by Structural Modules

Water Elements (4)

Incorporated into the ground plane

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

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

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

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

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

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

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

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

Agapanthus africanus – Lily of the Nile
Dietes bicolor – Butterfly iris
Geijera parviflora – Australian Willow
Hemero Callis – Evergreen Daylily
Lagerstroemia x ‘Faurei’ – Hybrid Crape Myrtle
Liriope species – Lily Turf
Phormium species – New Zealand Flax
Rhaphiolepis species – Indian Hawthorn
Tabebuia chrysotricha – Golden Trumpet Tree
FIGURE 10.7: DESIGN GUIDELINES FOR GREEN ROOFS

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

Vegetable Gardens (1)

Multi-use Green Roofs (2)

Pathways, mini-plazas and garden

Mechanical screening and walkways

Gardens and rooftop dining and meeting spaces

Integration of solar panels with building architecture (3)

Solar Panels to generate electricity and define spaces (4)
**LANDSCAPE APPROACH**
- Enhance environment through the use of plant material
- Provide hearty plant material that requires minimal maintenance and watering

**LANDSCAPE PALETTE**
Palette based on full sun requirement and minimal maintenance due to the lack of access. It also assumes an intensive (deep soil) condition.
- Arctostaphylos species – Manzanita
- Ceris occidentalis – Western Redbud
- Cistus species – Rockrose
- Feijoa sellowiana – Pineapple Guava
- Juniperus chinensis – Chinese Juniper
- Lantana montevidensis – Trailing Lantana
- Rosmarinus species – Rosemary

---

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

**LANDSCAPE PALETTE**
Palette based on shade requirement and minimal maintenance due to the lack of access. It also assumes an intensive (deep soil) condition.
- Abutilon hybrids – Flowering Maple
- Aspidistra elatior – Cast Iron Plant
- Bergenia crassifolia – Winter-Blooming Bergenia
- Camellia japonica - Camellia
- Cissus rhombifolia – Grape Ivy
- Clivia miniata – Caffir Lily
- Dianella tasmanica - Dianella
- Fatsia japonica – Japanese Aralia
- Helleborus orientalis – Lenten Rose
- Nandina domestica – Heavenly Bamboo
- Vinca minor – Dwarf Periwinkle

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

**LANDSCAPE PALETTE**
Palette based on harsh conditions, limited access, and the potential need for shade. It also assumes an intensive (deep soil) condition.
- Chilopsis linearis – Desert Willow
- Hemerocallis – Evergreen Daylily
- Metaleuca quinquenervia – Cajeput tree
- Olea ‘Swan Hill’ – Fruitless Olive
- Pittuitarum ‘Cream De Mint’ – Dwarf Varigated Tobra
- Rosmarinus species – Indian Hawthorn
- Rosmarinus species - Rosemary
- Salvia greggii – Autumn Sage
FIGURE 10.9: DESIGN GUIDELINES FOR PUBLIC ART

Outer ground and wall surfaces can activate major spaces.
Artist designed pavement textures can enrich pedestrian experience.
Murals can encompass both walls and ground planes.
Sculptures can surprise and inform.
Artist designed building elements such as railings can enrich.

Figurative art can create an Alley event.
Sculptures can reference geological context *
“Fault” image – “It’s your Fault” sculpture was completed in 2001 and is made of acrylic on sheet metal on a concrete base. The boldly colored sculpture is the artist’s interpretation of the geological cross section of the San Gabriel Mountains.

Temporary art can enrich public spaces.
“Angels Packing Label” – “La Verne Ranchos” completed in 1991 and constructed of acrylic paint on brick. This a replica of an actual La Verne citrus label, which had its inspiration from H.C. Witmer grove and home.

Sculptures can reference historical events *
“Wright Bros Plane” – “Wright Brother’s 1902 Wright Glider” is constructed with a stainless steel frame, struts of brass or stainless steel, and a wing of copper. The public art piece is a ¾ scale model of the Wright Brothers 1902 Wright Glider.

Murals can reference La Verne’s Citrus Heritage *
“Transportation” – “Transportation Past and Present” mural was completed in 1997 and constructed of acrylic paint. This mural celebrates transportation modes of the past that stopped at and moved on through La Verne.

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

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

Sculptures can both accentuate and enclose spaces *
“Wright Bros Plane” – “Wright Brother’s 1902 Wright Glider” is constructed with a stainless steel frame, struts of brass or stainless steel, and a wing of copper. The public art piece is a ¾ scale model of the Wright Brothers 1902 Wright Glider.

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

“Kohls” – “Pride of La Verne” tile mural was completed in 2003 and is made of ceramic tiles. This public art installation captures the last light on La Verne Heights and San Dimas Canyon; and captures the flavor and color of the regional citrus industry.
FIGURE 10.10: ARCHITECTURAL STYLES

Old Town Historic Fabric

University of La Verne
Old Town Mixed-Use: Bonita Avenue and D Street

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

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

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

Bonita Avenue View

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

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

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

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

Alley View

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

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

Old Town Mixed-Use: Third Street and E Street

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

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

- A variety of building scales and uses along the southerly edge of Third Street
- A historic church adjacent to the east on E Street
- A variety of building scales and uses along the southerly edge of Third Street
- Railroad tracks at the southerly edge
- Historic fabric along White Avenue including the Dairy Mart and an attractive Craftsman home

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

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

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

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

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

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

Context

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

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

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

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

- Extensive green roof potentials for building insulation and solar panels to generate electricity
- Primary orientation of buildings along east-west axes to maximize potential for passive solar design, maximize mountain views to the north and provide a partial sound barrier from intermittent noise from the Fairplex drag strip

- Building setbacks to create focal point plaza providing direct views and pedestrian connection to the Gold Line Station
- Building setbacks to create off-street, Class I Bicycle Route between White Avenue and E Street
- Pedestrian and bicycle bridge across Arrow Highway to provide easy access to one or two potential Gold Line parking structures
FIGURE 11.1A: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES - CONTEXT
Old Town Mixed-Use: Bonita Avenue

POTENTIAL DEVELOPMENT SITE

A North Edge Single Family Residences
B West Edge Single Family Residences
C North Alley
D East Edge Retail Building
E South Edge Historic Core Retail Fabric
F Shared Parking Lot/Structure
G Bonita Avenue Streetscape
H D Street Streetscape
I Transportation Plaza
FIGURE 11.1B: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Old Town Mixed-Use: Bonita Avenue
FIGURE 11.1C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Old Town Mixed-Use: Bonita Avenue
FIGURE 11.2A: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES - CONTEXT
Old Town Mixed-Use: E & Third Street

A Existing Use
B North Alley Facing West
C E Street Facing North
D South Edge Office Buildings
E E and Third Street looking east on Third Street
F Church
G East Edge (Church)
FIGURE 11.2B: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES

Old Town Mixed-Use: E & Third Street
FIGURE 11.2C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Old Town Mixed Use: E & Third Street
FIGURE 11.3A: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES - CONTEXT
Medium Density Residential: First Street

A First Street Facing West
B Uses along E Street
C North Edge Single Family Residences
D North Alley Facing East at G Street
E White Avenue Facing North
F East Edge Single Family Residence (to remain)
G First Street Facing West at F Street
H South Railroad Edge
I North Railroad Edge
J G Street Facing North
K White Avenue Facing South
L South Railroad Edge
M North Edge Single Family Residences
N White Avenue Facing North
O First Street Facing West

90 OLD TOWN LA VERNE SPECIFIC PLAN
FIGURE 11.3B: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Medium Density Residential: First Street
FIGURE 11.3C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Medium Density Residential: First Street
FIGURE 11.4A: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES - CONTEXT
Mixed-Use 1 and 2: Arrow Highway/TOD
FIGURE 11.4B: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Mixed-Use 1 and 2: Arrow Highway/TOD
FIGURE 11.4C: ILLUSTRATION OF DEVELOPMENT STANDARDS AND GUIDELINES
Mixed-Use 1 and 2: Arrow Highway/TOD
SITE SPECIFIC SETTING

Historic Fabric

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

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

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

Heritage Infrastructure in Lordsburg

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

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

Street Grid

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

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

Alleys

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

Building Lots

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

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

Sidewalks and Parkways

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

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

Lordsburg Heritage Preservation and Rehabilitation Guidelines

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

Precise Plan Requirement

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

Incentive Measures

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

1. A reduction in building permit fees not to exceed 50 percent where the decision-making body certifies that the remodeling or construction is fully consistent with these guidelines;
2. Free architectural or technical assistance provided by the City’s designated-authorized architect, seismic engineer, or historic preservation staff not to exceed five hours’ maximum time;
3. Assistance in the preparation of forms and documents for submittal to the State Office of Historic Preservation, National Register of Historic Places, or other preservation agency where such documents are a condition of approval;
4. Subject to Council approval, execution of a Mills Act contract offering property tax relief in exchange for a specified-term agreement to preserve the structure(s) and features of the property;
5. Rehabilitation loans and grants, provided that all normal and customary City requirements for such grants have been met by the applicant;
6. City installation of a plaque designating the structure, where the structure has previously been granted landmark status by the Council. A "heritage structure" designation in this plan shall not imply landmark status in the absence of Council designation.

Conditions and Approval

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

Preservation

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

Use

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

Demolition

1. No demolition of a heritage building shall be permitted without City approval.
2. Environmental review shall be required as part of the procedure prior to the issuance of a demolition permit.
3. Demolition of character-defining features shall not be permitted.
4. Demolition of non-character-defining features and non-original features will be permitted if they do not impact character-defining features.
5. Demolition of non-character-defining features and non-original features will be permitted with City approval.

Moving

1. Heritage buildings should be preserved on their present site.
2. A conditional use/relocation permit, with appropriate environmental documentation, shall be required as part of the procedures prior to issuance of a permit to move a structure in the historic district.
3. Moved heritage buildings shall be relocated in an environment that has buildings with the same or similar character-defining features.
### Maintenance
1. All original character-defining features of a heritage building shall be maintained in an appropriate manner in order to preserve the features.
2. When a character-defining feature can no longer be maintained, it shall be replaced with a new member that matches the appearance of the original object.

### Alterations
1. Alterations to heritage buildings shall be permitted if the changes do not affect the character-defining features of the building.
2. No exterior alterations of heritage buildings will be permitted without City approval.

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

#### Commercial Structures

##### Rehabilitation of Heritage Commercial Structures

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

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

1. All existing historic elements on the exterior of the building shall be preserved.
2. All new work shall be limited to the removal of existing non-historic fabric and the installation of architectural details that restore the original appearance of the building or a significant period in the history of the building.
3. The original or significant appearance of the building shall be based on historic documentary evidence or physical evidence. Documentary evidence may include written material, photographs or drawings.
4. The original or significant configuration of the exterior walls shall be restored.
5. New stories shall not be built on top of existing heritage buildings.
6. The original or significant finish materials on the building shall be restored.
7. The location of the original door and window openings shall be restored.
8. The original door frames and doors shall be restored.
9. The original window frames and windows shall be restored.
10. Signs for the building shall be in keeping with the types of historic signs appropriate for the period of the building.
11. Exterior lighting shall follow the type of historic lighting appropriate for the period of the building.
12. Original outdoor walkways and paving designs and landscaping concepts should be preserved.

##### Rehabilitation of Non-Heritage Commercial Structures

Within the Historic Commercial District

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

##### Construction of New Commercial Structures

Within Historic Commercial District

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

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

1. All general conditions and requirements of the La Verne Municipal Code are met; and
2. The owners wish to remove a non-contributing building and replace it with a new historically consistent commercial structure.

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

1. The design shall incorporate the design features of the 1900-1930 commercial class brick buildings or the 1930-1940 Art Deco/Moderne or the Normandy Revival reinforced concrete buildings (see illustrations on the following pages).
2. The new buildings shall not incorporate details from both periods.
3. The height, width and length of the new building shall be consistent with the original characteristics of the contributing structures.

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

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

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

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

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

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

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

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

None Required.

### Air Quality

#### Mitigation Measure 3.2-1: The City shall provide South Coast Air Quality Management District (SCAQMD) with its revised growth projections resulting from implementation of the General Plan amendments associated with the proposed project for inclusion and incorporation into the latest Air Quality Management Plan (AQMP). The City shall continue to participate in SCAQMD’s air quality attainment program and work with SCAQMD in the development all future AQMPs.

- Provide SCAQMD with its revised growth projections resulting from implementation of the General Plan amendments.
- Continue to participate in SCAQMD’s air quality attainment program.

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<th>Monitoring Schedule</th>
<th>Responsibility</th>
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<td>After Project Approval</td>
<td>City Planning Director</td>
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#### Mitigation Measure 3.2-2: The following mitigation measures shall be incorporated to minimize emissions of NOx associated with construction activities for the project:

- Construction activities shall require the use of 2010 and newer diesel haul trucks (e.g. material delivery trucks and soil import/export) to the extent feasible. Under conditions where it is determined that 2010 model year or newer diesel trucks are not readily available or obtainable for a project, the applicant shall be required to provide this evidence to the City and shall instead use trucks that meet USEPA 2007 model year NOx emissions requirements.
- Off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet USEPA Tier III off-road emissions standards. In addition, construction equipment shall be outfitted with BACT devices certified by CARB. A copy of each unit’s certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. Under conditions where a newer or alternative technology becomes available in the future that would result in either equivalent or larger reductions in NOx emissions than the use of tiered construction equipment, that technology shall be applied. Where alternatives to USEPA Tier III equipment are chosen for a project, the applicant shall be required to show evidence to the City that comparable NOx emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations would be achieved.
- After January 1, 2015, off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier IV emission standards, where available. Under conditions where it is determined that equipment meeting Tier IV emission standards are not readily available or obtainable for a project, the applicant shall be required to provide this evidence to the City and shall instead use USEPA Tier III equipment. In addition, construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

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

<table>
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<td>that the use of lawn mowers and leaf blowers shall be electrically-powered.</td>
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<tr>
<td>• Should the City adopt a car-sharing program, future residential and retail developments shall coordinate with the City to determine the necessity of providing designated areas for parking of zero emission vehicles (ZEVs).</td>
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<tr>
<td>• Residential, retail, and office developments shall provide information to tenants and employees regarding the availability of public transportation in the City.</td>
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Cultural Resources

None Required.

Greenhouse Gases

None Required.

Hazards and Hazardous Materials

None Required.

Hydrology and Water Quality

None Required.

Land Use

None Required.

Noise

Mitigation Measure 3.8-1: The City shall ensure that project approvals within the Specific Plan area require compliance with the City’s exterior noise standards for construction. If it is determined that City noise standards for construction activities would be exceeded, unless a variance is granted, design measures shall be taken to reduce the construction noise levels to the maximum extent feasible to achieve compliance with the City’s construction noise standards. These measures may include, but are not limited to, the erection of noise barriers/curtains, use of advanced or state-of-the-art mufflers on construction equipment, and/or reduction in the amount of equipment that would operate concurrently at the development site. Under conditions where it is determined that compliance with the City noise standards would not be technically feasible, the construction contractor(s) shall apply for a noise variance as permitted under the City Noise Ordinance.

• Include mitigation measure in project design specifications.
• Include mitigation measure in construction contractor specifications.
• Maintain records of specifications in project file.

City Planning and Building Divisions
Prior to approval of projects within the Specific Plan area.

Mitigation Measure 3.8-2: The City shall ensure that project approvals within the Specific Plan area require that noise and groundborne vibration construction activities whose specific location on a construction site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

• Include mitigation measure in project design specifications.
• Include mitigation measure in construction contractor specifications.
• Maintain records of specifications in project file.

City Planning and Building Divisions
Prior to approval of projects within the Specific Plan area.
## Mitigation Measures

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

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

#### Implementation, Monitoring, and Reporting Action

- Include mitigation measure in construction contractor specifications.
- Maintain records of specifications in project file.

#### Responsibility

- City Planning and Building Divisions

#### Monitoring Schedule

- Prior to issuance of development or grading permit

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#### Mitigation Measure 3.8-16: All new commercial and retail uses proposed under the Specific Plan shall locate, to the extent feasible, their respective loading areas on the opposite side of the building where an adjacent residential use is located in order to direct the truck-related noise levels away from residential uses.

- Include mitigation measure in project design specifications.
- Maintain records of specifications in project file.

#### Responsibility

- City Planning and Building Divisions

#### Monitoring Schedule

- Prior to issuance of development or grading permit

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#### Mitigation Measure 3.8-17: All loading docks associated with the new commercial and retail uses proposed under the Specific Plan that are located adjacent residential uses shall be designed with proper and sufficient shielding to ensure that truck-related noise levels shall not exceed the ambient noise level on the premises of adjacent residential properties by more than five decibels.

- Include mitigation measure in project design specifications.
- Maintain records of specifications in project file.

#### Responsibility

- City Planning and Building Divisions

#### Monitoring Schedule

- Prior to issuance of development or grading permit

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### Population and Housing

None Required.

### Public Services

None Required.

### Recreation

None Required.

### Transportation and Traffic

#### Measure 3.12-1: Public Works Department shall review project construction activities for each new development occurring within the Specific Plan area to determine if a construction traffic management plan is warranted. If determined to be warranted by the City Public Works Department, the project applicant will develop a Construction Management Plan to be approved by the City Public Works Department prior to issuance of construction permits that will include, but not be limited to, the following measures:

- Designate traffic control for any street closure, detour, or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows), site access, traffic controls and detours, and proposed construction phasing plan for the project.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.

Require the contractor to keep all haul routes clean and free of debris including, but

- Include mitigation measure in project design specifications.
- Include mitigation measure in construction contractor specifications.
- Maintain records of specifications in project file.

#### Responsibility

- City Planning and Public Works Departments

#### Monitoring Schedule

- When needed due to traffic volumes
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<td>not limited to, gravel and dirt as a result of its operations. The applicant will clean adjacent streets, as directed by the City Public Works Department, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.</td>
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<td><strong>Measure 3.12-2:</strong> The City shall install and operate a traffic signal at the intersections of B Street and Bonita Avenue, and at Fairplex Drive and Arrow Highway. The Fairplex Drive and Arrow Highway intersection would also be restriped on the northbound approach with one left turn lane and a shared through/right turn lane and striping the southbound approach to include one left turn lane and a shared through/right turn lane.</td>
<td><strong>Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.</strong></td>
<td>City Planning and Public Works Departments</td>
<td>When needed due to traffic volumes</td>
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<tr>
<td><strong>Measure 3.12-3:</strong> The City shall restripe the intersection of E Street and Arrow Highway to add an exclusive southbound right turn lane on the southbound approach. This would change the lane configuration on the southbound approach from one left turn lane and one shared through/right turn lane to one left turn lane, one through lane and one exclusive right turn lane.</td>
<td><strong>Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.</strong></td>
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<tr>
<td><strong>Measure 3.12-4:</strong> The City shall restripe and modify the medians at the intersection of White Avenue and Arrow Highway on the northbound approach to add one left turn lane and one exclusive right turn lane, and restripe on the southbound approach to add one left turn lane. This would change the lane configuration on the northbound approach from one left turn lane, one through lane and one shared through/right turn lane to two left turn lanes, two through lanes and one exclusive right turn lane. This would also change the lane configuration on the southbound approach from one left turn lane, one through lane and one shared through/right turn lane to two left turn lanes, one through lane and one exclusive right turn lane.</td>
<td><strong>Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.</strong></td>
<td>City Planning and Public Works Departments</td>
<td>When needed due to traffic volumes</td>
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<td><strong>Measure 3.12-5:</strong> The City shall restripe the intersection of White Avenue and Bonita Avenue in all approaches to add exclusive right turn lanes. This would change the lane configuration on all approaches at this intersection from one left turn lane and one shared through/right turn lane to one left turn lane, one through lane and one exclusive right turn lane.</td>
<td><strong>Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.</strong></td>
<td>City Planning and Public Works Departments</td>
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<tr>
<td><strong>Measure 3.12-6:</strong> The City shall coordinate with the City of Pomona and Caltrans to modify the intersection of Towne Avenue and I-10 EB Ramps to add one eastbound left turn lane and change the eastbound approach from one shared left/through lane.</td>
<td><strong>Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.</strong></td>
<td>City Planning and Public Works Departments</td>
<td>When needed due to traffic volumes</td>
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<tr>
<td><strong>Measure 3.12-7:</strong> The City shall coordinate with the City of Pomona and Caltrans to modify the intersection of Towne Avenue and I-10 EB Ramps to add one eastbound left turn lane and change the eastbound approach from one shared left/through lane.</td>
<td><strong>Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.</strong></td>
<td>City Planning and Public Works Departments</td>
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<td><strong>Measure 3.12-9:</strong> The City shall coordinate with the City of San Dimas to restripe the intersection of San Dimas Avenue and Bonita Avenue in the eastbound approach to convert one right turn lane to one shared through/right turn lane and restripe the westbound approach to add one exclusive right turn lane. This would change the lane configuration on eastbound approach from one left turn lane, one through lane and one right turn lane to one left turn lane, one through lane and one shared through/right turn lane. This measure would also change the lane configuration on the westbound approach from one left turn lane and one shared through/right turn lane to one left turn lane, one through lane and one right turn lane.</td>
<td>• Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas.</td>
<td>City Planning and Public Works Departments</td>
<td>When needed due to traffic volumes</td>
</tr>
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| **Measure 3.12-10:** The City shall coordinate with the City of San Dimas to reconfigure the intersection of Cataract Avenue and Arrow Highway to provide an additional westbound left turn lane. | • Evaluate intersections LOS and other traffic issues prior to approval of projects that would affect these roadway areas. | City Planning and Public Works Departments | When needed due to traffic volumes |

### Utilities and Service Systems

None Required.