City of La Cañada Flintridge

Downtown Village Specific Plan

November 20, 2000

Modified September, 2023

The Arroyo Group
with
Moore Iacofano Goltsman, Inc.
Keyser Marston Associates, Inc.
The Mobility Group
EPT Landscape Architecture
CBA, Inc.

Acknowledgments

We gratefully acknowledge the contributions of the citizens of La Cañada Flintridge to the development of the Downtown Village Specific Plan, without which this Plan could not have been developed. Their commitment, understanding and vision of the area will have a positive impact on their community for many years to come.

CITY COUNCIL

David A. Spence, Mayor
Anthony J. Portantino, Mayor Pro Tem
Carol Liu, Councilmember
Jerry G. Martin, Councilmember
Deborah K. Orlik, Councilmember

CITY MANAGER

Jerry B. Fulwood

PLANNING COMMISSION

Jack Orr, Chair
Robert Levine, Vice Chair
Stephen Del Guercio, Commissioner
Fred Engler, Commissioner
Maria Mehranian, Commissioner

DESIGN COMMISSION

Gordon Hoopes, Chair
Jay Johnson, Vice Chair
John P. Edwards, Commissioner
Larry Moss, Commissioner
John R. Roberts, Commissioner

CITY STAFF

Robert Stanley, Director of Community Development
Fred Buss, Senior Planner
Roger Cantrell, Planner
Mark Steres, Assistant City Attorney
Mirna Stanley, Planning Secretary

STEERING COMMITTEE

Gould Allison
Frank Brennan
Taik Kim
Peter Kudrave
Maria Mehranian
Larry Preble
Jack Samuelson
Hope Tschopik Schneider
Scott Tracy
Bob Wallace

Community Group Representatives
Larry McQuaide, Chamber of Commerce
Greg Boss, La Cañada Youth Sports Coalition
Jinny Dalbeck, La Cañada Unified School District
Norbert Olberz (designee, Jack Atwood), La Cañada Properties, Inc.
Bert England, Friends of 91011

Commission Representatives
Fred Engler, Planning Commission
Gordon Hoopes, Design Commission
David Goldworthy, Parks & Recreation Commission
Bill Koury, Public Safety Commission
Joe Thompson, Public Works and Traffic Commission

Council Liasons
David A. Spence, Mayor
Deborah K. Orlik, Councilmember

List of Chapters

One: Introduction

Two: Existing Conditions

Three: Vision

Four: Urban Design Concepts

Five: Circulation

Six: Land Uses

Seven: Development Standards and Design Guidelines

Eight: Implementation

Appendix 1: Conceptual Illustrations for the La Cañada Properties Site

Appendix 2: City of La Cañada Flintridge Design Options Manual

List of Figures

2.1 Specific Plan Area in the City of La Cañada Flintridge

2.2 Specific Plan Area

2.3 Retail Sales per Capita

4.1 Urban Design Concept

4.2 Public Improvements Concept

4.3 Typical Foothill Boulevard Cross Section

4.4 Typical North Road Cross Section

5.1 Specific Plan Circulation System

5.2 Intersection Improvements

6.1 Land Use Districts

7.1 Conceptual Illustrative Plan for the Village Center

7.2 Development Standards and Design Guidelines to Create a Pedestrian Friendly Environment

7.3 Design Guidelines to Preserve Views of Mountains and Foothills

7.4 Front Façade Height Requirements for Structures Fronting Foothill Boulevard in the Village Center

List of Figures (continued)

7.5 Roof Height Requirements for Structures Fronting Foothill Boulevard in the Village Center

7.6 Subareas in the Village Center

7.7 Façade Design: Storefront Elements, Modulation and Signage Locations.

8.1 Initial Phasing Concept for Public Improvements in the Village Center

List of Tables

2.1 Existing Land Use in the Downtown Village Specific Plan Area

6.1 Permitted Uses in the Mixed Use 1 and Mixed Use 2 Districts

6.2 Permitted Uses in the Institutional District

6.3 Permitted Uses in the Residential District

6.4 Permitted Uses in the Park District

8.1 Approximate Changes to Land Uses

8.2 Circulation Improvement Costs

8.3 Funding Sources

Chapter One:

Introduction

1 Introduction

The purpose of this chapter is to provide background information on the Specific Plan area and the Specific Plan itself as a planning document. This chapter is organized as follows:

1.1 What is the Downtown Village Specific Plan?
1.2 Specific Plan Goals
1.3 Background
1.4 Purpose of the Specific Plan
1.5 How the Specific Plan Works
1.6 Applicability and Conformity with the Specific Plan
1.7 Amendments to the Specific Plan
1.8 Review of the Specific Plan
1.9 General Plan and Zoning Ordinance Consistency

1.1 What is the Downtown Village Specific Plan?

The Downtown Village Specific Plan is a planning and design document intended to describe the kind of environment desired by the citizens of La Cañada Flintridge. The Downtown Village Specific Plan is important to the City and its residents because it will strengthen the Downtown area as the heart of the community with attractive streets, enjoyable public spaces, and lively, mixed use commercial areas.

1.2 Specific Plan Goals

By combining the goals of the General Plan and the Foothill Boulevard Master Plan with a community-based approach to preparing the Specific Plan, the following goals are established:

- Recognize the unique identity of the area.
- Create an attractive pedestrian environment that accommodates open spaces.
- Develop a village atmosphere.
- Create a plan that enhances economic viability.
- Create a workable street system with a smooth flow of traffic and circulation.
- Create appropriate design standards.
- Create a new home for Sport Chalet that fits in to the community's vision.
- Identify strategies for how private and public sectors can work together to implement the Specific Plan.

1.3 Background

The Foothill Boulevard Master Plan was prepared in 1991. The Plan covers the entire length of the Boulevard, including the Specific Plan area. The Foothill Boulevard Master Plan was never adopted by the City Council and did not undergo environmental evaluation. However, the City Council did accept the document as a guidance/resource document. This Specific Plan incorporates and supports many of the goals, policies and design principles of the Foothill Boulevard Master Plan. The City's Design Options Manual and Community Planned Development (CPD) Ordinance also contain many elements of the Foothill Boulevard Master Plan, and are referenced and incorporated in this Plan.

The most recent planning effort in the Specific Plan area was the City's approval and subsequent revocation of development on the 12-acre La Canada Properties site. This development proposal included the Sport Chalet sporting goods store and headquarters office, a Vons market and a mixture of office and other retail uses. An important component of the current Specific Plan process was to facilitate consensus between La Canada Properties, Inc. and the community to create a more appropriate project that is compatible and consistent with the goals and objectives of the General Plan, Foothill Boulevard Master Plan and the community. Part of this consensus included general community desire to keep the large retail uses, Sport Chalet and Vons market, physically separated on the western and eastern edges of the Village Center area. Through a cooperative community effort, the Downtown Village Specific Plan addresses appropriate development on these sites in the context of the entire planning area.

1.4 Purpose of the Specific Plan

The Specific Plan is enacted pursuant to Section 65450 et seq. of the California Government Code and other applicable laws. It is

intended to provide for systematic implementation of the General Plan, as related to properties located in the area to which the La Cañada Flintridge Downtown Village Specific Plan applies. The Specific Plan is a planning document whose relationship to the City of La Cañada Flintridge Zoning Code is described subsequently.

1.5 How the Specific Plan Works

This Specific Plan is designed to establish the vision and development framework for the Downtown Village area. Implementation will be regulated through detailed development standards, design guidelines and land use regulations in this Specific Plan or as referenced. These important Specific Plan features are consistent with the goals and policies set forth in La Cañada Flintridge's General Plan and the Foothill Boulevard Master Plan.

The drawings contained in this document convey the intent of the Plan's design standards and guidelines. They represent one way of applying the standards and guidelines and are not intended to regulate site design and layout. To illustrate this point, Appendix 1 contains three conceptual site plans for the La Cañada Properties site that differ in overall design, but generally comply with the Design Standards and Guidelines in this Plan.

1.6 Applicability and Conformity with the Specific Plan

The provisions of this Specific Plan shall apply to all properties included in the Specific Plan area. No construction, modification, addition, placement or installation of any building structure shall occur, nor shall any new use commence on any lot, on or after the effective date of this Specific Plan, except in conformity with the provisions of this Specific Plan.

The provisions of this Specific Plan shall not apply to development projects for which a complete application has been received by the appropriate city office, all discretionary approvals obtained and a building permit issued as of the effective date of this Specific Plan; provided, applicants for such projects may elect to comply with any of the provisions hereof in lieu of the former provisions.

Where land use regulations and/or development standards of the City of La Cañada Flintridge Zoning Code are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall control. Any issue not specifically covered in the Specific Plan shall be subject to the La Cañada Flintridge Municipal and Zoning Codes.

1.7 Amendments to the Specific Plan

This Specific Plan may be amended in the time and manner prescribed by applicable State law.

1.8 Review of the Specific Plan

The progress in the implementation of the Specific Plan shall be reported periodically to the Planning Commission and City Council for review. Additionally, to assist the La Cañada Unified School District with its long term school planning efforts, the City shall periodically review the extent of residential development within the Specific Plan area to report housing and population growth to the School District.

1.9 General Plan and Zoning Ordinance Consistency

To ensure consistency between the Downtown Village Specific Plan and the City of La Cañada Flintridge General Plan, the Land Use Element of the General Plan is concurrently being amended to reflect the Specific Plan.

To ensure consistency between the Downtown Village Specific Plan and the City of La Cañada Flintridge Zoning Code, a zone change is being concurrently adopted amending the zoning map to designate the Downtown Village Specific Plan.

Although generally consistent with the General Plan, the Downtown Village Specific Plan refines the objectives and policies of the General Plan as it relates to the Specific Plan area. The Downtown Village Specific Plan supercedes the provisions of the Zoning Code, except where such provisions are specifically referenced in the Specific Plan.

Chapter Two:

Existing Conditions

2 Existing Conditions

The purpose of this chapter is to discuss the existing conditions in the Downtown Village Specific Plan area. This chapter is organized as follows:

2.1 Specific Plan Area

2.2 Regional and City Context

2.3 Existing Development and Land Use

2.4 Existing Zoning

2.5 Economic Context

Figure 2.1: Specific Plan Area in the City of La Cañada Flintridge

2.1 Specific Plan Area

The Downtown Village Specific Plan consists of approximately 95 acres located near the center of the City of La Cañada Flintridge (Figure 2.1). The Specific Plan area is bounded by the Foothill Freeway (Interstate 210) to the north, Foothill Boulevard to the south, La Cañada Boulevard to the northwest, and the Crown Avenue/freeway off-ramp intersection at Foothill Boulevard to the southeast. The Specific Plan area also includes all non-residential properties fronting on the south side of Foothill Boulevard (Figure 2.2).

Two sites within the Specific Plan area offer unique opportunities to help initiate the creation of a Downtown Village:

- La Cañada Properties, Inc. owns approximately 12 acres along Foothill Boulevard at Angeles Crest Highway. This is the largest property under single ownership in the Specific Plan area. It is currently being used for residential and commercial purposes, including the Sport Chalet retail store and headquarters office.
- Vons Companies owns approximately four acres on Foothill Boulevard between Oakwood Avenue and Rinetti Lane. This site contains Vons within the Plaza de La Cañada.

These sites are significant due to their prominent size and location on the Boulevard at the western and eastern ends of the Village Center. Equally important is the readiness of the property owners to redevelop and improve the retail businesses on their sites. Both locations offer potential for mixed use development and for open space or civic uses on portions of the sites through public-private partnerships and cooperative opportunities.

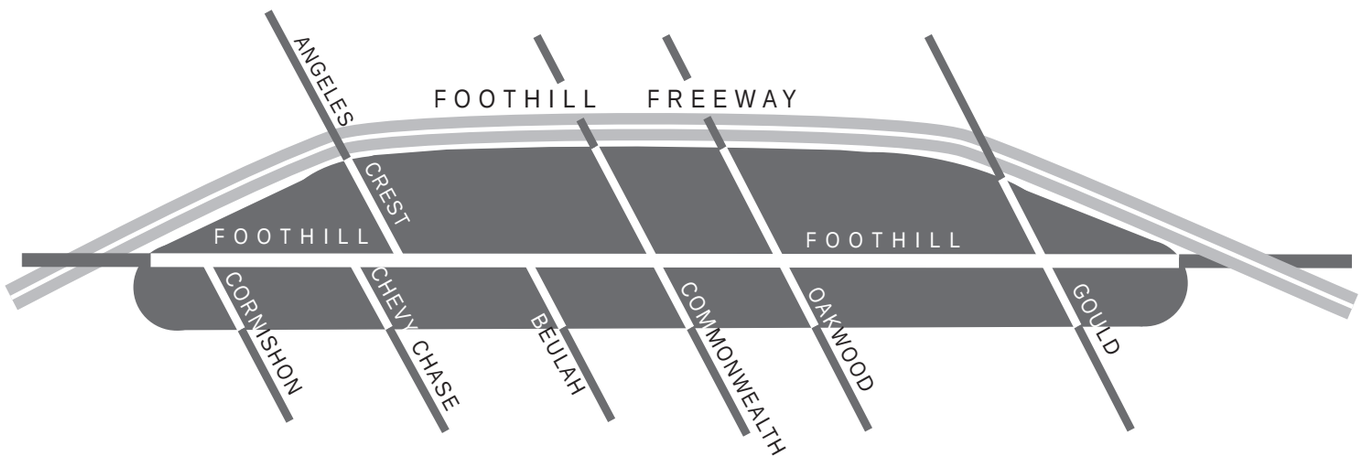


Figure 2.2: Specific Plan Area

2.2 Regional and City Context

The City of La Cañada Flintridge is located in the foothills of the San Gabriel Mountains, adjacent to of the cities of Pasadena and Glendale. The low-density residential community maintains a small town atmosphere while being relatively close to downtown Los Angeles and other urban centers, such as Pasadena, Burbank and Glendale. Commercial development within the City is almost exclusively limited to frontage along Foothill Boulevard, the major east-west arterial that bisects the Specific Plan area.

Because the City is nestled in the foothills of the San Gabriel Mountains, there are views of the mountains in all directions from the Specific Plan area. The views to the north from the Foothill Boulevard/Angeles Crest Highway and Foothill Boulevard/ Gould Avenue intersections are especially dramatic. The Specific Plan topography gradually slopes down from northwest to southeast.

The Downtown Village Specific Plan area represents the commercial core and serves as the prominent gateway to the City of La Cañada Flintridge. The community wants to see future development in this highly visible area that is economically viable as well as compatible with the predominantly low-density residential character of the area.

2.3 Architectural Context

The City of La Cañada Flintridge contains a diversity of architectural styles in its larger public or semi-public structures, retail architecture and varied residential neighborhoods. Significant structures of a larger scale have been designed in styles encompassing references to Spanish, Mission, Spanish Colonial Revival and Italian Renaissance architecture. For example, Flintridge Sacred Heart Academy is a notable example of Mission style architecture. Residential architecture encompasses these styles, while also including designs in Craftsman and Monterey styles. The Design Guidelines and Standards established for the Downtown Village Specific Plan are compatible with these existing architectural styles that help define and provide identity for the City.

2.4 Existing Development and Land Use

The existing land uses in the Specific Plan area include a mix of commercial, office, institutional and residential uses (Table 2.1). The majority of land is currently being used for commercial and civic/public uses. The Sport Chalet headquarters office and retail stores are located in the Specific Plan area.

The major institutional uses within the Specific Plan boundaries are located at each end of the planning area. The Foothill Intermediate School property is located on the southwest end of the Boulevard and is currently being leased by two private schools. The Flintridge Preparatory School, Valley Water District and St. Francis High School are located on the eastern edge of the planning area. These sites remain essentially unaffected by the Specific Plan as they are unlikely to change significantly during the planning period. Several other schools, churches and public utilities and facilities are located in the Specific Plan area along Foothill Boulevard.

In addition to the major institutional uses at the east and west ends of the Specific Plan area, there are other developments that are also unlikely to change significantly during the planning period. Towards the east end of Foothill Boulevard, Ralph's market has recently been remodeled, and the adjacent Trader Joe's development is relatively new. Several businesses along Foothill Boulevard west of Angeles Crest Highway have recently upgraded their facades or buildings and fulfill the intent of the Downtown Village Specific Plan. These recent improvements contribute to the fact that the eastern and western ends of the planning area will be less affected by the Specific Plan than the core of the planning area between Angeles Crest Highway and Rinetti Lane.

Residential uses within the Specific Plan area are concentrated on the north side of Foothill Boulevard, and consist almost entirely of single-family residential development. Twenty-nine of the homes in this area are owned by La Cañada Properties, Inc., which allows significant potential for redevelopment because of common ownership. This residential area is surrounded by the 210 Freeway to the north and commercial uses to the west, south and east. It is considered a transition area as the Downtown changes to a mixed-use environment.

There is minimal undeveloped land available within the Specific Plan area; however, several large buildings on Foothill Boulevard are currently vacant and available for reuse or redevelopment.

Table 2.1
Existing Land Use in the Downtown Village Specific Plan Area

	Land Area (square feet)	Land Area (acres)	Total Land Area
Retail / Service	1,560,177	35.8	38%
Civic / Public	1,495,346	34.3	36%
Residential	626,775	14.4	15%
Office	431,937	9.9	10%
Undeveloped	25,731	0.6	1%
Total Land Area	4,139,966	95	100%

2.5 Existing Zoning

The existing zoning in the Specific Plan area is a mix of primarily Community Planned Development (CPD) and Foothill Community District (FCD). There are also several parcels zoned Public/Semi-Public (PS).

The purpose of the CPD is to provide appropriately located areas for retail, service and office uses in the City, while protecting adjacent residential properties from the adverse impacts of commercial operations with development standards. The purpose of the FCD is to provide for orderly transition of single-family residential uses to commercial uses. The PS zone is applied to all public and semi-public owned properties on a site-specific basis.

This Specific Plan provides new land use districts for the Downtown Village Specific Plan area to replace the existing zoning. The Downtown Village Specific Plan land use districts are designed to assist in the transition from discrete single-family detached residential and Foothill Boulevard-fronting commercial uses to a true mixed-use environment.

2.6 Economic Context

A market analysis was prepared for the Downtown Village Specific Plan in January 2000 that supplements this Specific Plan. This section highlights the market conditions and opportunities within the three primary market sectors: retail, office and residential.

2.6.1 Retail Market Overview and Opportunities

The Downtown Village Specific Plan area is the City's primary commercial area and plays a major role in the City's retail market. Retail development in the Specific Plan area is concentrated at a number of intersections:

- Foothill Boulevard and Gould Avenue - Located at this intersection are two centers that together constitute a significant community retail center which includes Ralph's Fresh Faire, Trader Joe's, Starbucks, Super Crown, Petco, Blockbuster Video and other shop space.
- Foothill Boulevard and Oakwood Avenue - Located at this intersection is Plaza de La Cañada, which includes a Vons Supermarket and T.J. Maxx as its anchor tenants.
- Foothill Boulevard and Angeles Crest Highway - Located east of this intersection is the Sport Chalet cluster, which includes a ski shop and sporting goods store. This area is also populated by a number of small retail shops.

Shown in Figure 2.3 are the retail store sales for the City and County. Total per capita retail sales in the City were estimated at $6,000, compared to $5,990 in the County. Other cities in the region have much higher per capita sales. For instance, Pasadena generated sales of $9,930; Burbank, $9,170; and Glendale $7,410. Therefore, retail sales in Pasadena were 66% higher, in Burbank 53% higher, and in Glendale nearly 24% higher than in the City.

Each of these cities has a significant mall or regional serving retail center and assorted regional serving retail. Within the City and Specific Plan area there are relatively few regional retail establishments. However, some establishment types do exhibit relatively healthy sales in the City, including apparel stores, specialty stores, food stores and eating and drinking establishments.

Compared to the County of Los Angeles, without regard to income levels, the City is generating adequate retail sales. The Specific Plan area plays a major role in the City's retail market, as the Sport Chalet complex, Ralph's complex and Plaza de La Cañada are located there. Of particular importance in the Downtown area are the specialty stores, food stores and eating & drinking establishments.

Overall, retail sales in the City and Specific Plan area are adequate. Per capita sales levels are similar to the County, but the City has much higher income levels than the County. As such, additional demand from City residents is likely not being met by the existing retail inventory in the City. Overall, spending by City residents could support additional retail space. However, nearly half of this space is in general merchandise and building materials stores, which are typically too large to be supported by the City residents. Potential in the Specific Plan area likely exists for additional specialty store development and full service restaurants.

Based on current incomes, over 200,000 square feet of additional retail space could be supported by City residents, however, as discussed above, only approximately 100,000 square feet represents tenant types that are likely to locate in the City. It appears that City residents could support a well-managed, high quality full-service restaurant. Other potential areas of demand include small-scale specialty stores and home furnishings/interior design shops.

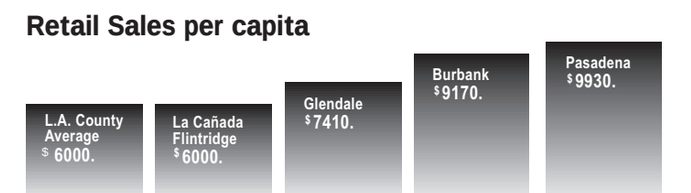


Figure 2.3: Retail Sales per capita

2.6.2 Office Market Overview and Opportunities

The office market within Los Angeles County has gradually improved since the early nineties. At that time vacancies were extremely high, rents were depressed and new development was nonexistent. Recent improvements in the California economy have spurred new office development throughout the region.

La Cañada Flintridge is considered a part of the Tri-Cities market area, which is dominated by Pasadena, Burbank and Glendale. Within this market area there are approximately 289 office buildings with a total square footage of nearly 18.9 million square feet. At the end of 1998 the estimated vacancy rate was approximately 9.7%.[1] The average full service rent in the region was $26.95 per square foot per year with the low rent near $15.00 per square foot and the high rent near $33.00 per square foot.

With the relatively high rents and reasonably low vacancy rates, the first new speculative office buildings in Los Angeles County since 1992 are in the Tri-Cities market area. Opening at the end of 1998, the Media Studio North office project in Burbank included approximately 215,000 square feet, of which over 60% was pre-leased. In addition, there are two projects in Glendale the 401 Brand Building, which includes 170,000 square feet and Glendale Plaza, which is 520,000 square feet.

While the regional office market has improved, it is unlikely to significantly impact the demand for office space in the City. In general, the City does not have a significant presence of office oriented industries. While the percent of overall employment within these types of industries is higher in the City than the County (example industry types include business services and the finance, insurance & real estate industries), the actual employment numbers still indicate a lack of activity.

A common measure of a City's employment base is the jobs/housing balance. Typically, a community will strive for a one-to-one mix; thus for each housing unit, there will be one job. In the City the mix is approximately 0.7 jobs to each housing unit. In contrast, the County of Los Angeles has 1.25 jobs to each housing unit.

While the City is not a large employment center, it does have the potential to attract office development. Oftentimes, owners of small to medium sized businesses prefer to have their business near where they live. The City's attractive living environment and significant percentage of high income residents makes it likely that a number of small to medium sized businesses would consider a City location.

2.6.3 Residential Market Overview and Opportunities

In general, the City is an extremely desirable area to live within the region. Currently, there is a high demand to live within the market area, with a limited supply of housing units. While the area is known to be somewhat unaffordable, this has not limited the demand for housing. Below is a summary of residential statistics in the City:

- Nearly 90% of City residents live in a home they own. This compares to a nearly 50/50 split in the County.
- The median owner-occupied property value is $500,000 in the City. Comparatively, the median for the County is only $228,000.
- While there are few rental properties in the City, the median rent is much higher at $810 compared to $590 in the County (1990 Census).

Overall, the City is dominated by high value, owner occupied residences. In addition, the La Cañada Flintridge area is relatively built out, therefore the development of new single and multi-family residential product will continue to be limited. Thus, an expanding economy and population, contrasted with a limited supply of new housing will generate a sustained rise in demand for new housing in the area throughout the foreseeable future.

The Specific Plan area is conveniently close to almost all of the major employment centers of the County and the area has good freeway access. Further, much of the area is within walking distance of neighborhood shopping and city services. The majority of the Specific Plan area is likely best suited for commercial development. Residential development is likely to be limited to the area north of Foothill Boulevard behind the streetfront commercial and south of the 210 Freeway between the Angeles Crest Highway and Oakwood Avenue. Currently, this area is developed with older, medium density, single-family homes.

The housing stock in the City has remained fairly steady over the past four years. In fact, there has only been approximately 0.7% growth in total housing stock during the time period. As growth has been constrained, the vacancy rate for the City's housing stock has remained steady at approximately 3%. This nominal vacancy level indicates that the area has pent up demand for units.

In evaluating the citywide housing stock, single-family, detached units dominated the housing inventory in 1999. The data reflects the less significant representation of single-family attached products such as condominiums. Nearly 6,550 units were single-family detached units and 210 units were attached. In summary, 93% of all single-family housing units in the City are detached single-family homes.

The number of multi-family residential units in the City is extremely limited. Of the 7,020 total housing units in the City, only 260 are

multi-family, or 3.7%. The majority of these residences are in 5+ unit developments. Since 1995, no additional multi-family housing product has been developed.

There has been significant fluctuation in the number of single-family home sales in recent years in the central portion of the City that includes the Specific Plan area. In 1995 there were 35 sales, while in 1997 there were only 22. Through October 1999 there were 24 sales. The average sales price showed some fluctuation, but has steadily increased throughout the years. In 1999, the average sales price was $644,500, which is 47% higher than the average of $438,300 in 1995. The average size of the house sold in 1999 was much larger than typical, which would have a significant impact on the average sales price. The average price per square foot increased from $207 in 1995 to $264 in 1999, nearly 28%.

When compared to the County, these figures indicate a healthy residential market within the Specific Plan area. The average home sales price in the area is nearly two and a half times the County average. In addition, the average sales price in the County only increased 19% during this period.

As evidenced by the high home values, the residential market in the City is strong and significant demand likely exists for new, single-family residential development in the downtown area. There is also likely to be significant demand for multi-family housing in either condominium, townhouse or condominium products. Given the commercial nature of the Downtown, the Specific Plan area is one of the few areas in the City where multi-family housing is likely to be compatible with the surrounding land uses.

It is possible that new development could replace the older housing stock located between the Sport Chalet shops and the freeway. To effectuate any development in this area, it would be necessary to buy-out the current owner of the existing residential stock for the development of modern, moderate density single-family residential units.

[1] According to Black's Guide Winter/Spring 1999.

Chapter Three:

Vision

3 Vision

The purpose of this chapter is to describe the community vision, public involvement process, and Specific Plan policies as they relate to the City's General Plan and the Foothill Boulevard Master Plan. This chapter is organized as follows:

3.1 The Vision for the Downtown Village Specific Plan

3.2 Community Participation

3.3 Relationship to the General Plan

3.4 Relationship to the Foothill Boulevard Master Plan

5.5 Specific Plan Policies

3.6 Vision for a Village Center

3.1 The Vision for the Downtown Village Specific Plan

The vision for La Cañada Flintridge's Downtown is characterized by traditional, small town, "main street" development, rather than typical suburban development. Streets will be tree-lined, pedestrian friendly, and connect through to community assets such as parks and civic uses. The retail environment will not just be another group of stores behind large parking lots, but rather a main street that provides pedestrian comfort and accessibility between land uses. Parks and open spaces will be integrated into the project, providing places for people to meet and relax in the downtown environment.

The community defined a vision for the Downtown Village Specific Plan through a series of public workshops held during the planning process. Following are the key visions defined by the community:

Vision 1: A Village Atmosphere
"A small town, village atmosphere with low traffic and a low density residential core."

Vision 2: A Pedestrian-Friendly Area
"A place where people can park their cars and walk from cluster to cluster."

Vision 3: The "Heart of the Community"
"The area acts as a town center for residents and has a civic center."

Vision 4: A Sense of Arrival into the City
"There is an area that creates a sense of entry into the City and reinforces identity."

Vision 5: Housing Options for the Future
"Elegant townhomes for seniors and all ages so they are able to live near retail, enhancing the pedestrian character of the area."

Vision 6: Citizen Ownership
"People feel a sense of stewardship for the unique community that is La Cañada Flintridge."

Implementation of the Downtown Village Specific Plan will achieve the vision for the downtown area. It is for this vision that the recommended Specific Plan was developed.

A Steering Committee made input to the plan at each workshop.

3.2 Community Participation

There have been several forms of community participation in the Downtown Village Specific Plan project:

3.2.1 Community Workshops

The Downtown Village Specific Plan was prepared with input obtained through a series of five community workshops. Citizens provided input to the project team through group discussion, comment forms and feedback exercises related to the direction of the Specific Plan. Participation at the workshops ranged from approximately 40 to 120 people.

The community workshops were held over a nine-month period as follows:

Community Workshop 1:
"Visions, Goals and Issues"
November 20, 1999

Community Workshop 2:
"Vision Refinement"
January 22, 2000

Community Workshop 3:
"Alternative Concepts to Achieve the Vision"
February 26, 2000

Community Workshop 4:
"Preliminary Recommendations"
April 27, 2000

Community Workshop 5:
"Final Recommendations"
July 13, 2000

Concurrent to the community workshops, five public meetings were held with the Specific Plan Steering Committee, a 21-member committee appointed by the City Council at the onset of the project. Representation on the Steering Committee included representatives from the City's Commissions, Friends of 91011 organization, La Cañada Properties, Inc. (owner of Sport Chalet site), La Cañada Youth Sports Coalition, La Cañada Unified School District and City residents.

Also concurrent to the community workshops and Steering Committee meetings, five public meetings were held with property owners in the Specific Plan area, as well as the Planning Commission and City Council. The Plan will also be reviewed by the Design Commission, Planning Commission and City Council in the context of public hearings scheduled for Fall 2000.

Residents review the alternative concepts at Workshop 3.

Citizens particpated in a series of workshops.

The City's Shuttle buses transported Workshop participants at Workshop 1.

3.2.2 Public Outreach Materials

Five newsletters were prepared and mailed to every household in the City of La Cañada Flintridge. The newsletters presented educational information about the Specific Plan, invited residents to upcoming workshops, and reported the results of previous workshops.

The project team also developed a web site for the Downtown Village Specific Plan that was linked to the City's web site and was available throughout the duration of the project. The web site informed residents of the opportunities for participation at the workshops, educated residents about the recommendations of the plan as the project evolved, and updated them on the results of previous workshops.

Additionally, students in La Cañada Flintridge were involved in the planning process through educational handout materials, survey forms and a PowerPoint presentation about the Specific Plan. Members of the City Council presented this information to students at La Cañada Flintridge High School and other schools in the City.

3.2.3 Community Surveys

Additional community input was obtained through community surveys throughout the process. Survey sources included: a tear-off mail-in comment form attached to the third newsletter, the interactive web site, and questions related to the Specific Plan in the City's Community Survey. Throughout the duration of the process, the project team also received many comments and ideas for the Plan in writing via letters from the community. These comments and ideas, along with survey responses, were considered and incorporated into the Plan where applicable.

3.3 Relationship to the General Plan

The City's General Plan sets forth the policy direction for each district along Foothill Boulevard. The project study area is called the "Downtown District" in the General Plan. The role of the Downtown District, as defined by the Land Use Element of the General Plan (adopted in 1993), is a mixed use area that serves local and regional commercial needs, as well as office, educational, residential and public/semi-public uses. The policy direction to guide the implementation of this vision is highlighted below:

- Consolidate individual commercial buildings at the northeast corner of Angeles Crest and Foothill Boulevard into a unified retail center.
- Introduce mixed and multi-family uses into the single-family neighborhood north of the Boulevard.
- Consider development of a northern road to support the development of the downtown character.
- Establish the downtown "village" character through minimum one-acre redevelopment projects from Commonwealth to Oakwood on the north side.
- Consolidate and redevelop individual lots along the south side of the Boulevard to introduce commercial/mixed use projects and provide more attractive street-front buildings.
- Consolidate smaller parcels on the north side of the Boulevard between Oakwood and Gould to create new parking facilities behind existing and future stores and to provide development activity to support a new North Road.

The Specific Plan is consistent with the policy directives of the General Plan.

3.4 Relationship to the Foothill Boulevard Master Plan

The Foothill Boulevard Master Plan, accepted by the City Council in 1991, describes a vision for Foothill Boulevard that is rooted in preserving and enhancing a small-scale pedestrian-oriented atmosphere with a village character. The objectives and recommendations of the Master Plan have been integrated into the General Plan Land Use Element, and are therefore adequately represented in the above policies. There are additional ideas presented in the Master Plan, however, that relate to the issues of the Specific Plan study area:

- The Master Plan articulates design principles and guidelines to achieve village character.
- The Master Plan recognizes La Cañada Properties/Sport Chalet site as a unique opportunity to help initiate the creation of a downtown village.
- The Master Plan notes the opportunities available to the City and private property owners to develop additional parking and improved vehicle circulation through mutual access easements, shared parking agreements and public parking facilities in the Downtown District. These concepts are important to support existing and future street-front retail buildings in the Downtown District, and to contribute to pedestrian-oriented feel of the Boulevard.
- The Master Plan distinguishes the Downtown area from other districts along Foothill Boulevard with regard to its existing public improvements and appropriate design strategies. The area contains landscaped medians, narrower right-of-way (90 feet), underground utility lines, and closely spaced intersections.
- Another important concept in the Master Plan is the realignment of the offset intersection at Foothill Boulevard and Angeles Crest/Chevy Chase. This intersection is a significant gateway to the Downtown Village Specific Plan area and offers views of the mountains. The Master Plan

recommends realignment options that involve major landscaped areas, enhanced views, and slowing of vehicle speeds without restricting traffic flow.

- Finally, the Master Plan acknowledges the linear nature of Foothill Boulevard. A true village setting contains more interwoven streets in a grid or network pattern, where development faces the right-of-way of each street. Therefore, the Plan recommends the consideration of a new "North Road," adjacent to the south side of the 210 Freeway, with connections back to Foothill Boulevard to realize a central village setting.

The Specific Plan is consistent with the policy directives of the Foothill Boulevard Master Plan.

3.5 Specific Plan Policies

In summary, the policy direction of the General Plan and Foothill Boulevard Master Plan is consistent with the vision for the area as defined by the community. Therefore, the Specific Plan establishes the following general policies:

- Implement the Foothill Boulevard Master Plan's clear objective to enhance the pedestrian environment of the Boulevard.
- Create a true village character with a distinct identity.
- Support mixed-use character by promoting development of street-front retail buildings, attractive architectural design, low-scale signage, landscape design, open spaces and parks, outdoor plazas and other pedestrian amenities.
- Preserve and enhance existing terrain, vegetation and mountain views.
- Balance development to also include high quality multi-family residential housing and/or facilities for aging citizens.
- Incorporate a Community/Civic Center into the plan.
- Encourage mutual access easements, shared parking and public parking lots or subterranean parking to improve parking and circulation along the Boulevard.
- Encourage local-serving commercial uses and low density development consistent with the small town character of the community.

3.6 Vision for a Village Center

The Vision for a Village Center within the overall Downtown Village Specific Plan was the outgrowth of a number of factors.

First, the Community expressed their opinion that Foothill Boulevard was too long to become a pedestrian corridor along its entire length within the Specific Plan Area.

Second, major property owners – La Canada Properties and Vons (Safeway) – indicated that they were intending to develop their properties, located between Angeles Crest Highway and Rinetti Lane, in the relatively near term.

Third, the area between Angeles Crest Highway and Rinetti Lane was observed to be the geographic center of the Downtown Village Specific Plan area and also contains a concentration of existing, viable small-scale retail users.

Fourth, the area east of Rinetti Lane has either been recently revitalized, including the Ralph's and Trader Joe's projects, or is comprised of public uses and churches that are unlikely to change in the near future.

Fifth, the area west of Angeles Crest Highway consists of the Foothill Intermediate School site and smaller parcels which are relatively unlikely to experience significant change in the near future.

Therefore, it was the combination of these factors that lead to the creation of the Village Center as a focus within the overall Downtown Village Specific Plan area.

Chapter Four:

Urban Design Concepts

4 Urban Design Concepts

The purpose of this chapter is to describe the overall urban design concept for the Downtown Village Specific Plan in the context of land use, circulation and parking, and public improvements. Figure 4.1 illustrates some features of the Urban Design Concept. This chapter is organized as follows:

4.1 Village Center

4.2 Preservation of Mountain Views

4.3 Land Use Concept

4.4 Circulation and Parking Concept

4.5 Public Improvements Concept

4.1 Village Center

The heart of the pedestrian-oriented environment of the Specific Plan area is the Village Center. The Village Center is a five block long, pedestrian-oriented and scaled area located between Angeles Crest Highway and Rinetti Lane. The length of the Village Center along Foothill Boulevard is approximately 2,400 feet, allowing one to easily walk its entire length in approximately ten minutes. Pedestrian amenities are focused in the Village Center, including a variety of pedestrian pathways, mid-block crosswalks, streetscape improvements and two public parks. The Village Center is also the heart of the retail/mixed use environment.

The Village Center is envisioned as a walkable, outdoor environment with retail anchors at the west, near Angeles Crest Highway, and at the east, near Oakwood Avenue. The area in between is envisioned to be infilled with smaller scale retail stores that will encourage pedestrian circulation between Beulah Drive and Oakwood Avenue along both Foothill Boulevard and the North Road.

4.2 Preservation of Mountain Views

An important part of the unique quality of the Downtown Village Specific Plan area will be the visibility of the mountains and foothills by pedestrians traversing Foothill Boulevard. The Specific Plan calls for smaller, infill structures to be generally lower in height and for larger structures to have stepped back facades and/or pitched roofs to maintain mountain views from Foothill Boulevard in all directions. Chapter 7 provides development standards and design guidelines in greater detail to achieve this approach to development.

Views of the mountains from Foothill Boulevard and Gould Avenue intersection.

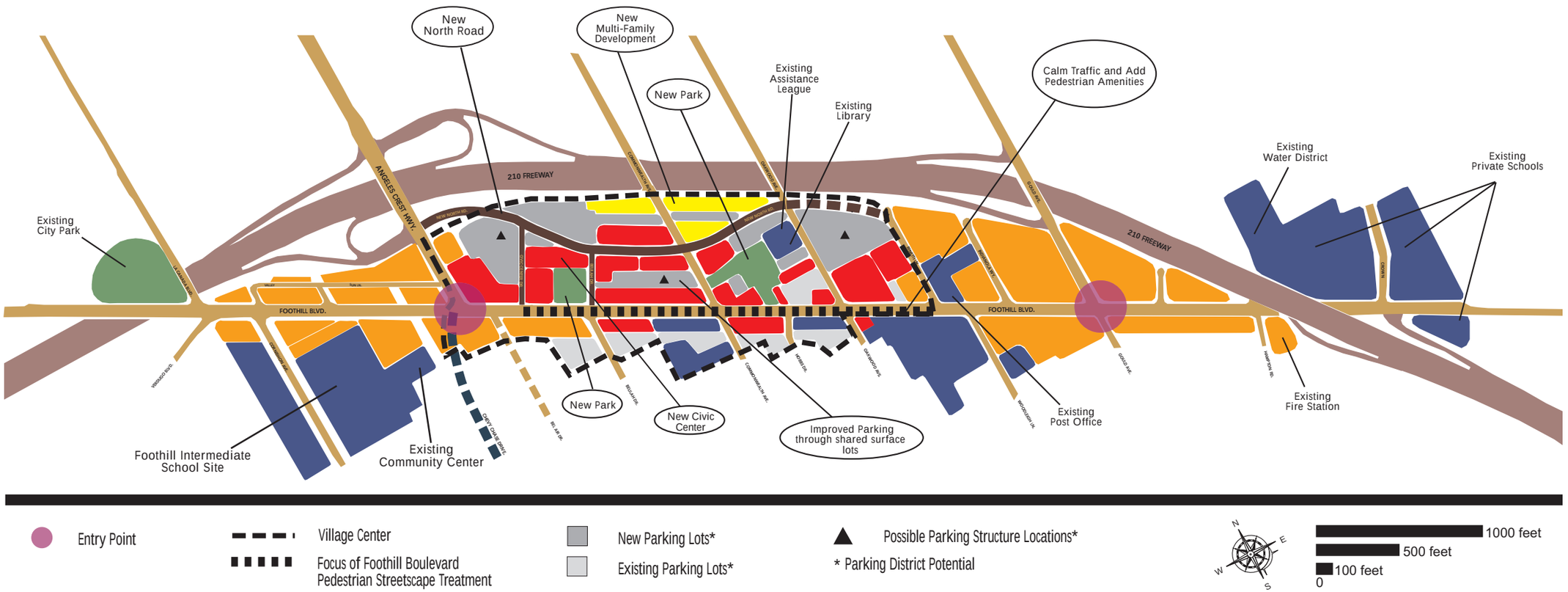


Figure 4.1: Urban Design Concept

4.3 Land Use Concept

The following features describe the land use concept for the Downtown Village Specific Plan:

- Five land use districts create the environment for the Downtown Village Specific Plan. These land use districts are defined and described in more detail in Chapter 6. These Land Use Districts are:
  - Mixed Use 1, which is focused in the Village Center and allows retail uses on the ground level with office or residential on the second level.
  - Mixed Use 2, which allows retail, office or residential uses on either the ground level or the second level.
  - Residential, which allows either single family detached residential development or senior multiple family residential development.
  - Parks, which provides for two new parks in the Village Center.
  - Institutional, which includes the existing schools, churches, library and other public uses.
- The land use design and zoning creates the potential for approximately 100,000 square feet of new local serving retail development and approximately 25,000 square feet of new local serving office development to meet market demand for these uses.
- The land use design and zoning allows for a new Civic Center to be located in the Village Center that could be phased in over time.

4.4 Circulation and Parking Concept

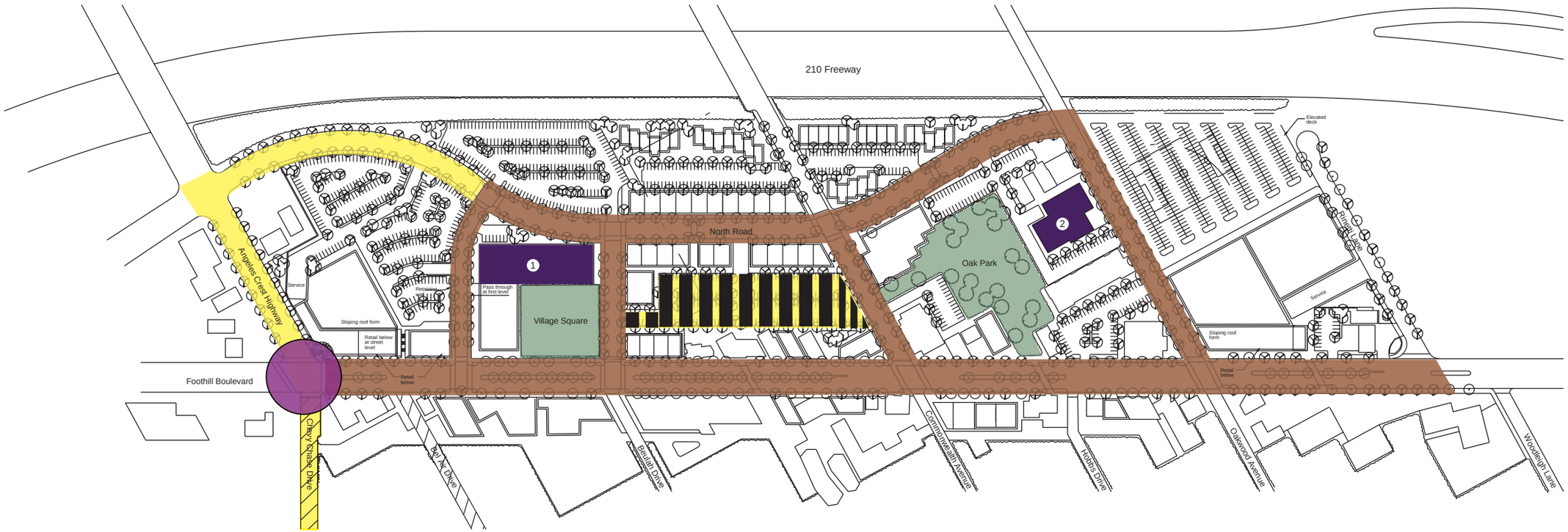
The following features describe the circulation and parking concept for the Downtown Village Specific Plan:

- A new North Road is located north of Foothill Boulevard and serves to:
  - Create a more interesting Downtown pedestrian circulation system offering a variety of pathways between the Village Center's shopping areas, public facilities and open spaces.
  - Reduce traffic on Foothill Boulevard.
  - Create more pedestrian-friendly, block-scaled development modules.
- The potential realignment of Chevy Chase Drive will further enhance the pedestrian environment of the Village Center by reducing the number of auto intersections. This realignment also has traffic circulation benefits as described in Chapter 5, Circulation.
- The visual quality of the Downtown Village Specific Plan area emphasizes views of stores, with active display windows, pedestrian-oriented streetscapes, parks and people. Short-term convenience parking is located on all of the streets of the grid system. Longer-term parking is screened from view along Foothill Boulevard and the North Road by buildings, and access to the longer-term parking areas is primarily from the north-south streets. This minimizes curb cuts and parking access along Foothill Boulevard and the North Road, which further enhances the pedestrian flow and environment along these streets.

4.5 Public Improvements Concept

Figure 4.2 on the opposite page illustrates the public improvements concept, which consists of:

- Pedestrian-oriented streetscape enhancements.
- Public parks, including the Village Square on the west and Oak Park on the East.
- Public buildings, including the Civic Center and the existing library.
- Entry point treatments at the intersections of Angeles Crest Highway with Foothill Boulevard and Gould Avenue with Foothill Boulevard.



Note: Building shapes are illustrative and not intended to indicate final design.

Entry Point Treatment

Pedestrian-Oriented Streetscape Enhancement

Auto-Oriented Streetscape Enhancement

Public Parks

Public Parking Structure

Public Buildings

① Civic Center

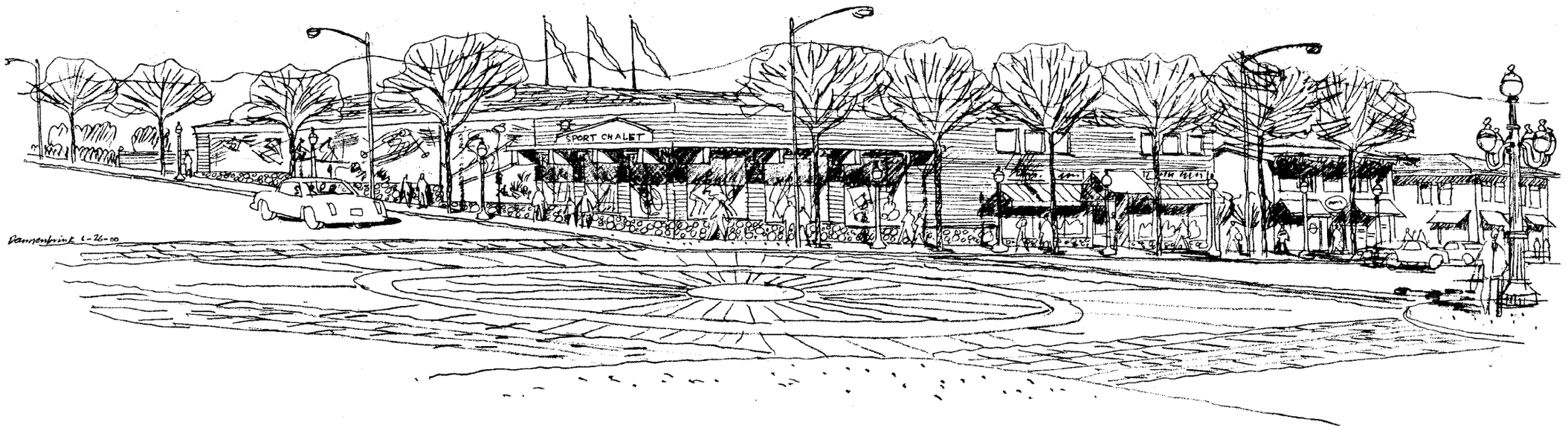
② Library

N E S W

0' 50' 100' 200' 300'

Figure 4.2: Public Improvements Concept

Entry points should include paving of the entire intersection, i.e., the crosswalks and the area between the crosswalks. This will help create a dramatic sense of arrival to the Village Center. The entry points should also provide landscape elements as right-of-way space permits. Finally, the entry points should feature pedestrian-oriented streetlights that are of a design related to, but taller and more articulated than the predominant pedestrian-oriented street lights in the rest of the Downtown Village Specific Plan area. Public art at the entry points may also be appropriate.



Entry point enhancements at Foothill Boulevard and Angeles Crest Highway

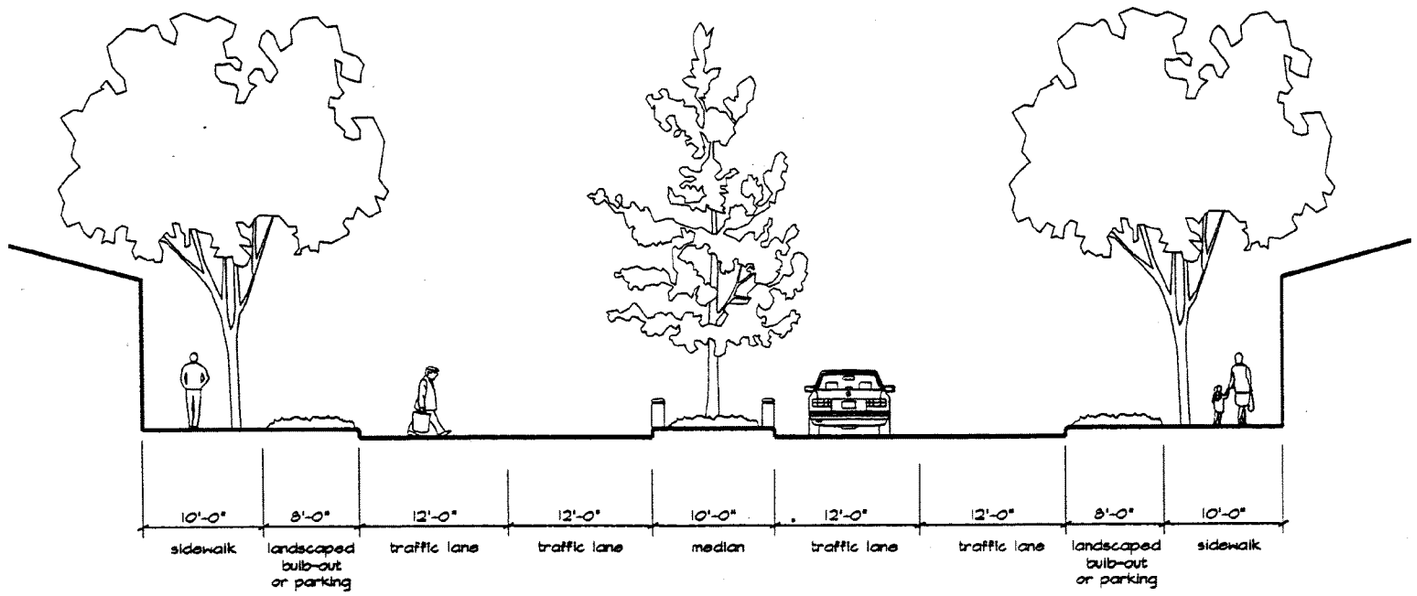
The Village Square with edges activated by the Civic Center, retail and outdoor dining.

The Village Square, located on the western end of the Village Center, provides a setting for the Civic Center. As illustrated in the perspective above, it is suggested that the Village Square have a somewhat formal pattern of walkways and landscaping. A fountain and outdoor seating areas are suggested. The entire edge of the park should be activated by a combination of civic and retail uses, especially restaurants with outdoor dining.

Oak Park, located on the eastern end of the Village Center, should have a more informal character featuring preserved oak trees. Oak Park provides an enhanced setting for the public Library, and would be connected to the bicycle path along the North Road via a bike path either to, or through, the park. The park could feature a small outdoor amphitheater for outdoor events, as well as terraced levels stepping down to Foothill Boulevard and Commonwealth Avenue.

Proposed public improvement concepts are further illustrated in typical cross sections. Figure 4.3 is the typical Foothill Boulevard cross section for the Downtown Village Specific Plan. This figure illustrates recommendations for:

- Retention of the existing medians and the recently planted deciduous trees.
- Retention of the four moving lanes for traffic.
- Landscaped bulbouts at corner and mid-block crossings.
- Use of deciduous trees along the existing curb lines, spaced to protect views of signage and mountains.

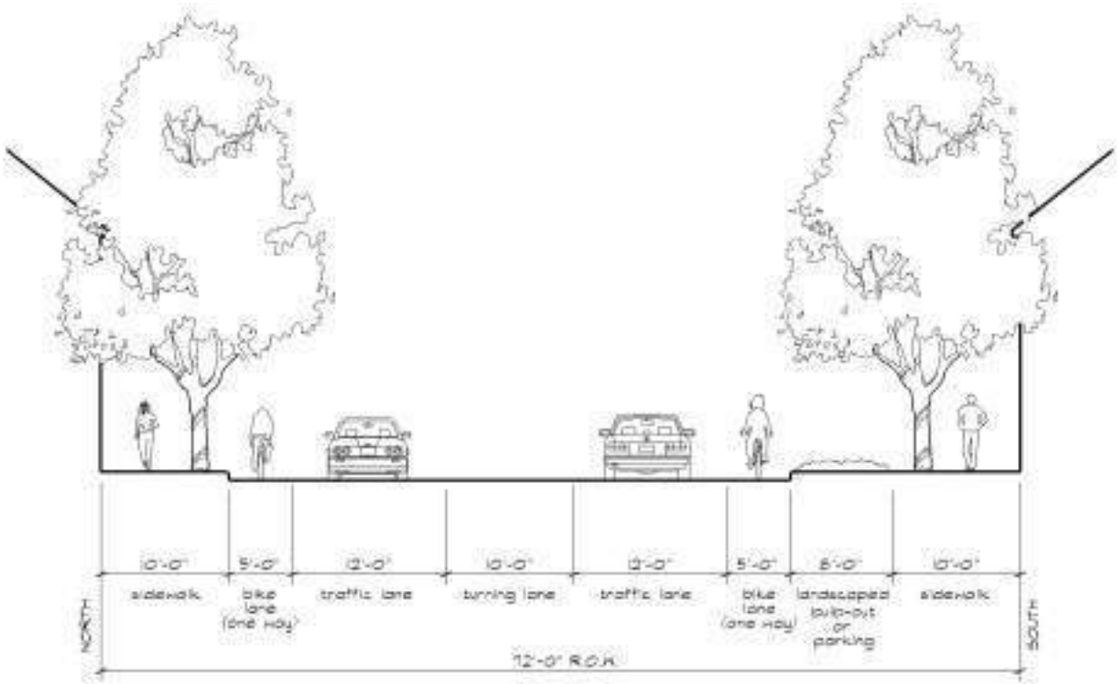


Note: Illustrative only – actual dimensions will be determined during the City's design process for public improvements.

Figure 4.3 - Typical Foothill Boulevard Cross Section

Intersection bulbout

The public improvement concept for both Foothill Boulevard and the North Road feature intersection bulbouts. As illustrated in the adjacent photograph, these bulbouts greatly enhance the pedestrian environment. First, bulbouts decrease the actual and perceived distance of pedestrian crossings at the intersection. Second, they provide areas for landscaping, lighting and street furniture, such as benches and trash receptacles.



Note: Illustrative only – actual dimensions will be determined during the City's design process for public improvements.

Figure 4.4 - Typical North Road Cross Section

Figure 4.4 is the typical North Road cross section for the Downtown Village Specific Plan. This figure illustrates recommendations for:

- Two travel lanes with a turning lane.
- Landscaped bulbouts at corner and mid-block crossings (south side of street only).
- Utilization of a medium-sized deciduous canopy tree, such as London Plane, along the sidewalk lines.
- Striped bicycle lanes along the length of the North Road.

The public improvements concept for both Foothill Boulevard and the new North Road also features bulbouts for midblock crossings. These crossings also increase the ease of pedestrian street crossing by shortening the curb to curb distance.

The combination of corner bulbouts and midblock crossings work together to create a pedestrian friendly environment and calm traffic.

Midblock crosswalk

Chapter Five:

Circulation

5 Circulation

The purpose of this chapter is to describe the transportation, circulation and parking elements of the Specific Plan. This chapter is organized as follows:

5.1 Specific Plan Transportation Elements
5.2 Intersection Improvements
5.3 Mitigation Measures
5.4 Optional Improvement
5.5 Parking
5.6 Pedestrians and Bicycles
5.7 Transit
5.8 Freeway Access and Truck Routes

5.1 Specific Plan Transportation Elements

The transportation and circulation components of the Specific Plan support both the overall vision for the plan, and the proposed land use plan. Figure 5.1 is the transportation plan for the Downtown Village Specific Plan. The circulation and parking components illustrated in the plan are described as follows:

- Retain Foothill Boulevard as a four-lane roadway throughout the downtown area.

- Create a new roadway (the North Road) between Angeles Crest Highway and Oakwood Avenue with an optional future extension to Rinetti Lane. The North Road will be a three-lane local collector street, with one lane in each direction and a central turn lane and/or median. The North Road will also have one striped bicycle lane in each direction. The design and alignment of the North Road will be substantially consistent with the alignment shown in Figure 5.1

- Extend the local downtown street grid to improve connections between Foothill Boulevard and the North Road, by:
  (1) Rebuilding Marvin Street as a two-lane road between Foothill Boulevard and the North Road.
  (2) Extending Beulah Drive north from Foothill Boulevard to the North Road as a two-lane road.
  (3) Widening Commonwealth Avenue to a two-lane local road between Foothill Boulevard and the North Road.

- Remove the current I-210 eastbound on-ramp on the east side of Angeles Crest Highway due to its incompatibility with alignment of the North Road. Freeway access will be maintained by use of the on-ramp on the west side of Angeles Crest Highway, which will be aligned with the North Road to create a four-way intersection. This will require coordination with the State Department of Transportation (CalTrans).

- Realign Chevy Chase Drive easterly to become the south leg at the intersection of Foothill Boulevard and Angeles Crest Highway.

- Eliminate the current intersections of Foothill Boulevard with Chevy Chase Drive, as it is replaced by the new alignment of Chevy Chase Drive to the Angeles Crest Highway intersection with Foothill Boulevard.

- Develop additional options related to circulation concepts for Chevy Chase and Foothill Boulevard and Chevy Chase and Bel Air Drive pursuant to one of the alternatives set forth in Section 5.2.2. These options will be subject to additional environmental analysis of impacts and analysis of benefits and feasibility as identified by the Implementation Committee and stipulated in Chapter 8, Implementation, of the Specific Plan.

- Relocate off-street parking access from Foothill Boulevard to the North Road and north-south streets to help maximize building frontage on Foothill Boulevard and enhance the pedestrian sidewalk environment.

- Implement traffic calming techniques along Foothill Boulevard between Marvin Street and Rinetti Lane, including:
  (1) Add mid-block signals to enhance pedestrian crossings at the following locations: between Beulah Drive and Commonwealth Avenue; between Commonwealth Avenue and Oakwood Avenue.
  (2) Add traffic signals at additional intersections, to help pedestrians crossing Foothill Boulevard, as well as traffic turning out of side streets: at Marvin Street/Foothill Boulevard; at Rinetti Lane/Foothill Boulevard.

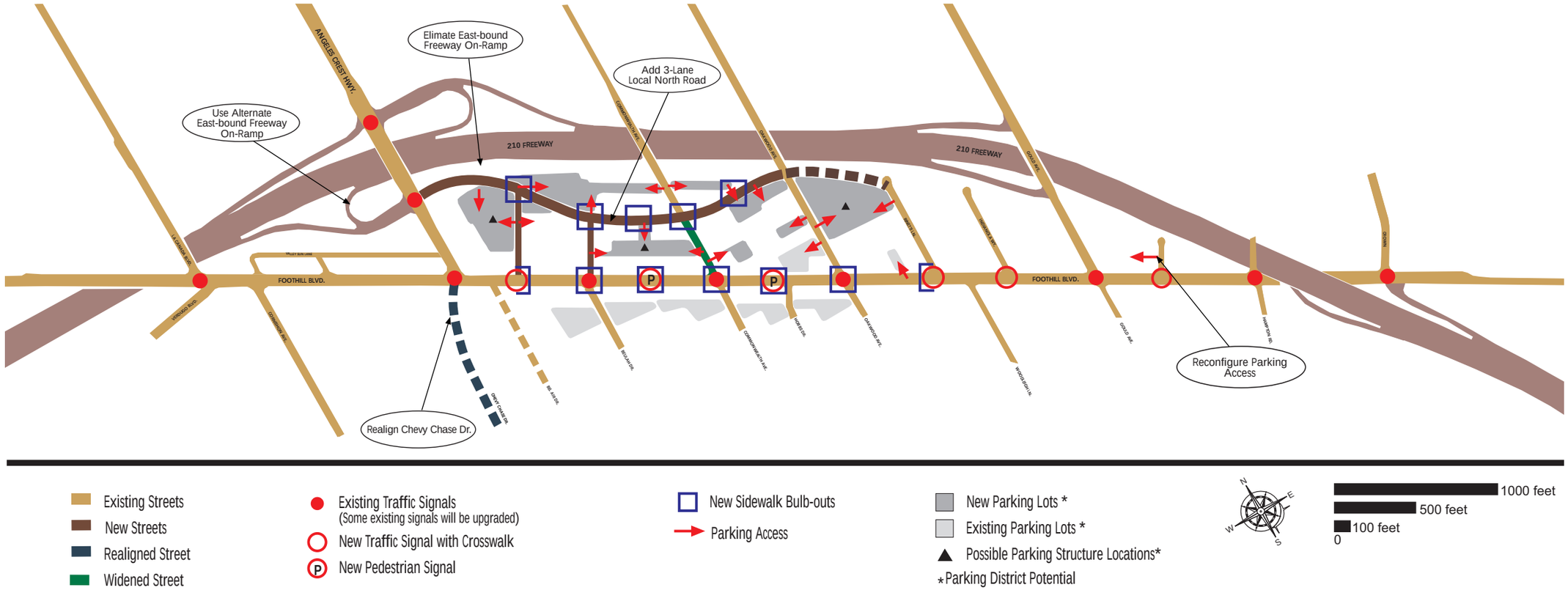


Figure 5.1: Specific Plan Circulation System

(3) Bulbout the sidewalk on Foothill Boulevard at intersections between Marvin Street and Rinetti Lane, to widen the sidewalk and reduce the street curb-to-curb distance and pedestrian walking distance to cross the street.

The intent of the traffic calming measures is to reduce the speed of automobile traffic along Foothill Boulevard, to increase the pedestrian crossing opportunities on Foothill Boulevard, and to increase the ease and convenience of crossing the roadway by reducing the walking distance across the street. The overall objective is to provide a more balanced environment between automobile and pedestrian traffic, to reduce the current total priority provided to the automobile, and to change the visual environment along the street, such that automobile drivers recognize that they are traveling through a downtown zone with significant pedestrian activity.

- Improve access to the Trader Joe's shopping center on the northeast corner of the Foothill Boulevard and Gould Avenue intersection by installing a new traffic signal at the intersection of Foothill Boulevard and Vineta Avenue. Also, work with the property owners to enhance internal parking layouts and driveway connections from the shopping center to Vineta Avenue in order to provide full movement intersection access (left and right turns) to the shopping center at Foothill Boulevard and Vineta Avenue.

The intent of the circulation plan is to better serve downtown land uses (existing and proposed), to improve local access and circulation, and thus to be self-mitigating. The new North Road and associated north-south connecting streets allow for additional local streets to provide alternate routes and relief to Foothill Boulevard. The plan retains the current number of lanes on Foothill Boulevard, both at mid-block locations and at intersections.

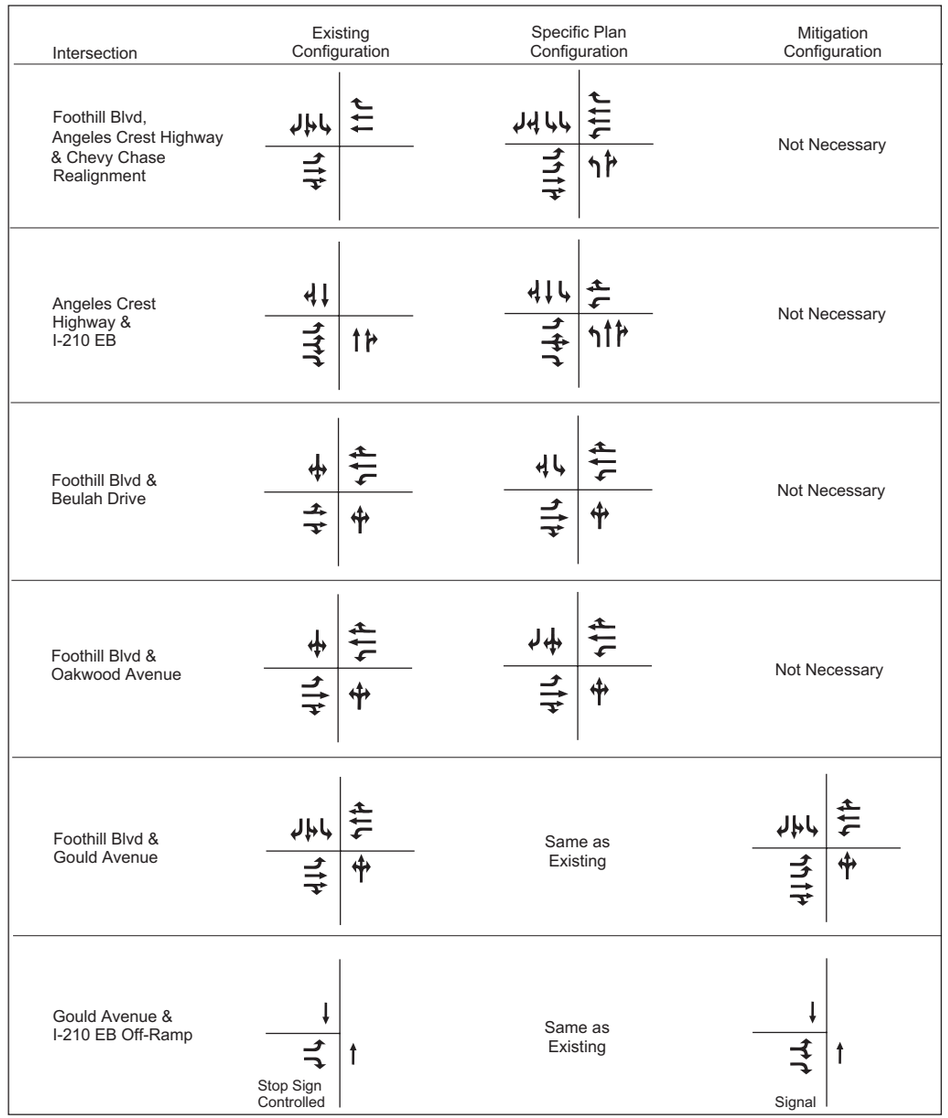


Figure 5.2: Intersection Improvements

5.2 Intersection Improvements

The following intersection improvements, which are illustrated in Figure 5.2, are an integral part of the Specific Plan Circulation Concept.

5.2.1 Angeles Crest Highway and I-210 Eastbound Ramps

Remove the existing eastbound freeway on-ramp on the east side of the intersection, and also remove existing Craig Avenue to the east of this intersection. Add a new east leg to the intersection comprising the western terminus of the North Road. The North Road's westbound approach to this intersection would be configured for one left turn lane, and one shared through/right turn lane. Add a southbound left turn lane, using the currently vacant space in the striped median. Add a northbound left turn lane, similarly using the currently vacant space in the striped median. Reconfigure the eastbound freeway off ramp to restripe the existing approach to retain three lanes but reconfigure the lanes for one left turn lane, one shared left/through/right lane, and one right turn lane. With the exception of the new east leg, all these improvements could be accommodated within the existing roadway widths.

The removal of the eastbound on-ramp east of Angeles Crest Highway is included in the Specific Plan to provide the optimum alignment of the North Road and the optimum configuration of the North Road and Angeles Crest Highway intersection. An alternative to removing this on-ramp would be to retain the ramp but relocate it eastward to a slip-ramp off the North Road east of the Angeles Crest Highway intersection. In order to accommodate this option, the North Road, as it heads east from the intersection with Angeles Crest Highway, would have to be aligned slightly further to the south (more in line with the existing Craig Street alignment) than shown in the recommended Specific Plan.

5.2.2 Chevy Chase Drive and Bel Air Drive Circulation Options

A number of options exist, for both Bel Air Drive and Chevy Chase Drive. The options are as follows:

(1) Realign Bel Air Drive to the east, along the approximate alignment of the alley south of Foothill Boulevard to Beulah Drive;

(2) Convert Bel Air Drive to a cul-de-sac just south of Foothill Boulevard;

(3) Realign Bel Air Drive westerly to a new intersection with Chevy Chase Drive south of Foothill Boulevard;

(4) Restrict turn movements at the intersection of Bel Air Drive and Foothill Boulevard to “right-in” and “right-out” only;

(5) Add a signal and realign Chevy Chase Drive to the east, but take only the commercial property adjacent to Foothill Boulevard and not any residential property further south on Chevy Chase Drive;

(6) Add a signal at Chevy Chase Drive and Foothill Boulevard, which would operate in coordination with the signal at Foothill Boulevard and Angeles Crest Highway using an extended yellow clearance interval in the signal cycle because of the distance between the two intersections.

5.2.3 Foothill Boulevard and Beulah Drive

Add a new north leg to the intersection and configure the southbound approach of Beulah Drive for one left turn lane and one shared through/right turn lane. Add an eastbound left turn lane. This would require removal of the median at this location.

5.2.4 Foothill Boulevard and Oakwood Avenue

Reconfigure the southbound approach to provide a right turn lane, and a shared right/through/left lane. This will require widening of Oakwood Avenue by at minimum of four feet north of Foothill Boulevard, which would be accomplished on the east side of the street as the property redevelops.

5.3 Mitigation Measures

The impact analysis identified traffic impacts at two locations. The following mitigation measures have been identified for these impacts. These are also illustrated in Figure 5.2.

5.3.1 Foothill Boulevard and Gould Avenue

Restripe the eastbound approach of Foothill Boulevard to provide two eastbound left turn lanes. This would require the removal of the median at this location and the restriping of existing lanes of both the east and west sides of this intersection to accommodate the dual left turn lanes.

5.3.2 Gould Avenue/I-210 Eastbound Off-Ramp

Install a signal at this intersection. Also restripe the eastbound approach to provide one shared left/right turn lane and one right turn lane. This restriping could be accomplished within the existing ramp configuration.

5.4 Optional Improvement

In developing the Specific Plan, one option considered was the installation of a roundabout at the intersection of Foothill Boulevard and Angeles Crest Highway. Such a roundabout would have four legs – two for Foothill Boulevard and one each for Angeles Crest Highway and Chevy Chase Drive (realigned). While this concept was not analyzed in detail, it was evaluated on a preliminary basis and it is considered to be both operationally and physically feasible. It would probably require an outside diameter of 180 feet or more (including circulating roadway) with a central island diameter of about 100 to 110 feet. In addition to the land acquisition necessary on the south side of Chevy Chase Drive, additional land acquisition would also be necessary on the northwest corner of the intersection (currently a gas station).

The roundabout option was not included in the final Specific Plan due to a general lack of majority support for the concept from members of the community who participated in the process. There was, however, strong minority support for the roundabout, which remains an option and which could be implemented at some future time.

5.5 Parking

The goal of the Specific Plan is to provide sufficient convenient parking for downtown uses, without requiring an oversupply of parking. A further goal is to encourage shared parking and for downtown visitors to "park once" and walk to multiple destinations rather than drive between destinations and park again. The following elements are proposed for the Parking Plan:

- Create a Parking District to better manage the supply of parking as a whole in the downtown area. This would involve taking some parking out of small lot private ownership and converting it into more publicly-owned large lots under the control of the Parking District. This would encourage the use of shared parking and the "park once" process whereby downtown patrons park their car and walk between multiple destinations rather than driving as today. Future development activity would be required to contribute in-lieu parking fees to the Parking District to help pay for the construction and operation of the surface lots and/or small parking structures, rather than to provide their own exclusive on-site parking.

Roundabout

- After creation of a Parking District, modify the parking requirement for this area to reduce current Zoning Code parking requirements by 25%.

- Allow parking for new land uses to be provided either on-site or off-site in public parking lots controlled by the Parking District.

- If subsequent development and parking utilization in the Village Center continue to indicate the need for a public parking structure, this structure should be located on the block bounded by Foothill Boulevard, Beulah Drive, the North Road, and Commonwealth Avenue.

- Provide approximately 1,855 new parking spaces in the Downtown Village Specific Plan area to replace parking spaces removed by the Specific Plan and to accommodate the future parking needs of the Downtown, including new development.

- Continue to provide on-street parking throughout the downtown area, including on Foothill Boulevard, the North Road, and north-south connecting streets.

The Parking Plan supports the overall goals of the Specific Plan, and was developed and evaluated as Specific Plan area-wide strategy. It is recommended that a subsequent Downtown Parking Study address overall implementation issues for a Downtown Parking District, as well as addressing specific demand and supply issues on a block-by-block basis.

5.6 Pedestrians and Bicycles

The Specific Plan is designed to create a significantly improved pedestrian environment in the downtown area. The principal means of pedestrian circulation will be on sidewalks or the enhanced street grid system. This will help activate the adjacent land uses. It will also provide for a logical, easily understood, and convenient circulation system for pedestrians in the downtown area. The additional (mid-block) traffic signals on Foothill Boulevard will make it easier, more convenient, and safer for pedestrians to cross Foothill Boulevard. The widened sidewalks at intersections and mid-block crossing locations on Foothill Boulevard will also improve pedestrian circulation.

Bicycle use is encouraged in the downtown area. Both Foothill Boulevard, between Angeles Crest Highway and Gould Avenue, and the North Road will be signed as bicycle routes. All of the area bounded by Angeles Crest Highway, Foothill Boulevard, Gould Avenue, and the freeway will be designated a Bicycle Zone, because use of bicycles will be enhanced by the expanded street grid, providing more opportunities for bicycles to use lower traffic volume streets. A bicycle lane along the length of North Road will enhance bicycle circulation in the Village Center. The Bicycle Zone will include public signs identifying the area as such, and bicycle racks will be required for certain new developments to encourage bicycle use. Chapter 7 provides development standards for the provision of bicycle racks, as well as a requirement for new development to provide on-site bicycle connections to the dedicated bike path along the North Road. There is future potential of connecting the Village Center to the rest of the Downtown Village Specific Plan area with a bicycle lane along Foothill Boulevard. This will be considered as part of public improvements implementation process.

5.7 Transit

Foothill Boulevard should remain the transit spine of the Downtown Village Specific Plan, and continue to accommodate existing LCF Shuttle Service. Any future expansion in transit service should continue to focus on Foothill Boulevard (particularly for regional service), although any new/expanded local shuttle service could also use the North Road. Bus stops should be upgraded over time, as part of the overall streetscape and urban design improvements, to provide bus shelters, seats, transit information and other amenities for transit passengers. These transit stops should be integrated into the overall urban design of the Downtown Village Specific Plan.

5.8 Freeway Access and Truck Routes

The Specific Plan will continue to provide freeway access to the Downtown Village Specific Plan area at three key locations, as today, at:

- Angeles Crest Highway
- Gould Avenue
- Foothill Boulevard/Crown Avenue

Access at both Angeles Crest Highway and at Gould Avenue will be modified as described earlier.

Truck access to the Downtown will also primarily be from these locations. Because of the absence of trucks traveling through downtown, there is no need for truck routes to be established. However, trucks will use Foothill Boulevard and the North Road to access local destinations for deliveries and pick-ups. The North Road provides an alternate access route for such trucks, particularly to and from the Angeles Crest Highway/I-210 interchange.

Chapter Six:

Land Use

This chapter establishes the land use districts for the Downtown Village Specific Plan. This chapter is organized as follows:

6.1 Downtown Village Specific Plan Land Use Districts

6.2 Permitted Uses in the Downtown Village Specific Plan

6.3 Existing Single-Family Use Exemption

6.4 Existing Use Exemption in the Park District

6.5 Nonconforming Uses - Conditional Use Permits

6.6 Development on Lots Divided by District Boundaries

6.7 Criteria for Senior Citizen Multiple-family Dwellings

6.8 Flexible Park District Boundary

6.1 Downtown Village Specific Plan Land Use Districts

A City goal is to strengthen the Downtown Village Specific Plan area as the “heart" of the community and as the logical place for people to live, gather, shop and do business. The land use districts in the Downtown Village Specific Plan are intended to support this goal through elements of design and appropriate mixed use development. These land use districts, combined with the development standards and design guidelines in Chapter 7, provide for the orderly improvement of the Downtown Village Specific Plan area based on the following features:

- A mixture of land uses to encourage walking as an alternative to driving, and to provide more retail and housing options.
- Provision of both formal and informal community gathering places through the use of parks, plazas, walkways and a village square.
- Distinct storefront character, which identifies La Cañada Flintridge’s Downtown.
- Design standards and guidelines to maintain and enhance the city’s low-density, residential character.
- A range of housing types, including single-family, multiple-family and senior housing.
- By-right approval for multi-family projects with 15% affordable units.

Figure 6.1 is the zoning map for the Downtown Village Specific Plan. The land use districts identified in Figure 6.1 are described below.

6.1.1 Mixed Use 1

The Mixed Use 1 district is established to provide opportunities for mixtures of retail, office, and residential uses in the same building. Mixed Use 1 is designed primarily to create and enhance retail, residential, and pedestrian-focused environments, such as the Village Center. Therefore, this zone requires retail and other appropriate commercial uses, as permitted in Table 6.1, at the ground-floor level to maintain and encourage activity in the Village Center.

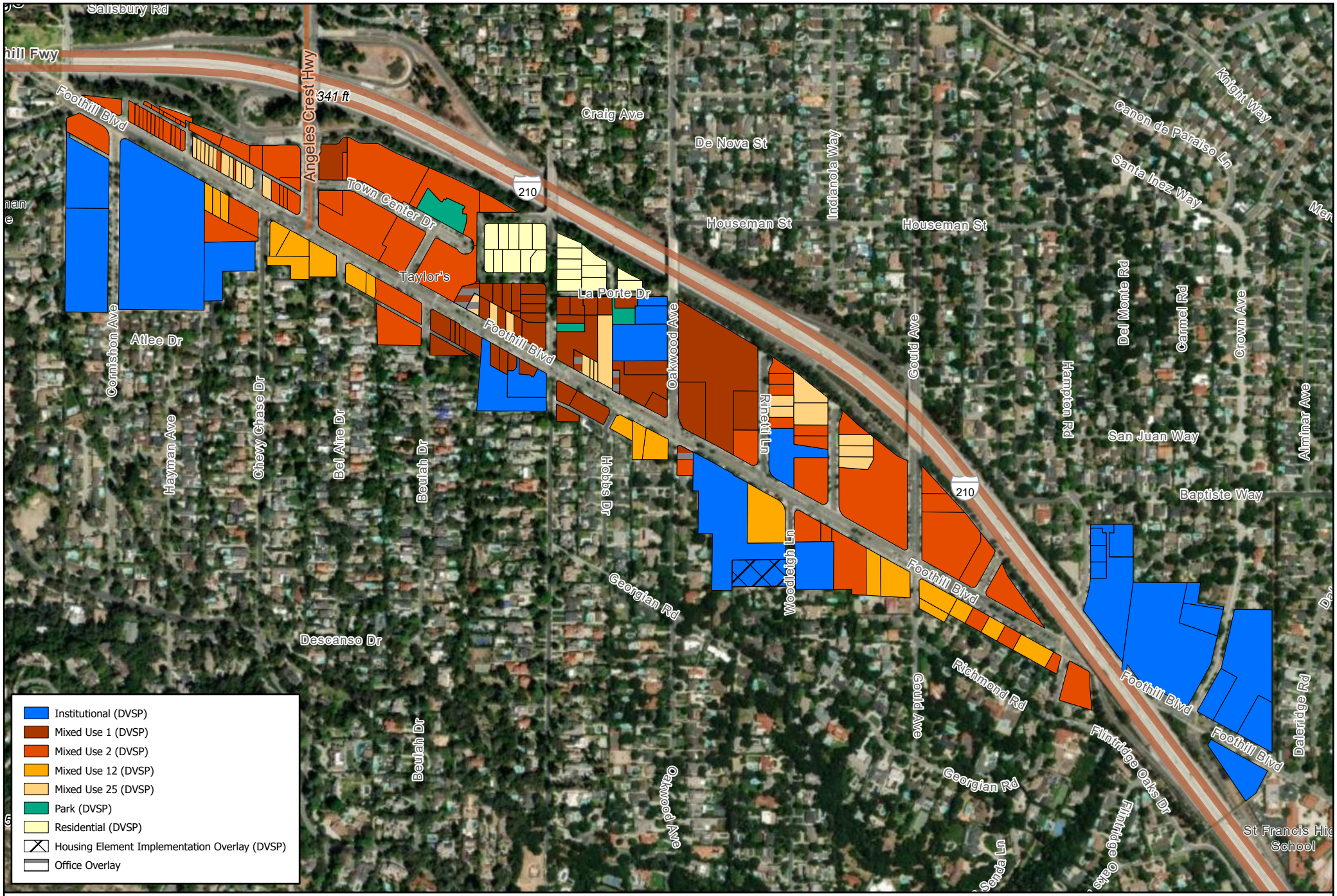


Figure 6.1: Land Use Districts
Downtown Village Specific Plan
City of La Cañada Flintridge

September 12, 2023

N
W
E
S
0
500
1,000
Feet

Office or residential development is allowed on the second level with retail development on the ground floor. Retail development is also allowed on both levels without a requirement for accompanying residential or office uses.

6.1.2 Mixed Use 2

The Mixed Use 2 district is established to provide opportunities for mixtures of retail, office and residential uses in the same building, on the same parcel of land, or side by side within the same area. Multi-family residential development is allowed at densities up to 15 unit per acre without a requirement for retail or other commercial uses. Retail or other commercial development is allowed pursuant to the development standards and design guidelines in Chapter 7 of this Specific Plan without a requirement for accompanying residential uses.

6.1.3 Mixed Use 12

The Mixed Use 12 district is established for sites on the Sites Inventory for the 6th Cycle Housing Element. The Mixed Use 12 district is established to provide opportunities for mixtures of retail, office, and residential uses in the same building, as well as stand-alone multi-family residential development. Mixed Use 12 is designed primarily to create and enhance retail, residential, and pedestrian-focused environments, such as the Village Center. Office uses are only allowed on the second level and not on the ground floor. Retail and/or residential development is allowed on both levels. Density allowed for residential development is 12 – 15 dwelling units per acre. FAR of 0.5 is established for 100% commercial projects, and FAR of 1.5 is established for mixed use projects. The MU 12 designation is applied in areas where a transition in density along Foothill Boulevard is desired.

6.1.4 Mixed Use 25

The Mixed Use 25 district is established for sites on the Sites Inventory for the 6th Cycle Housing Element. The Mixed Use 25 district is established to provide opportunities for mixtures of retail, office and residential uses in the same building, on the same parcel of land, side by side within the same area, or stand-alone multi-family residential. Multi-family residential development is allowed at densities of 25-30 units per acre without a requirement for retail or other commercial uses. FAR of 0.5 is established for 100% commercial projects, and FAR of 1.5 is established for mixed use projects. Retail or other commercial development is allowed pursuant to the development standards and design guidelines in Chapter 7 of this Specific Plan without a requirement for accompanying residential uses.

6.1.5 Institutional

The Institutional district is established to provide areas in the Downtown Village Specific Flan for a variety of public, quasi- public and institutional facilities. The existing public and quasi- public uses in the Specific Plan area, including schools, churches, the community center, library, post office, and water district are designated Institutional. Multifamily residential development is permitted on sites with the Institutional land use designation only on properties owned and operated by religious institutions that also have the DVSP-HEIOZ, and must include at least 15% of the units for very low, low, and/or moderate income households. Development standards for housing on religious institution sites are set out in Chapter 7 of this Specific Plan.

6.1.6 Residential

The Residential district is established to provide an area in the Downtown Village Specific Plan for condominiums, apartments or townhouses that are located in the heart of downtown and are located within walking distance of the City's main retail, restaurant and civic area. Multi-family residential development is allowed at densities up to 15 units per acre. This district also allows single family residential development with a minimum lot size of 5,000 square feet.

6.1.7 Parks

The Park district is established to provide areas for public parks and open spaces in the Downtown Village Specific Plan. The Park district also accommodates athletic fields where size permits, as well as outdoor amphitheaters and their associated structures and uses.

6.2 Permitted Uses in the Downtown Village Specific Plan

The following uses shall be permitted in the Downtown Village Specific Plan where the symbol "P" appears and shall be permitted subject to a Conditional Use Permit where the "CUP" symbol appears. Where the symbol "NP" appears, the uses are not permitted in that land use district. Uses subject to review and approval by the Director of Community Development are listed as "Director's Review." All other uses not specifically listed are prohibited, provided, however, that the Planning Commission may determine that any use not listed is comparable to a listed use and shall be treated in a similar manner. Such determination is appealable to the City Council. A list of all comparable use determinations shall be kept on file in the Planning Department.

Projects subject to Design Review prior to development or a change in use include:

- Non-residential projects requiring building permits for exterior work.
- Multiple-family residential projects requiring building permits for exterior work.
- Permanent signage and/or awnings.
- Landscaping in connection with a required design review.

Table 6.1
Permitted Uses In the Mixed Use 1 and Mixed Use 2, Mixed Use 12, Mixed Use 25, Residential and Park Districts

DVSP Table 6.1
Permitted Uses In the Mixed Use 1, Mixed Use 2, Mixed Use 12, Mixed Use 25, Institutional, Residential, and Park Districts

Table Legend:
P = Permitted
Director's Review = Director's Review per LCFMC Chapter 11.45
CUP = Conditional Use Permit per LCFMC Chapter 11.43
X = Not Permitted
M = Ministerial Approval

	MIXED USE 1	MIXED USE 2	MIXED USE 12	MIXED USE 25	Institutional	Residential	Park
Accessory uses and structures, incidental and subordinate to the principal use or structure on the same lot	Director's Review	Director's Review	Director's Review	Director's Review	X	X	X
Affordable housing projects per Section 11.36.150	M	M	M	M	X	X	X
Alcoholic beverage sales, whether consumption on or offsite and whether alone or in conjunction with other uses	CUP	CUP	CUP	CUP	X	X	X
Amphitheaters and their accessory uses and structures	X	X	X	X	X	X	CUP
Art galleries	P	P	P	P	X	X	X
Athletic fields, recreational uses and their accessory uses and structures	X	X	X	X	X	X	CUP
Automobile sales, excluding outdoor sales lots	X	X	X	X	X	X	X
Automobile supply stores	X	P	X	P	X	X	X
Automotive services - minor - Service or repair to motorized vehicles which do not affect the body or frame. Minor automotive services include: gasoline service stations; smog control certification; tire sales or installation; glass installation; radiator repair; detail shops; or other similar service or repair. All repair activities shall be conducted within an enclosed building	X	CUP	X	CUP	X	X	X
Banks, savings and loans	P	P	P	P	X	X	X
Car Wash (enclosed and automated), as accessory use to gas station	X	CUP	X	CUP	X	X	X
Commercial schools, including the arts, grooming, manual training, shop work, tutoring	CUP	CUP	CUP	CUP	X	X	X
Commercial uses located below residentialuses (any commercial use with a residential use on the level above	CUP	CUP	CUP	CUP	X	X	X
Day care centers for children	CUP	CUP	CUP	CUP	CUP	X	X
Dry cleaners	CUP	CUP	CUP	CUP	X	X	X
Energy and communication control stations, general utility only	X	X	X	X	P	X	X
Fire Stations	X	X	X	X	CUP	X	X
Food markets, including grocery stores, supermarkets and	P[1]	P[1]	P[1]	P[1]	X	X	X

	MIXED USE 1	MIXED USE 2	MIXED USE 12	MIXED USE 25	Institutional	Residential	Park
specialty food stores							
Gas metering & control (public utility)	X	X	X	X	P	X	X
Government and administrative offices and facilities	CUP	CUP	CUP	CUP	CUP	X	X
Health clubs, gymnasiums, aerobics studios	CUP	CUP	CUP	CUP	X	X	X
Hospitals	X	X	X	X	CUP	X	X
Home occupations, pursuant to the standards established in the Zoning Code	P	P	P	P	P[5]	P[5]	X
Hotels, motels, bed and breakfast inns	X	CUP	X	CUP	X	X	X
Libraries	X	X	X	X	P	X	X
Lodge halls, clubhouses, meeting rooms	X	X	X	X	CUP	X	X
Medical and Health Services, including hospitals, laboratories as a primary use, supplies, rental sales and service, veterinary office and clinics which do not have outdoor kennels, animal hospitals and ambulance services	X	CUP	X	CUP	X	X	X
Museums	X	X	X	X	P	X	X
Nurseries, including growing of plant stock	X	P	X	P	X	X	X
Other publicly owned uses	X	X	X	X	CUP	X	X
Outside storage and displays	Director's Review	Director's Review	Director's Review	Director's Review	X	X	X
Parking as a principal use[2]	CUP	CUP	CUP	CUP	X	X	X
Personal service establishments, such as barber and beauty shops, shoe repair, photographic studios	P	P	P	P	X	X	X
Pet grooming, excluding boarding	X	CUP	X	CUP	X	X	X
Pet sales	CUP	CUP	CUP	CUP	X	X	X
Plumbing shops	X	CUP	X	CUP	X	X	X
Pool service and supply	X	P	X	P	X	X	X
Post Offices	X	X	X	X	CUP	X	X
Professional offices, including business, medical and dental offices and accessory laboratories	CUP – upper level only	CUP	CUP – upper level only	CUP	X	X	X
Public parks and their accessory structures	X	X	X	X	X	X	P
Real estate offices	CUP	CUP	CUP	CUP	X	X	X
Recreation facilities, including tennis, golf, skateboard park, bowling alley, dance hall, skating rink, indoor soccer field, and other similar uses, together with appurtenant clubhouse	CUP	CUP	CUP	CUP	X	X	X
Religious institutions and facilities and other places used exclusively for religious worship, including customary incidental educational and social activities	X	X	X	CUP	CUP	X	X
Residential: Multiple-family[6] - maximum 15 units per acre)	CUP – upper level only	CUP	P[7]	X	X	X	X
Residential: Multiple-family - 12 to 15 units per acre[6]	X	X	P	X	X	X	X
Residential: Multiple-family - 25 to 30 units per acre[6]	X	X	X	P	P[4]	X	X
Residential: Senior citizen multiple-family dwelling[6] (maximum 15 units per acre, except for sites developed in accordance with	CUP – upper level only	CUP	P	P	P[4]	CUP	X

	MIXED USE 1	MIXED USE 2	MIXED USE 12	MIXED USE 25	Institutional	Residential	Park
the DVSP-HEIOZ) pursuant to the criteria established in Section 6.7 and Chapter 7 of this Plan							
Residential: Single-family dwelling	X	X	X	X	X	P	X
Residential care home and facilities	X	X	X	X	CUP	X	X
Restaurants & other eating establishments, including food take-out and catering, but excluding drive-through	P	P	P	P	X	X	X
Restaurants with outside eating facilities	P[3]	CUP	P[3]	CUP	X	X	X
Retail businesses, such as variety, hardware, drug, dry goods, florists, home furnishings, clothing, photography, sporting goods, hobby, pet supply stores and similar retail uses	P	P	P	P	X	X	X
Service businesses, including but not limited to adjustment and collection agencies, advertising agency, business management services, credit agency, duplicating, addressing, blue printing, photocopying, mailing and stenographic services, employment agency, office equipment rental agency, repair shops, telephone answering service, and other business services such as bondsman, drafting, detective agency, notary public and like services	CUP - upper level only	P	CUP - upper level only	P	X	X	X
Schools through grade 12, accredited, including appurtenant facilities, which offer instruction required by the State Education Code	CUP	CUP	CUP	CUP	CUP	X	X
Telecommunications equipment and antennae, pursuant to the standards established in the Zoning Code	CUP	CUP	CUP	CUP	CUP	X	X
Temporary storage of materials and construction equipment used in construction or maintenance for a period not to exceed one year	CUP	CUP	CUP	CUP	X	X	X
Temporary uses and events	Director's Review	Director's Review	Director's Review	Director's Review	X	X	X
Theaters and other auditoriums	CUP	CUP	CUP	CUP	X	X	X
Travel agencies	CUP	CUP	CUP	CUP	X	X	X

Table 6.1 Notes:

[1] Food markets greater than 12,500 square feet shall be prohibited in Subareas 1 and 2 of the Downtown Village Specific Plan. Subareas 1 and 2 are defined in Section 7.2.6.

[2] The top of any parking structure may be developed and used for recreational purposes with a Conditional Use Permit.

[3] Outdoor speakers require Planning Commission review.

[4] Only on property owned by religious institutions in the DVSP-HEIOZ, where at least 15% of the units are provided for very low, low, and/or moderate income households, pursuant to Chapter 7 of this Specific Plan.

[5] Only in association with multi-family residential permitted pursuant to Note[4] above.

[6] Density bonus projects shall be allowed in accordance with Chapter 11.19 (Affordable Housing Density Bonus) and as otherwise provided for in California Density Bonus Law (Government Code Sections 65915, et seq.).

[7] Development must be a minimum of 12 du/ac and maximum of 15 du/ac.

6.3 Existing Single-Family Use Exemption

Notwithstanding any provision of this Chapter to the contrary, any single-family residential building and/or residential accessory structure which is in existence under a valid building permit, or for which building permits have been issued as of the date of the adoption of this Ordinance, and which would otherwise be rendered nonconforming solely by reason of application of this Chapter, shall not be deemed to have acquired a nonconforming status as defined by the Zoning Code, but shall be deemed to be a legal use. As a legal use, additions, modifications, repairs to, or reconstruction of the single-family residential buildings or strictures shall be permitted, including any such work necessary as a result of the single-family residential building and/or accessory structure being damaged or destroyed by any cause. All such additions, modifications, repairs or reconstruction shall comply with and be subject to all the regulations pertaining to single-family residential zones in the City.

6.4 Existing Use Exemption in the Park District

Notwithstanding any provision of this Chapter to the contrary, any commercial building and/or associated accessory structure located within the Park district, which is in existence under a valid building permit, or for which building permits have been issued as of the date of the adoption of this Ordinance, and which would otherwise be rendered nonconforming solely by reason of application of this Chapter, shall not be deemed to have acquired a nonconforming status as defined by the Zoning Code, but shall be deemed to be a legal use. As a legal use, repairs to, or reconstruction of the buildings or structures shall be permitted, including any such work necessary as a result of the building and/ or accessory structure being damaged or destroyed by any cause. Additions and modifications to such commercial buildings and/or associated accessory structures shall be prohibited.

6.5 Nonconforming Uses - Conditional Use Permits

Any use which is nonconforming for failure to have a valid and approved conditional use permit shall be required to process and receive approval of a conditional use permit or terminate such use upon the occurrence of any one of the following:

i. Destruction by natural disaster or accident (i.e., fire, earthquake) of fifty percent or more of a structure's square footage at the time of destruction;
ii. Enlargement or expansion of use, structure or property or other improvements to the property, other than those mandated by federal, state or county agencies in compliance with regulatory provisions;
iii. Change of tenant;
iv. Change of use.

6.6 Development on Lots Divided by District Boundaries

Because the Specific Plan is a long term planning document intended to create a downtown environment, land use districts are applied to the Specific Plan area based on the desired design for the City's Downtown. Therefore, land use district designations do not always follow lot line boundaries. It is likely that implementation of the Specific Plan will necessitate future lot consolidation and/or reconfiguration of lot boundaries in certain areas.

On a lot that is divided by a land use district boundary, the owner shall apply to the entire lot the regulations of the district that exceeds fifty (50) percent of the lot area. If requested by the property owner, the Planning Director may make a finding that the land use district on the smaller portion of the lot shall apply to the entire lot if such zoning is more compatible with surrounding uses and supports the intent of the Specific Plan.

6.7 Criteria for Senior Citizen Multiple-family Dwellings

Senior citizen multiple-family dwellings are permitted as listed in Tables 6.1 through 6.4, provided that all of the following criteria are met:

6.7.1 The building(s) or structure(s) are designed specifically for housing for senior citizens.

6.7.2 The property owner has entered into a covenant, running with the land, requiring that the senior citizen housing development shall be maintained pursuant to the following conditions:

i. That at least one person in residence in each dwelling unit be required to be a senior citizen and that each other resident in the same dwelling unit shall be a qualified permanent resident.
ii. That a person hired for compensation to provide live-in, long- term or terminal *heath* care to a senior citizen may occupy the dwelling unit for such period of time the person is providing the service.
iii. That upon death, dissolution of marriage, or upon hospitalization or other prolonged absence of the senior citizen, any qualified permanent resident shall be entitled to continue occupancy of the dwelling unit with the full rights of the senior citizen.
iv. That temporary residency shall be permitted by a person of less than 45 years of age for periods of time, not less than 60 days in any year, as specified in the covenant.
v. That for purposes of this Chapter and the covenant, "senior citizen" shall mean a person 62 years of age or older; and "qualified permanent resident" shall mean a person who is both residing with the senior citizen prior to death, hospitalization or other prolonged absence of, or dissolution of marriage with the senior citizen, and is 45 years of age or older, or was a spouse, cohabitant or person providing primary physical or *economic* support to the senior citizen.

6.7.3. The covenant has been submitted to the City for review and approval by the City Attorney and recorded in the Office of the County Recorder prior to issuance of building permits for the senior citizen housing development.

6.8 Flexible Park District Boundary

The final boundary of Park district designation as set forth in Figure 6.1 may be modified as to exact location and size as approved by the Planning Commission without the requirement to amend this Specific Plan.

The final location and size of the Village Square Park shall be a minimum of 0.75 acres, be generally rectangular in form, with a minimum length and width of 130 feet and shall front on the north side of Foothill Boulevard. The final location and size of Oak Park shall be a minimum of one acre, adjacent to the City library with a corridor finger minimum width of 30 feet to Commonwealth Avenue, a corridor finger minimum width of 50 feet to Foothill Boulevard, and a pedestrian connection to the North Road.

Chapter Seven:

Development Standards and Design Guidelines

(Revised September 12, 2023)

7 Development Standards and Design Guidelines (Revised September 12, 2023)

This chapter provides development standards and design guidelines for development in the Downtown Village Specific Plan. This chapter is organized as follows:

7.1 Objectives of the Standards and Guidelines

7.2 Development Standards for the Village Center

7.3 Development Standards for the Specific Plan Area Outside of the Village Center

7.4 Development Standards Applicable to the Entire Downtown Village Specific Plan Area

7.5 Development Standards for Multi-family Residential Projects in Residential or Mixed Use 2 Districts of the Downtown Village Specific Plan

7.6 Development Standards for Single-Family Residential Projects in the Downtown Village Specific Plan

7.7 Development Standards for Mixed Use Projects in the Downtown Village Specific Plan

7.8 Development Standards for Institutional Projects in the Downtown Village Specific plan

7.9 Development Standards for Multi-Family Residential Projects in Mixed Use 12 and Mixed Use 25 Districts of the Downtown Village Specific Plan

7.10 Downtown Village Specific Plan (DVSP)-Housing Element Implementation Overlay Zone (HEIOZ)

7.11 Design Guidelines for the Downtown Village Specific Plan

7.1 Objectives of the Standards and Guidelines

The primary objectives of the development standards and design guidelines in the Downtown Village Specific Plan are to:

- Create a pedestrian-friendly environment.
- Preserve the unique views of the mountains and foothills.
- Maintain and enhance the city's low density character and small town atmosphere.

The standards and guidelines contained here and in the City's *Design Options Manual* (Appendix 2) and *Design Options Manual for Small Projects* are intended to assist the City in achieving these objectives. All projects should be reviewed in the context of these basic design principles. Where differences exist between the *Design Options Manual* (Appendix 2), the *Design Options Manual for Small Projects*, and the Specific Plan, the provisions of the Specific Plan shall govern.

Figure 7.1 on the opposite page illustrates the placement of retail or civic structures at the edges of streets and public parks in the Village Center. This creates a continuously active and pleasant pedestrian experience. Parking areas are also screened from view by the building placements. Other placements of buddings are allowed so long as continuity of pedestrian activity and screening of parking are achieved. Figures 7.2 and 7.3, on the following pages, also illustrate many of the standards and guidelines in the context of these primary objectives. References to these figures are noted where appropriate.

The figures and illustrations in this chapter are used to convey the intent of the Downtown Village Specific Plan. They represent one way of applying the standards and guidelines and are not intended to regulate site design and layout. To illustrate this point, Appendix 1 contains three conceptual site plans for the La Cañada Properties site that differ in overall design, but generally comply with the Design Standards and Guidelines in this Plan.

Walkways behind structures along Foothill Boulevard and the North Road can be as attractive as the streetscapes.

Figure 7.1: Conceptual Illustrative Plan for the Village Center

7.2 Development Standards for the Village Center

The following development standards shall apply to all development in the Village Center of the Specific Plan area. The Village Center is described and illustrated in Chapter 4 and is defined as the five block long area located between Angeles Crest Highway and Rinetti Lane within the Specific Plan boundaries.

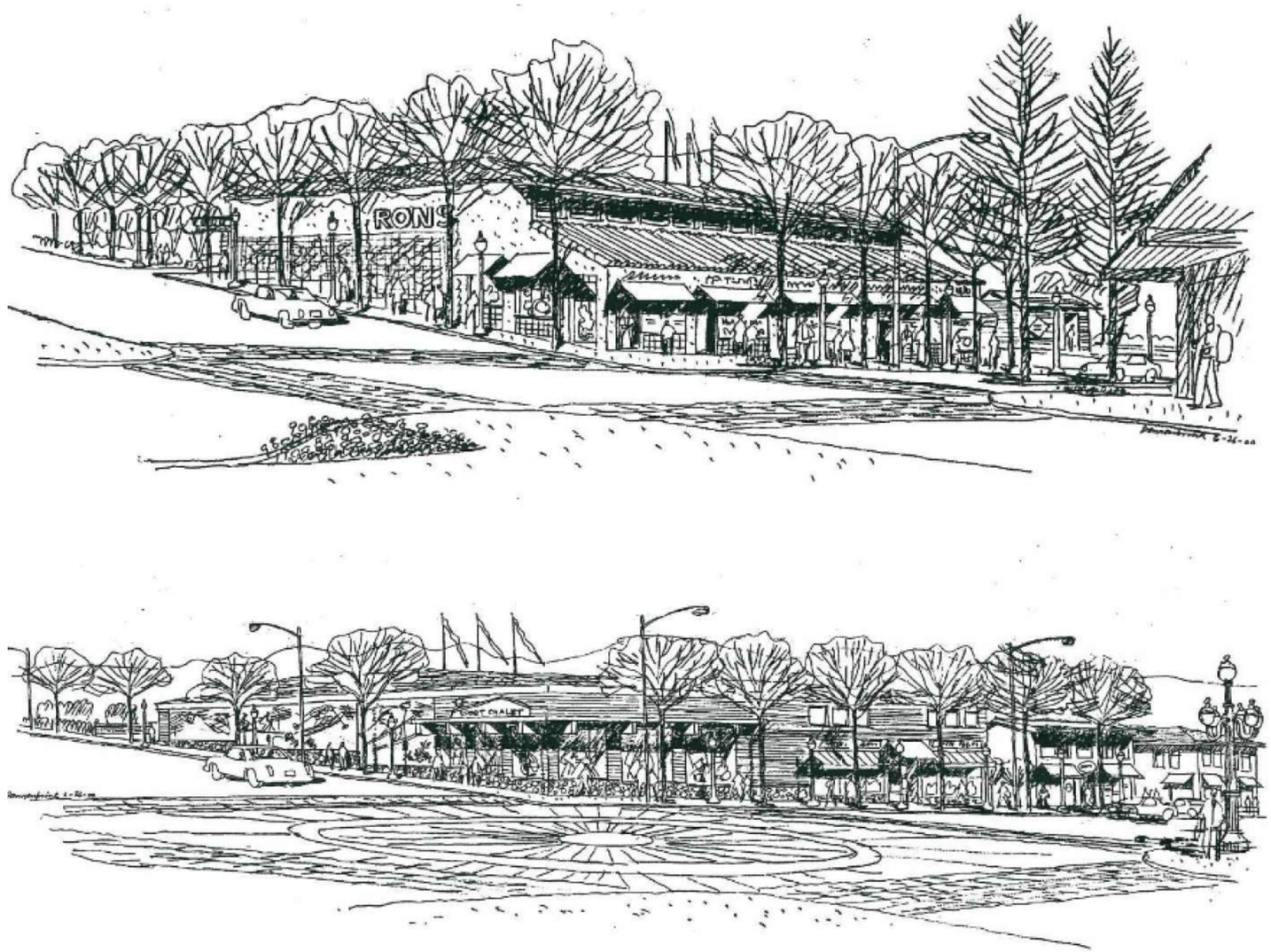
7.2.1 Setbacks for Structures in the Village Center

7.2.1.1 Setbacks for commercial, mixed use, and multi-family residential structures along Foothill Boulevard and the North Road shall be an average of 5 feet from the front property line for the ground floor and second floor, and an average of ten feet for the third floor.

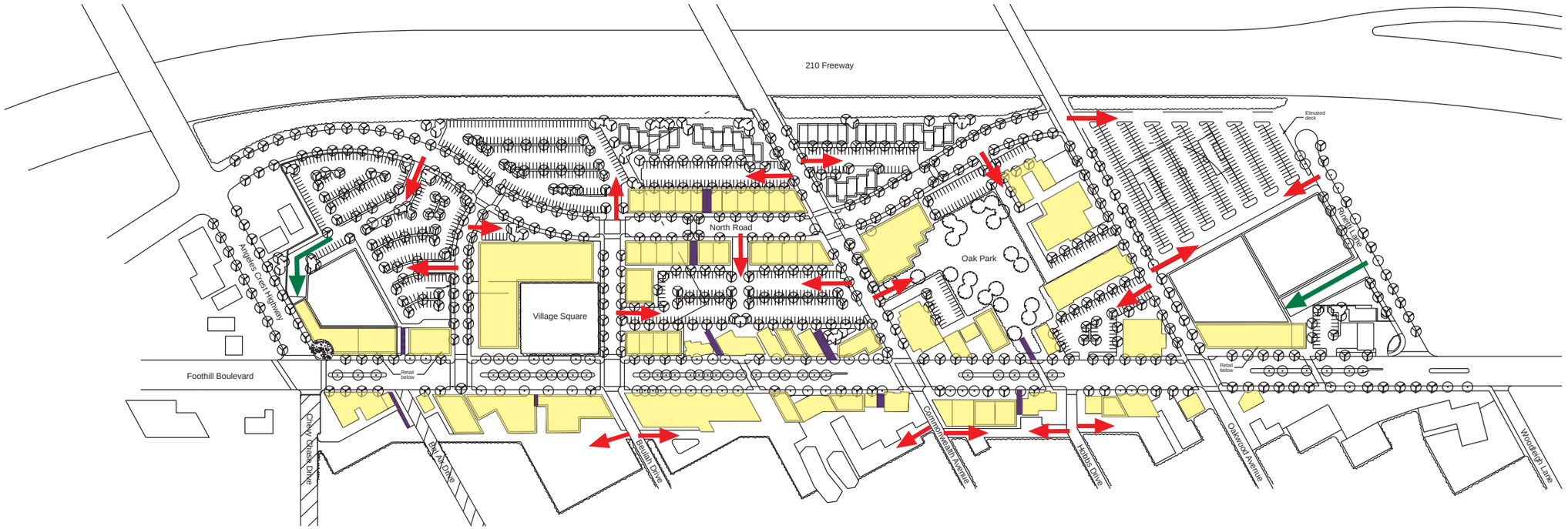
7.2.1.2 Where projects with only commercial uses exceed 35,000 square feet in area, a portion of the square footage may be freestanding within the development parcel, provided that there are smaller scale retail structures that provide continuous frontage along Foothill Boulevard pursuant to the setback requirement in subsection 7.2.1.1, for the purpose of screening parking areas.

7.2.1.3 No parking is allowed within the front setbacks, except that any parking that is provided in a fully underground parking structure may extend into a required front setback. The front setbacks, if provided, shall be designed in such a manner so as to not interfere with immediate pedestrian access for window-shopping or restrict access to outdoor dining areas.

7.2.1.4 At the intersection of Foothill Boulevard, Angeles Crest Highway and the realigned Chevy Chase Drive, corner setbacks of at least 20 feet shall be provided for a distance of at least 30 feet from each corner of that intersection.



The retail edges of larger commercial strcutures along Foothill Boulevard will maint the pedestrian vitaility of Foothill Booulevard. Aslo, building forms will be stepped and/or sloped to preserve mountain views.



Note: Building shapes are illustrative and not intended to indicate final design.

Maintain retail or active public uses on the ground level and locate buildings at, or adjacent to, the sidewalk and/or park edges

Encourage mid-block pass-throughs

Provide truck loading for major eastern site off Rinetti Lane to minimize conflicts with the pedestrian environment

Provide truck loading for major western site off the North Road to minimize conflicts with the pedestrian environment

Provide parking access from the north-south streets or the North Road

Figure 7.2: Development Standards and Design Guidelines to Create a Pedestrian Friendly Environment

7.2.1.5 Rear setbacks of a minimum of five feet or fifteen (15) feet shall be provided for any use adjoining Residential land use districts. Any project abutting a Residential land use district shall comply with R-1 building bulk limits along the common boundary.

The general design intent of these setback requirements is illustrated in figures 7.2 and 7.3 and the sketches contained in this section of the Specific Plan. See also Appendix 1 for examples of Concept Plans which generally meet these setback requirements and other provisions of this section of the Specific Plan.

7.2.2. Access and Loading in the Village Center

7.2.2.1 In order to provide continuity of pedestrian activity on Foothill Boulevard and the North Road, parking access from the nor t h-south streets or the North Road is encouraged. No driveways or curb cuts shall be allowed along the north side of Foothill Boulevard (see Figure 7.2). Development in the block bounded by Foothill Boulevard, Beulah Drive, Commonwealth Avenue and the new North Road may be temporarily exempt from this requirement until the ultimate street pattern and parking concept for this area is developed. Therefore, it may be necessary in some instances to continue to allow existing access from Foothill Boulevard until such time that the street system and parking structure for this area is constructed.

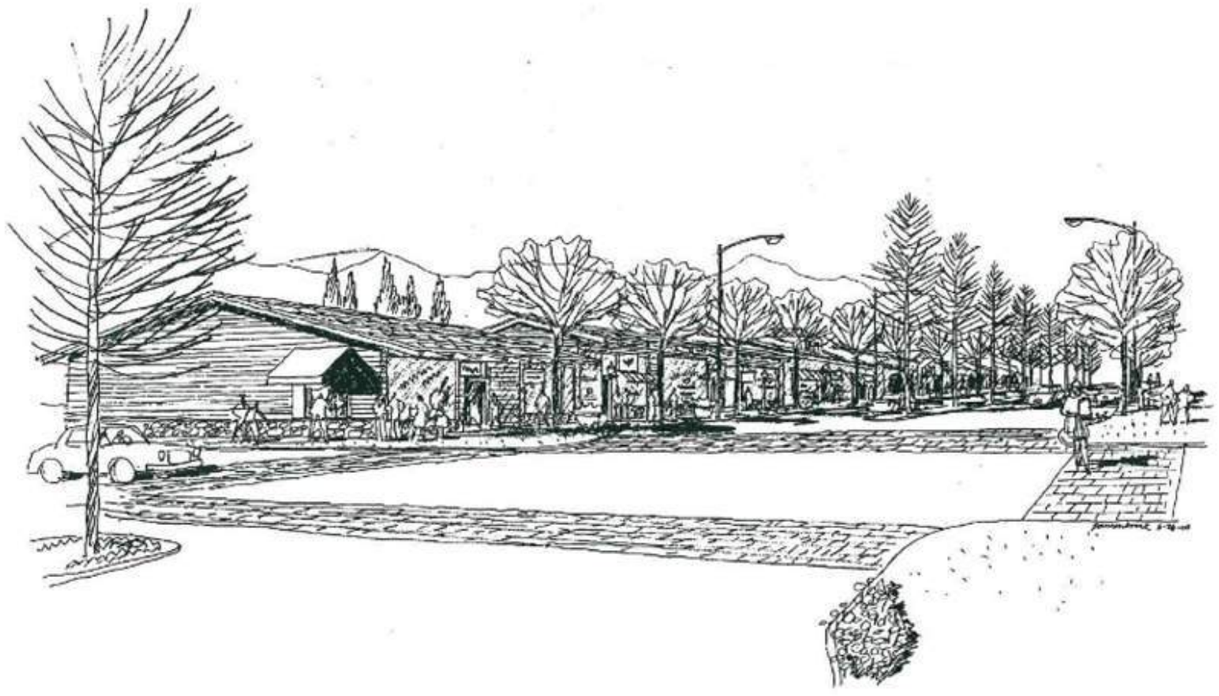
7.2.2.2 To avoid conflicts between pedestrians and semi-trucks on major streets, the following shall apply:

In Subarea 1, (see Figure 7.6) semi-truck loading areas shall be accessed from the North Road or Beulah Drive, and in Subarea 3, semi-truck loading areas shall be accessed from Rinetti Lane, as referenced in Figure 7.2. Truck loading areas shall be screened by architectural and/or landscape elements consistent with the design of the structure.

7.2.3 Building Height Requirements for Structures Fronting Foothill Boulevard in the Village Center

All structures fronting Foothill Boulevard in the Village Center, except institutional structures, mixed use structures, and multi-family residential structures in the MU 12 and MU 25 Districts and in the DVSP-HEIOZ, are subject to the requirements of 7.2.3.1 and 7.2.3.2 below. These height requirements shall be measured from the existing sidewalk grade along Foothill Boulevard.

Institutional structures fronting Foothill Boulevard in the Village Center are exempt from the requirements of 7.2.3.1 and 7.2.3.2 and shall be subject to the provisions of the Public/Semi-Public zone as defined in the Zoning Code.



Development of structures with sloping roofs will maintain views of the mountains and foothills along Foothill Boulevard in the Village Center.

Note: Building shapes are illustrative and not intended to indicate final design.

Single or two story buildings with sloped and/or stepped roofs

Buildings along Foothill Boulevard over 35,000 square feet in size may be up to 32 feet in height with sloped and/or stepped roofs

Two story buildings allowed

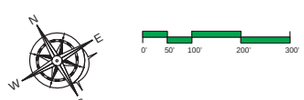


Figure 7.3: Development Standards to Preserve Mountains Views

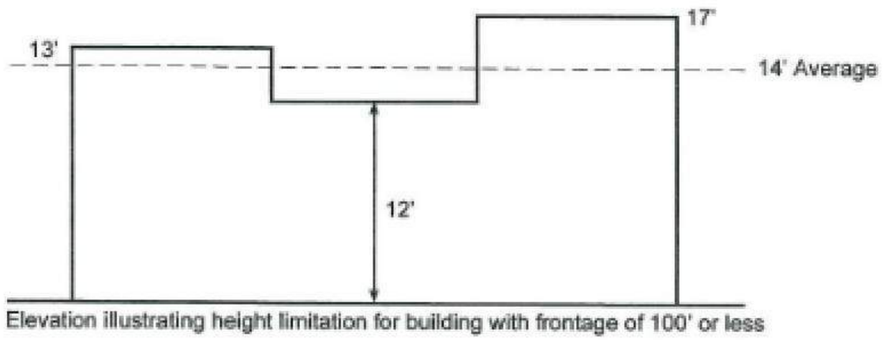


Figure 7.4: Front Façade Height Requirements for Structures Fronting Foothill Boulevard in the Village Center

7.2.3.1 Front Façade Height Requirement

i. Buildings fronting on Foothill Boulevard with a linear frontage of 100 feet or less in length shall have a maximum average height of 14 feet at the front facade elevation of the building. The 14-foot average is to be calculated on the linear frontage excluding the area allocated to architectural elements as described in 7.2.5.1.

ii. Buildings fronting Foothill Boulevard with a linear frontage greater than 100 feet in length shall have a maximum height of 14 feet at the front façade elevation of the building.

Figure 7.4 illustrates the front façade height requirements set forth in Section 7.2.3.1.

7.2.3.2 Roof Height Requirements

i. For buildings fronting Foothill Boulevard with a gross floor area of 35,000 square feet or less, the building roof may slope, or the building may step, up to a maximum height of 24 feet (or 2 stories, whichever is less in height) at a distance 25 feet or more from the front property line.

ii. For buildings fronting Foothill Boulevard with a gross floor area greater than 35,000 square feet with commercial uses only, the building roof may slope, or the building may step, up to a maximum height of 24 feet (or 2 stories, whichever is less in height) at a distance 25 feet or more from the front property line, and to a maximum height of 32 feet at a distance 60 feet or more from the front property line.

Figure 7.5 illustrates the roof height requirement set forth in Section 7.2.3.1.

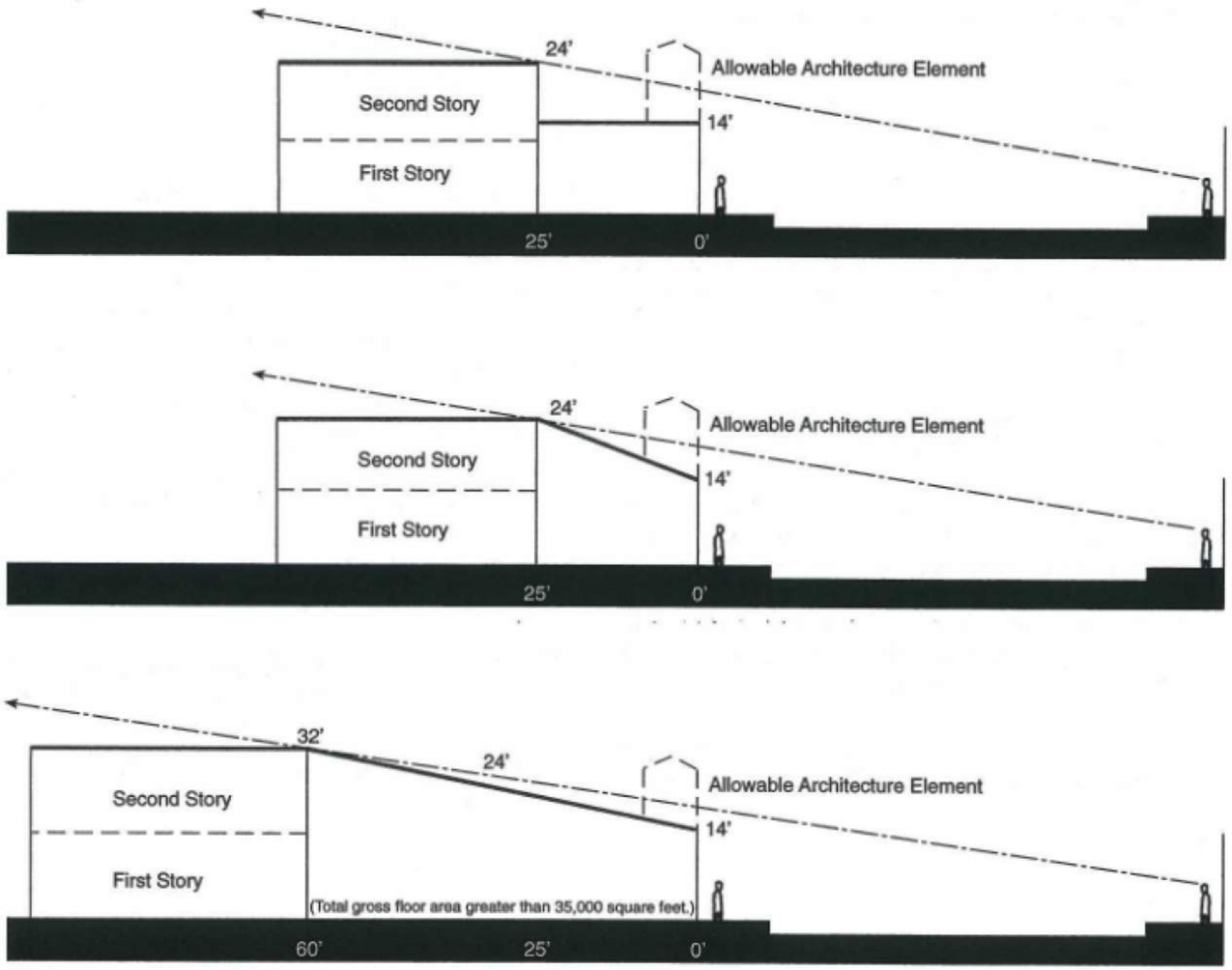


Figure 7.5: Roof Height Requirements for Structures Fronting Foothill Boulevard in the Village Center

7.2.4 Building Heights Requirements for Structures in the Village Center That Do Not Front on Foothill Boulevard

7.2.4.1 The height of structures in the Village Center that are not fronting Foothill Boulevard shall not exceed 24 Set for walls and 32 feet to the highest point of the roof.

7.2.5. Architectural Elements to Add Variety and Functionality to the Rooflines in the Village Center

7.2.5.1 Within the general context of the height limits set forth in Section 7.2.3 and Section 7.2.4, taller architectural elements, such as building towers, may occupy up to 20 percent of the street-facing elevation of commercial projects with a linear frontage of less than 100 feet in length. The height of the architectural elements shall be a maximum of 28 feet and the wall height at the property line of the street facade shall not exceed 24 feet.

7.2.5.2 Within the general context of the height limits set forth in Section 7.2.3 and Section 7.2.4, taller architectural elements, such as building towers, may occupy up to 40 percent of the street-facing elevation of commercial projects with a linear frontage of 100 feet or more. The height of the architectural element shall be a maximum of 28 feet and the wall height at the property line of the street façade shall not exceed 24 feet.

7.2.6 Building Size Limitation Overlay

In addition to all other requirements, for buildings with only commercial uses, building size in the Village Center shall be limited as set forth in the following Subareas (see Figure 7.6).

7.2.6.1 Subarea 1 shall be the area north and south of Foothill Boulevard, east of Angeles Crest Highway and west of Beulah Drive (as it would extend to the I-210 Freeway). In Subarea 1, a maximum of one building greater than 35,000 square feet but less than or equal to 55,000 square feet shall be permitted. All other buildings in Subarea 1 shall be less than 35,000 square feet.

7.2.6.2 Subarea 2 shall be the area north of Foothill Boulevard, east of Commonwealth Avenue and west of Oakwood Avenue. In Subarea 2, a maximum of one building greater than 35,000 square feet but less than or equal to 55,000 square feet shall be permitted. All other buildings in Subarea 2 shall be less than 35,000 square feet.

7.2.6.3 Subarea 3 shall be the area north of Foothill Boulevard, east of Oakwood Avenue and west of Rinetti Lane. In Subarea 3, a maximum of two buildings greater than 35,000 square feet but less than or equal to 55,000 square feet shall be permitted. All other buildings in Subarea 3 shall be less than 35,000 square feet.

Figure 7.6 illustrates the Subareas set forth in this section.

7.2.7 Elements of Retail Continuity along Foothill Boulevard and the North Road in the Village

The following standards shall apply to all retail or mixed use structures facing either Foothill Boulevard between Angeles Crest Highway and Rinetti Lane, or the North Road between Civic Center Drive and Oakwood Avenue.

7.2.7.1 Storefronts shall contain substantially the same elements as illustrated in Figure 7.7. Real architectural elements, doors, windows, etc. related to usable interior spaces *shall* be provided. "Stage set" facades created by painted images or applying detail to blank walls are prohibited.

7.3 Development Standards for the Specific Plan Area Outside of the Village Center

The Specific Plan area that is located outside the Village Center includes the area in the Specific Plan boundary that is west of Angeles Crest Highway and east of Rinetti Lane. For development in this area, setbacks and building height requirements shall be as defined in Sections 7.5 - 7.10 of this Plan for residential, mixed use and institutional projects.

7.4 Development Standards Applicable to the Entire Downtown Village Specific Plan Area

The following development standards shall apply to all development in the Downtown Village Specific Plan. The Specific Plan area is illustrated and described in Chapter 2.

7.4.1 Parking

When a Parking District is established in the Village Center at a future time by the City, applicants may subsequently purchase "in lieu" parking spaces outside of their properties as a substitute or supplement to the provision of onsite spaces.

The pedestrian environment being created through the Specific Plan will create more multiple-purpose trips and walking, as opposed to driving, between some of the destinations resulting in reduced parking requirements for Commercial, Office and Restaurant Uses. If the Village Center Parking District is established, then the following parking ratios shall apply. If the Village Center Parking District is not established, then the current parking provisions of the DVSP shall apply.

7.4.1.1 General Commercial (retail sales and service): 3.75 spaces per 1,000 square feet of gross building area.

7.4.1.2 Professional or Business Office: 3.0 spaces per 1,000 square feet of gross building area.

7.4.1.3 Multi-family Residential in the MU 1, MU 2, and Residential Districts[i]:

- Resident Parking:
  - One parking space per bedroom, with a maximum of 2 parking spaces per dwelling unit.
  - When multi-family residential development is part of a project with a commercial component, shared parking is permitted
- Senior Citizen Multi-family Residential Parking:
  - 0 bedrooms/du: 0.5 space/du
  - 1 or more bedrooms/du: 1 space/du
- Guest Residential Parking:
  - .25 space/du
- Off-Street Loading: 1 space

7.4.1.4 Multi-family Residential in the MU 12 and MU 25 districts, and DVSP-HEIOZ[ii]:

- Resident Parking:
  - 0-1 bedrooms/du: 1 space/du
  - 2 or more bedrooms/du: 2 spaces/du
  - When multi-family residential development is constructed in the DVSP-HEIOZ, parking may be shared between the religious and residential

uses as permitted in Government Code Section 65913.6.

- Senior Citizen Multi-family Residential Parking:
  - 0 bedrooms/du: 0.5 space/du
  - 1 or more bedrooms/du: 1 space/du
- Guest Residential Parking:
  - MU 12 and MU 25: 0.25 space/du
  - DVSP-HEIOZ: No minimum required
- Off-Street Loading[iii]: 1 space

7.4.1.4 Restaurants or entertainment establishments or trade schools:

- Where seats are not fixed, one parking space per 60 square feet of floor area available to customers.
- Where seats are fixed, one parking space per each 2.25 seats or 40.5 inches of a fixed bench.
- PLUS, one parking space per 30 square feet of floor area available to customers for carry—out service or customer waiting area.

Note: Building shapes are illustrative and not intended to indicate final design.

Subarea 1 Subarea 2 Subarea 3

Figure 7.6: Subareas in the Village Center

- PLUS, one parking space per 2 employees of the largest shifts.

7.4.1.5 Schools and Churches

- Every building used in whole or in part for an elementary school, public or private, having no grade above the eighth, shall have within 500 feet thereof, one parking space for each classroom.
- Every building used in whole or part for a school for grades nine through twelve shall have one parking space for each classroom, plus one additional space for each 50 pupils.
- Every building used in whole or part for the gathering of persons for deliberation or worship; or used as a school auditorium of a school in which any pupil is in a grade higher than eight, shall have within 500 feet thereof one parking space for each 5 fixed seats and one space for each 35 square feet of the usable floor area of such auditorium where seats are not fixed, in the largest auditorium used for public assembly. (Eighteen inches of bench seating shall equate to one fixed seat).

7.4.1.6 Parking spaces shall not be less than 9 feet in width and 20 feet in depth, except that parking spaces with sides abutting a wall, curb, fence or similar obstruction, shall be a minimum of 11 feet in width.

7.4.1.7 Affordable Housing:

- The minimum number of parking spaces provided may be reduced for affordable housing units in accordance with Chapter 11.19 (Affordable Housing Density Bonus) and as otherwise provided for in California Density Bonus Law (Government Code Sections 65915, et seq.) or as otherwise provided for by Government Code, or under other appropriate circumstances when written evidence justifying the reduction is provided and approved by the decisionmaker.

7.4.1.7 Parking Lot Site Plans: Ninety-degree parking is encouraged throughout the Downtown Village Specific Plan area.

7.4.1.8 Drive-through service lanes: Drive-through service lanes are not permitted in the Downtown Village Specific Plan.

7.4.2 Standards for Parking Structures

Three potential parking structure locations in the Downtown Village Specific Plan are identified in Figure 5.1, Specific Plan Circulation System. Each structure's potential approximate location is identified with a triangle. The following development standards shall apply to parking structure(s) in the Downtown Village Specific Plan:

7.4.2.1 Parking structures shall have a maximum height of 14 feet above the lowest grade level on which the structure is developed. Subterranean parking structures are encouraged, and will be excluded from the calculation of a building's FAR.

7.4.2.2 Parking structures shall be located at least 100 feet away from Foothill Boulevard unless below grade. If below grade parking is provided in a structure abutting Foothill Boulevard, then retail shall be provided above the structure to maintain a continuity of retail activity along Foothill Boulevard. Projects with 100% multi-family residential development are exempt from this requirement.

7.4.2.3 To maximize ease of use and security, the parking structures shall be constructed with "clear spans" related to each circulation aisle and related double-loaded set of parking stalls, i.e. columns between parking spaces are not allowed. Columns between each set of aisles and double loaded parking stalls are allowed.

7.4.2.4 The interior of any parking structure shall be painted with bright, light-reflective color and artificial illumination shall be provided to create a minimum foot-candle level of 5-foot candles on the parking deck.

7.4.3 Parking Lot Landscaping

7.4.3.1 One planter shall be provided at each end of each parking aisle.

7.4.3.2 One additional planter shall be provided for every 10 parking spaces. Except as required for vehicular movement, planter lengths shall equal the length of the adjacent parking spaces. Each planter shall be a minimum of 5 feet in inside width.

7.4.3.3 At least one tree shall be provided per each prescribed planter. At least 25% of the trees shall be 48-inch box size or greater at planting, and an additional 25% of the trees shall be 24-inch box size or greater at planting. All other trees shall be 15-gallon size or greater at planting. Preserve mature trees on the site to the greatest extent possible.

7.4.3.4 Clustering of planters and trees is encouraged throughout parking lots to create a natural appearance and is required in parking lots with 40 or more parking stalls. A cluster is defined as three or more trees. The areas provided or required for clustered plantings shall meet or exceed the planter area required in Section 7.4.5.2.

7.4.3.5 At least 75% of the required trees shall be of species having a mature canopy index of at least 500. (The canopy index is the product of the mature canopy width multiplied by the mature tree height in feet.)

7.4.3.6 Tree Shading: Trees shall be planted and maintained throughout the surface parking lot to ensure that, within 15 years after establishment of the parking lot, at least 50 percent of the parking area will be shaded. Shading should be calculated by using the diameter of the tree crown at 15 years.

a. Applicable Area: Except as provided below, all surfacing on which a vehicle can drive is subject to shade calculation, including all parking stalls; all drives within the property, regardless of length, and including drive- through lanes; and all maneuvering area, regardless of depth. The following surfaced areas are exempt from this shade requirement: i) truck loading area in front of overhead doors; ii) truck maneuvering and parking areas unconnected to and exclusive of any vehicle parking; iii) surfaced areas not to be used for vehicle parking, driving or maneuvering, provided they are made inaccessible to vehicles by a barrier such as bollards or fencing; and iv) Play areas associated with institutional uses.

b. Planting Criteria: Each planting area shall be of adequate size for the landscaping approved and shall have adequate irrigation for that landscaping. All landscaping (trees, shrubs, and turf) in these planting areas shall be properly maintained. The Design Commission shall establish a list of species appropriate for providing shade in parking lots and shall review site plans of each parking lot to determine whether or not the lot complies with this Section. Trees planted in order to comply with the regulations of the Section shall be selected from the list prepared by the Design Commission. The Design Commission shall have the discretion to modify tree shading requirements under power lines and other obstructions which prohibit strict compliance with shading requirements, and to give shading credit for photovoltaic arrays, off-site trees and structures, sidewalk canopies, and other structures, where appropriate.

7.4.4 Bicycle Parking Development Standards

7.4.4.1 Multi-family Residences: Every residential use of 4 or more dwelling units shall provide at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.

7.4.4.2 Schools: Elementary and middle schools, both private and public, shall provide one bicycle parking space for every 10 students and employees. High schools shall provide one bicycle parking space for every 5 students and employees. All spaces should be sheltered under an eave, overhang, independent structure or similar cover.

7.4.4.3 Commercial: Commercial development greater than one acre in size shall provide one bicycle parking space for every 20 vehicle parking spaces. There shall be a minimum of 10 bicycle parking spaces.

7.4.4.4 Exemptions: These standards do not apply to single family dwelling units.

7.4.4.5 Location and Design: Bicycle parking shall be located conveniently to both the street right-of-way and at least one building entrance. It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided.

7.4.4.6 Visibility and Security: Bicycle parking shall be visible to cyclists from streets, and from sidewalks or building entrances so that it provides sufficient security.

7.4.4.7 Options for Storage: Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks or other secure storage space inside or outside of the buildings.

7.4.4.8 Lighting: Bicycle parking shall be at least as well lit as automobile parking for security.

7.4.4.9 Bicycle Path Connections: New development providing bicycle parking north of Foothill Boulevard in the Village Center shall provide on-site bicycle connections from the designated bicycle parking facilities on the site to the dedicated public bicycle path along the North Road.

7.4.5 Lighting

7.4.5.1 Exterior lighting for parking and pedestrian walkways shall provide for safety and security without excess lighting and glare. Lighting shall be energy efficient and shall provide warm illumination spectrums to create a more comfortable pedestrian environment.

7.4.5.2 Light fixtures on parking lot lights within 100 feet of any residential structure shall include cutoff shields to prevent glare to abutting residential structures.

7.4.5.3 Exterior lighting mounted upon a building shall be subject to design review, and be of minimal intensity, except where oriented toward outdoor areas as security lighting.

7.4.5.4 High intensity lighting, such as neon perimeter strips, is not allowed.

7.4.6 Freestanding Walls

7.4.6.1 The use of freestanding walls within the Downtown Village Specific Plan area is not encouraged. Where walls are required for screening purposes, they should be faced with the same material as the primary material of the structure to which the wall is related.

7.4.6.2 If walls are required between residential and commercial projects in a mixed use district, the wall shall be 6 feet in height arid shall be constructed of solid concrete, brick, stone, plaster over concrete block — whichever materials are harmonious with the residential and commercial projects being separated. In addition, there shall be a 5-foot landscaped buffer between the freestanding wall and the commercial use.

7.4.6.3 Retaining walls shall be of the same materials noted above with same materials facing visible portions of walls.

7.4.7 Equipment and Utilities

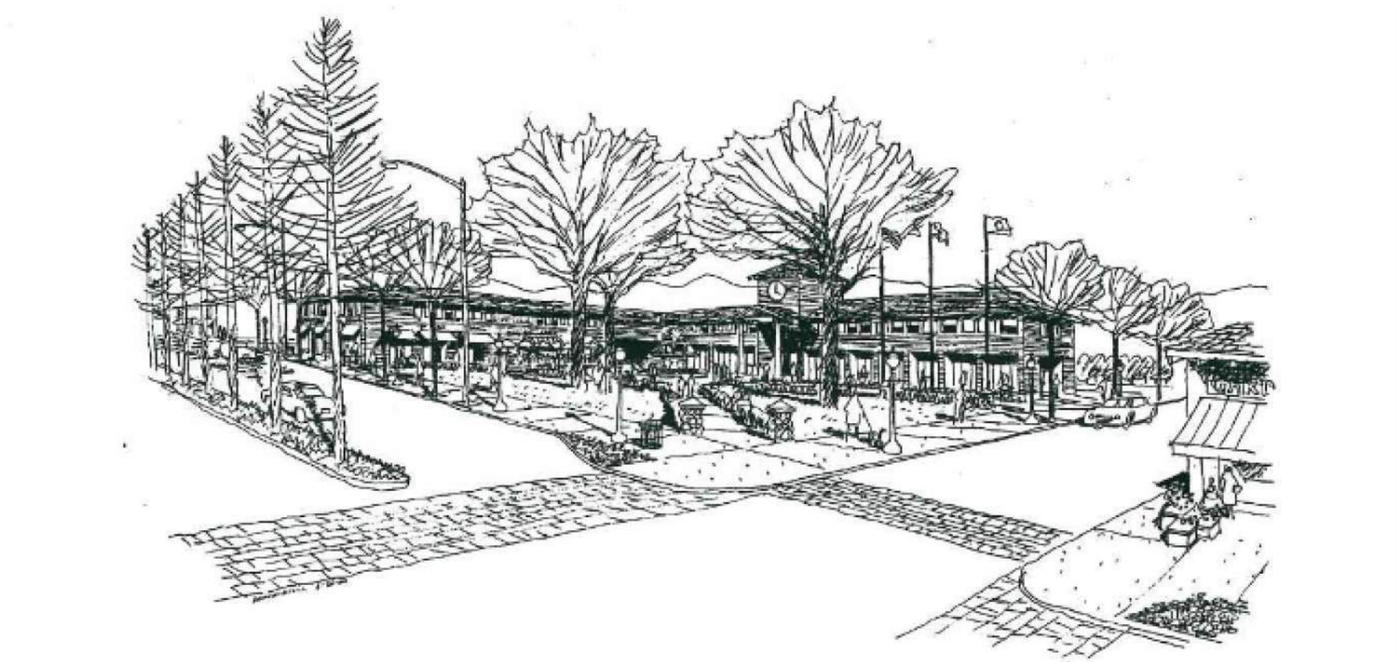
7.4.7.1 Freestanding building service equipment shall not be visible from the public streets, shall be located for easily accessible service, and shall be screened to minimize noise impact on neighboring properties.

7.4.7.2 Roof-mounted equipment shall be screened from public view from the public streets by integration into the roofs and/or parapet components, and shall be properly located and screened to minimize noise.

7.4.7.3 Exterior, wall-mounted equipment shall not be located facing the public streets and shall be designed as an integral part of the building facades facing onto the rear parking areas. Utility conduits shall be integrated within the walls of new structures and meters shall be visible only to the extent required for meter readings by the utility companies.

7.4.7.4 No storage area shall be located within 3 feet of windows unless it is screened.

7.4.7.5 Utility service lines shall comply with the Underground Utilities Ordinance.



The Village Square and Civic Center located between Foothill Boulevard and the North Road. The Village Square will be a new community gathering place with restaurants, shops and a major entrance to the Civic Center at its edges.

7.4.8 Refuse Areas

7.4.8.1 At least one screened refuse area shall be provided per development. Refuse areas shall be at least 10 square feet in area per 1,000 square feet of building, or compactors shall be utilized which can compress trash equivalently to the above requirement. There compactors are utilized, they shall be completely enclosed within walls and a roof.

7.4.8.2 Compactor enclosures shall include roof ventilation and shall have drainage lines connecting to the sewer and water spigots for hosing down of compactor enclosures.

7.4.8.3 All refuse storage areas shall be accessible for pickup. They shall be located away from public streets at the rear or side of buildings and screened from public view to the extent possible. Where refuse or compactor enclosures must be visible, they shall be thoughtfully designed as an integral part of the rear building façade.

7.4.8.4 For new structures, refuse or compactor enclosures shall be integrated within the rear building facade as opposed to projecting.

7.4.8.5 For rehabilitated structures, trash or compactors shall be integrated into the rear building façade if reasonably possible. If it can be demonstrated that integration of the structure within the façade is not possible, then exterior enclosures shall be attached to the building with careful design of the enclosure as an integral part of the appearance of the rear façade. The materials facing the enclosure shall be the same as the primary material of the rest of the façade.

7.4.8.6 Each storage area and the access to it shall be smooth, level concrete and provided with a water line, drain and self-closing gate.

7.4.8.7 Recycling: All projects within the Specific Plan area shall comply with the City's Source Reduction and Recycling Element.

7.4.9 Outdoor Merchandise Display

7.4.9.1 Outdoor merchandise displays are subject to approval by the Director of Community Development based on a written description of the proposed display, a site plan and a schedule. Displays shall retain a clear, unobstructed adjoining sidewalk area of at least 6 feet in width. Outdoor merchandise displays shall be removed at close of business daily. No permanent display structures are allowed.

7.4.10 Signage

7.4.10.1 Building signage shall comply with the Zoning Code. See also the City's Design Options Manual for additional information regarding signage principles as interpreted from the aforementioned ordinances.

7.4.11 Irrigation and Maintenance

7.4.11.1 Automated underground irrigation shall be provided for all landscaped areas.

Residential and/or office uses will be located above commercial uses along the North Road.

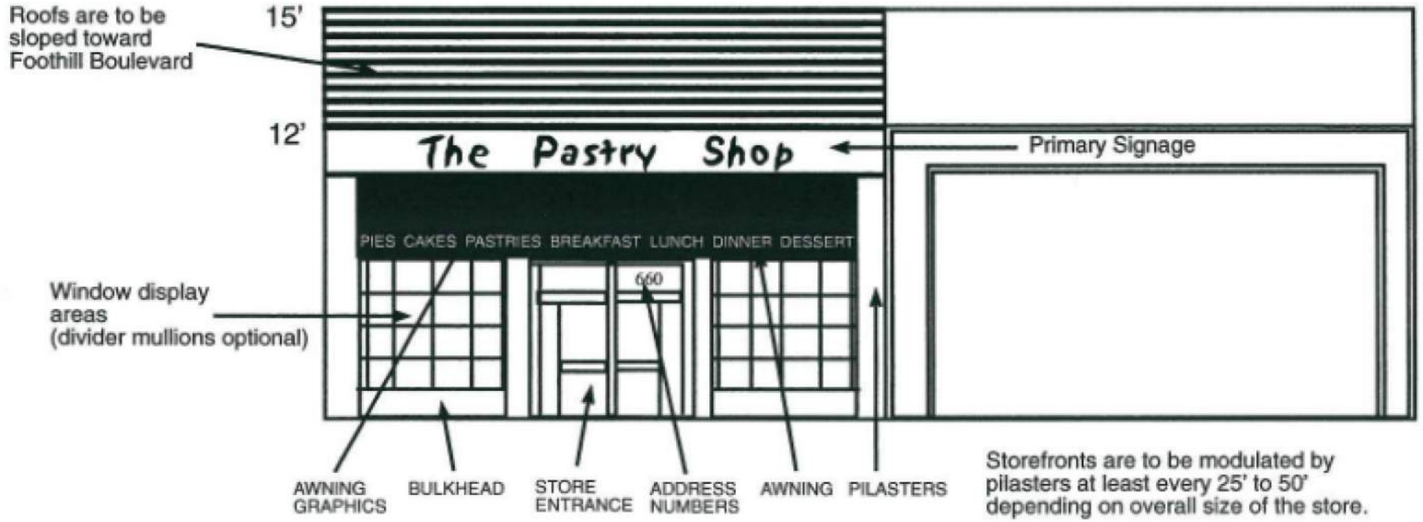


Figure 7.7: Façade Design - Storefront Elements, Modulation and Signage Locations

A well designed storefront incorporating many of the elements noted in Figure 7.7.

Blade signage can assist pedestrians and drivers in finding stores while adding interest to the streetscape.

Rear facades can also have attractive displays and signage.

7.4.11.2 All planters shall be permanently maintained with proper care, including weeding, pruning, irrigation and plant replacement as needed to comply with approved landscaping plans.

7.4.12 Tree Preservation

7.4.12.1 Trees on private or public property shall be preserved in accordance with the Municipal Code.

7.4.13 Façade Design

7.4.13.1 Storefronts shall be articulated within the primary rhythm of 15 to 25-foot modules.

7.4.13.2 Window displays should be provided in the modulated storefronts.

7.4.14 Architectural Styles

7.4.14.1 Building designs for all structures 35,000 square feet in area or larger shall be influenced in terms of materials, colors, forms and details by the following architectural styles: Spanish, Mission, Spanish Colonial Revival and Italian Renaissance

7.4.14.2 Building designs for all structures less than 35,000 square feet in area shall be influenced in terms of materials, colors, forms and details by the following architectural styles: Spanish, Mission, Spanish Colonial Revival, Italian Renaissance and Craftsman and Monterey.

7.4.14.3 Examples of typical Craftsman palettes include: wood, stained in warm earth-tone colors; plaster, colored in warm tan or light brown colors; wood shingles, real wood, fire resistance treated and stained a dark: brown or composite shingles simulating the appearance of wooden shingles; brick or stone.

Examples of typical Spanish Revival material and color palettes include: plaster wall surfaces with whites or light pastel tones such as a warm cream; red tiled roofs; trim around windows or doors in either subdued colon or brighter accent colors such as blues or green

7.5 Development Standards for Multi-Family Residential Projects in Residential or Mixed Use 2 Districts of the Downtown Village Specific Plan, Except as Otherwise Provided for in the MU 12 and MU 25 Districts and the DVSP-HEIOZ

The following development standards shall apply to all multi-family residential development in the Residential and Mixed Use 2 Districts of the Downtown Village Specific Plan, except as otherwise provided for in the MU 12 and MU 25 Districts and DVSP-HEIOZ.

7.5.1 Setbacks:

- The front yard setbacks required for a multi-family residential development shall be an average of five feet from the front property line for the ground foor and second floor, and an average of ten feet for the third floor.
- There shall be a minimum rear yard setback of 5 feet for multi-family residential units, or 15 feet when abutting Residential land use district. Any project abutting a Residential land use district shall comply with R-1 building bulk limits along the common boundary.
- Corner side yards shall be an average of five (5) feet for the ground floor and second floor, and an average of ten (10) feet for the third floor.
- Interior side setbacks shall be zero (0) feet, or when abutting a Residential land use district an average of fifteen (15) feet for the ground and second floors, and an average of 20 feet for the third floor.

7.5.2 Height: Residential structures shall not exceed two stories, or 24 feet in wall height and 32 feet to the highest point of the roof. Residential structures fronting on Foothill Boulevard in the Village Center shall comply with the height provisions set forth in the Section 7.2.3.

7.5.3 Open Space:

- Common open space shall be provided at a rate of 150 square feet per dwelling unit. All common open space must be outdoor area on the ground which is open to the elements and which is designed and used for outdoor living and/or recreation, whether such area is paved or not, except that up to 50 percent of required common open space may be provided as common indoor recreational amenities such as exercise rooms, indoor theaters, or activity rooms.
- Common open space shall not include parking or vehicle circulation areas.

7.6 Development Standards for Single-Family Residential Projects in the Downtown Village Specific Plan

The following development standards shall apply to all single-family residential development in the Downtown Village Specific Plan.

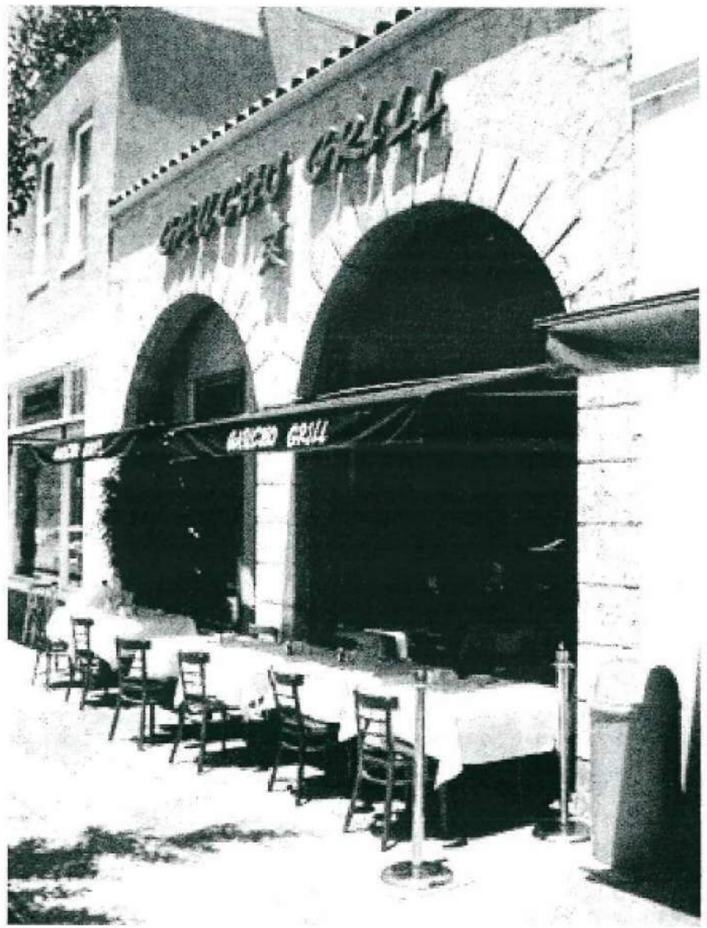
7.6.1 Minimum Lot Size: The minimum lot size for single-family residential development shall be 5,000 square feet.

7.6.2 All other development standards shall be as provided for in the Single-family (R-1) Zone of the Zoning Code.

7.7 Development Standards for Mixed Use Projects in the Downtown Village Specific Plan

In addition to the standards in Sections 7.2 - 7.4, the following development standards shall apply to all mixed-use development (commercial with residential, commercial with office uses in the same structure, or all residential) in the Downtown Village Specific Plan.

7.7.1 Height: The overall height of mixed use and/or residential structures shall not exceed 24 feet for walls and 32 feet to the top of the roof, except that structures in the MU 25 district shall not exceed 35' to the top of the roof. Structures fronting Foothill Boulevard in the Village Center are subject to the height requirements of Section 7.2.3., except as provided for in Sections 7.9 and 7.10.



Outdoor dining can use a combination of sidewalk space and/or open air setbacks within buildings.

Midblock pass-throughs can occur either between or within buildings. They facilitate ease of pedestrian access between parking and shops.

7.7.2 Noise and Vibration: Residential uses shall be located only above commercial uses that do not generate

substantial amounts of noise or vibration in then operation. Examples of such uses include specialty retail shops and small restaurants. Hours of operation shall be considered by the Planning Commission during the review process for the commercial use.

7.7.3 Residential or office uses over commercial uses on the North Road shall be designed such that noise and vibration transmissions between vertically and horizontally separated uses is minimized by appropriate construction techniques, including density of separation materials, isolation of structural and/or mechanic al elements, and other appropriate building code measures.

The following development standards shall apply to all residential development in the Mixed Use 1 District, when residential units are located above ground floor commercial uses:

7.7.4 Unit Footprints: Upper level residential units shall not project beyond the ground level, commercial building footprint except for balconies or bay windows.

7.7.5 Balconies and Bay Windows: Balconies and Bay Windows may project up to 4 feet beyond the ground floor commercial building and over the public sidewalks along the North Road.

7.8 Development Standards for Institutional Projects in the Downtown Village Specific Plan

The following development standards shall apply to Institutional Projects in the Downtown Village Specific Plan.

7.8.1 The Civic Center shall be located north of Foothill Boulevard and south of the North Road, contiguous with and visually and functionally related to the Village Park. The Civic Center shall be located north of the Village Park so as to minimize impacts on views of the mountains to the north.

7.8.2 Other Institutional Uses: All other institutional uses shall comply with the provisions of the Public/Semi-Public Zone of the Zoning Code.

7.9 Development Standards for Multi-Family Residential Projects in Mixed Use 12 and Mixed Use 25 Districts of the Downtown Village Specific Plan

The following development standards shall apply to all multi-family residential development in the MU 12 and MU 25 Districts. Development standards not included below shall be as provided in this Specific Plan or Title 11 (Zoning Code) of the LCFMC.

7.9.1 Minimum Lot Size: No minimum lot size is required for multi-family residential development.

7.9.2 Setbacks[iv]:

- The front yard setbacks required for a multi-family residential development shall be an average of five feet from the front property line for the ground foor and second floor, and an average of ten feet for the third floor.
- There shall be a minimum rear yard setback of 5 feet for multi-family residential units, or 15 feet when abutting a Residential land use district. Any project abutting a Residential land use district shall comply with R-1 building bulk limits along the common boundary.
- Corner side yards shall be zero feet, or fifteen (15) feet when abutting a Residential land use district.
- Interior side setbacks shall be zero feet, or an average of fifteen (15) feet when abutting a Residential land use district for the ground and second floors, and an average of 20 feet for the third floor.

7.9.3 Building Height[v]:[vi]

- MU 12 District: 2 stories and 25’ maximum roof height
- MU 25 District: 3 stories and 35’ maximum roof height

7.9.4 Open Space:

- Common open space shall be provided at a rate of 150 square feet per dwelling unit. All common open space must be outdoor area on the ground which is open to the elements and which is designed and used for outdoor living and/or recreation, whether such area is paved or not, except that up to 50 percent of required common open space may be provided as common indoor recreational amenities such as exercise rooms, indoor theaters, or activity rooms.
- Common open space shall not include parking or vehicle circulation areas.

7.10 Downtown Village Specific Plan (DVSP)-Housing Element Implementation Overlay Zone (HEIOZ)

Certain sites in the Institutional district that are owned by religious organizations and that are included in Appendix C of the 6th Cycle Housing Element are designated with the Downtown Village Sepcific Plan (DVSP) Housing Element Implementation Overlay Zone (HEIOZ), or DVSP-HEIOZ. The DVSP-HEIOZ allows, but does not require, these sites to be developed with multi-family residential units that meet minimum affordability requirements, as long as the religious facility operates a religious use on a minimum of ten (10) percent of the site. The following development standards apply to the DVSP-HEIOZ.

The following development standards shall apply to all multi-family residential development in the DVSP-HEIOZ. Development standards not included below shall be in accordance with the standards in the Institutional district.

7.10.1 Minimum Lot Size: No minimum lot size is required for multi-family residential development.

7.10.2. Setbacks:

- The front yard setbacks required for a multi-family residential development shall be an average of five feet from the front property line for the ground foor and second floor, and an average of ten feet for the third floor.
- There shall be a minimum rear yard setback of 5 feet for multi-family residential units, or 15 feet when abutting a Residential land use district. Any project abutting a Residential land use district shall comply with R-1 building bulk limits along the common boundary.
- Corner side yards shall be an average of five (5) feet for the ground floor and second floor, and an average of ten (10)

feet for the third floor.
- Interior side setbacks shall be zero feet, or an average of fifteen (15) feet when abutting a Residential land use district for the ground and second floors, and an average of 20 feet for the third floor.

7.10.3 Building Height:
- 3 stories and 35' maximum roof height[v,vi]

7.10.4 Open Space:
- Common open space shall be provided at a rate of 150 square feet per dwelling unit. All common open space must be outdoor area on the ground which is open to the elements and which is designed and used for outdoor living and/or recreation, whether such area is paved or not, except that up to 50 percent of required common open space may be provided as common indoor recreational amenities such as exercise rooms, indoor theaters, or activity rooms.
- Common open space shall not include parking or vehicle circulation areas.
  - Open space requirements:
  - Common Open Space[vii]: 150 sq. ft./du

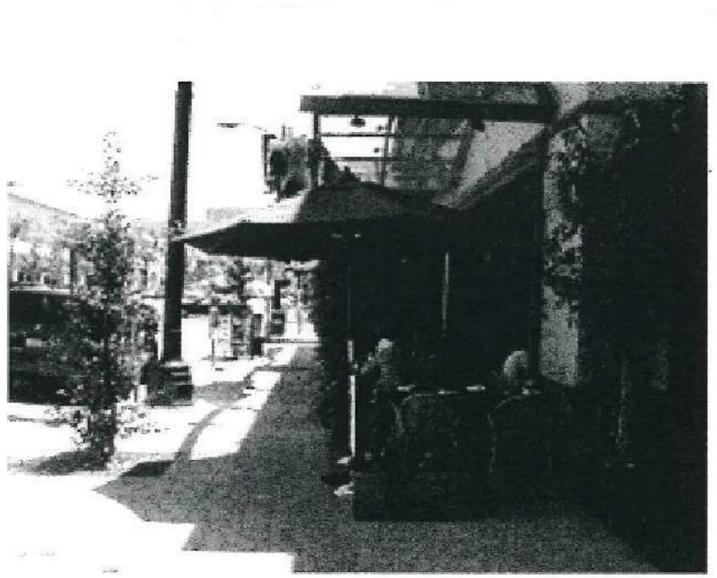
7.11 Design Guidelines for the Downtown Village Specific Plan

The following design guidelines are suggested to supplement the requirements of the development standards. The design guidelines are not required to apply to the MU 12 and MU 25 districts and the DVSP-HEIOZ

7.11.1 Store entries from both Foothill Boulevard and the parking areas behind the stores along Foothill Boulevard are encouraged.

7.11.2 Infill of small, one-story structures along Foothill Boulevard is encouraged to enhance the continuity of the pedestrian experience. (Buildings shown with double outline in Figure 7.1)

7.11.3 Outdoor dining is encouraged along the sidewalks of Foothill Boulevard, the North Road and at the edge of the Village Square. A minimum of five feet passage shall be maintained for pedestrians at all times. Outdoor dining may occupy up to fifty (50) percent of the sidewalk right- of-way. The exact layout for outdoor dining shall be subject to Design Review and shall take into consideration the location of street trees and street furniture to ensure that pedestrian flow is not impeded. Planning Commission review is required for outdoor speakers.



Outdoor dining can be completely within the public right-of-way.

7.11.4 Open air setbacks in commercial strictures are permitted. Interior entrances to ground floor retail may be set back to allow for outdoor use. Examples include outdoor dining, display, or entry forecourts. Elements defining the wall plane at the sidewalk line are required for such setback.

7.11.5 Mid-block pass-throughs, either within structures or exterior, are encouraged to provide ease of access to parking areas and add interest to the pedestrian experience.

7.11.6 Shared compactor areas within blocks are encouraged.

7.11.7 Lighting of building facades and landscaping is encouraged.

7.11.8 Design review of multi-family residential developments in the Downtown Village shall include factors intended to achieve high quality, up-scale residential development including:

- An appropriate number of units per building to avoid a massive appearance to the project.
- Consideration of the immediate edges of residential projects according to the variety of edge conditions including Foothill Boulevard, the North Road, the freeway, adjoining non-residential uses and edges with existing R-1 land use districts south of Foothill Boulevard.
- Larger unit sizes with generous patios.

[i] The minimum number of parking spaces provided may be reduced for affordable housing units in accordance with Chapter 11.19 (Affordable Housing Density Bonus) and as otherwise provided for in California Density Bonus Law (Government Code Sections 65915, et seq.) or as otherwise provided for by Government Code, or under other appropriate circumstances when written evidence justifying the reduction is provided and approved by the decisionmaker.

[ii] The minimum number of parking spaces provided may be reduced for affordable housing units in accordance with Chapter 11.19 (Affordable Housing Density Bonus) and as otherwise provided for in California Density Bonus Law (Government Code Sections 65915, et seq.) or as otherwise provided for by Government Code, or under other appropriate circumstances when written evidence justifying the reduction is provided and approved by the decisionmaker.

[iii] A minimum of 1 off-street loading space shall be provided to ensure adequate area to accommodate loading and unloading for moving trucks, delivery vehicles, ride-sharing vehicle pick-up and drop-off, and other similar activities, consistent with the size of the development, to the satisfaction of the Director of Community Development. Such space(s), whether provided inside or outside a building, shall be in addition to the number of parking spaces otherwise required in this chapter. The off-street loading space(s) shall be designed so as not to impede normal vehicular and pedestrian circulation.

[iv] A ground-level porch, uncovered or covered and open on three sides, may encroach into a required setback by up to 50 percent of the required setback.

[v] For any building or building segment located within 50 feet of a street right-of- way, building height shall not exceed the height identified for the land use district, measured from the curb elevation adjacent the building or building segment to the highest point of the building or building segment. Where a lot has frontage on two or more streets, height shall be measured in relation to the lowest curb elevation adjacent to the building or building segment. For any building or building segment located in excess of 50 feet from a street right-of- way, no portion of a building or building segment shall exceed the height identified for the land use district by more than twenty (20) percent. For purposes of this requirement, height shall be measured from the existing grade or adjacent finished grade, whichever is lower, to the highest point of the building or building segment. To determine compliance with this section, the Community Development Director may require applicants to submit a topographic survey of the project site, and, if necessary, portions of adjacent sites, prepared by a licensed surveyor or licensed civil engineer, depicting existing contours and the contours of finished grade, if different from existing grade, at elevation change intervals no greater than five feet (5′). Survey measurements also shall indicate the elevations of adjoining curbs or street pavements if no curb exists.

[vi] Appurtenances may exceed the height limit up to 15’ for up to 20% of total roof area. For the purposes of this chapter, appurtenances are defined as: a tower, spire, cupola, dome, chimney, mechanical equipment, elevator tower, stairwell, pool equipment, fire equipment, ventilating fans, water tanks, cooling towers, solar panels or the structure to support solar equipment in compliance with state law, guard rails required by the building code for rooftop decks or terraces, permanent trellises and shade structures on rooftop decks or terraces, or other features determined by the Director of Community Development to be similar.

[vii] Any common open space provided to meet the required common open space standard in the DVSP-HEIOZ shall comply with the following requirements:

a. Must be designed and used for active or passive recreational purposes.
b. Must be easily accessible to all residents within the project.
c. Shall not include parking or vehicle circulation areas.
d. Shall have a minimum level surface dimension of 10 feet.
e. A community garden may provide up to 20 percent of the total required common open space.
f. Rooftop decks and terraces may be used to satisfy this requirement.
g. Noth withstanding the standards above, open space on the religious facility portion of the site that is made available to the residential portion of the development (via a development agreement or other similar instrument) may be counted toward up to 50% of the required open space for the residential portion.

Chapter Eight:

Implementation

8 Implementation

This chapter provides recommendations for implementation of the Downtown Village Specific Plan:

8.1 Project Description
8.2 Feasibility of Proposed Zoning
8.3 Public Sector Costs
8.4 Implementation and Funding Mechanisms
8.5 Public Improvements Implementation
8.6 Initial Public Improvements Phasing Concept
8.7 Sports Fields in the Village Center

8.1 Project Description

The larger downtown area currently contains a total of approximately 970,000 square feet of space for retail services, office, public and community uses and 66 single-family residential units. Under the proposed Downtown Village Specific Plan, commercial uses (retail/services) could increase by up to 182,000 square feet. Office uses could increase by 58,000 square feet. Civic and public uses in a civic center could increase by 50,000 square feet. The Specific Plan could lead to a transformation of single-family residential to multiple-family residential with a net reduction of 11 residential units in the area, from 66 single-family units to 55 multiple-family units. (See Table 8.1) The zoning and land use regulations are flexible in the Specific Plan, so the actual uses could vary significantly. Further, it seems unlikely that all of the space would be developed over the next 15 to 20 years.

Within the village area, land ownership will have a significant effect on when and how development goes forward. La Cañada Properties owns or controls the property between Angeles Crest and just east of Beulah on both sides of Foothill Boulevard. Vons owns most of the property north of Foothill between Oakwood Avenue and Rinetti Lane. (Another private party owns the land under the gas station and part of the Vons building in this block.) The property between these two holdings is in multiple ownerships.

A key element for the implementation of the Downtown Village Specific Plan is the implementation of the proposed North Road and related grid street system. The North Road and grid street system facilitates a phased implementation of the circulation system with appropriate sections of the North Road and grid system to be developed in conjunction with major new private projects.

Table 8.1
Approximate Changes to Land Uses

Commercial Uses

	Existing	Proposed	Change	% Change
Retail/Service	575,100	757,000	181,900	31.6%
Office	199,200	257,600	58,400	29.3%
Civic/Public	195,800	245,800	50,000	25.5%
Subtotal	970,100	1,260,400	290,300	29.9%

Residential Units

	Existing	Proposed	Change	% Change
Single-family	66	0	-66	N/A
Multi-family	0	55	55	N/A
Subtotal	66	55	-11	-16.7%

8.2 Feasibility of Proposed Zoning

The proposed increase in commercial space for this area is significantly larger than the findings of the market research, namely that the existing population of La Cañada can support approximately 100,000 additional square feet of retail space and 40,000 additional square feet of office space.

With respect to the 58,000 square feet of office space, 25,000 square feet of this amount is assumed to be the new Sport Chalet headquarters. The remaining 30,000 square feet of incremental office space is consistent with the market analysis.

With respect to the 181,900 square-foot increase in retail space, the Sport Chalet retail space accounts for 16,500 square feet, and T.J. Maxx accounts for 25,000 square feet of the increase. This means that approximately 140,000 square feet of retail space is being provided to serve a current requirement of approximately 100,000 square feet. This amount of space may be viable if it serves the larger region, or if it accommodates future population growth in La Cañada Flintridge. Alternatively, the mixed-use nature of the zoning might allow some of the excess space to be utilized for office or residential uses. Also, as noted above, it seems unlikely that all of the area will be redeveloped over the next 15 to 20 years.

In terms of development timing, the La Cañada Properties ownership is likely to be the first area to be developed. This area has a single owner and Sport Chalet has indicated that they must expand and modernize their store to remain competitive.

The Vons site would be the next to redevelop provided that the current tenants can be accommodated either at the site or at other locations. Vons' also needs to modernize and expand its store to stay competitive in the marketplace. Vons proposed expansion is consistent with the locally supportable need for additional food store space.

Development of the area between the La Cañada Properties holdings and the Vons parcel is problematic in the near and intermediate term for two reasons. First, this area consists of multiple ownerships which must be assembled into developable parcels or the multiple owners must be organized into a development entity. Second, development of the La Cañada Properties and Vons sites is likely to absorb all of the locally generated demand, making development of the unanchored retail in this area much more difficult.

8.3 Public Sector Costs

Public sector costs fall into four broad categories:

- Streetscape improvements
- Circulation improvements
- Public Parking
- Civic Center and Parks

Public sector improvement costs are preliminary and are estimated in year 2000 dollars. Further cost studies will be required at the time of implementation.

8.3.1 Streetscape Improvements

Streetscape improvements include the benches and landscaping along Foothill Boulevard, the North Road and connecting streets and sidewalk bulbouts. Also included are decorative lighting, trash receptacles, news racks, etc. Total costs are estimated at approximately $1,330,000.

8.3.2 Circulation Improvements

Table 8.2 shows the costs for land and construction for the North Road and the Chevy Chase realignment. For comparison, Table 8.2 also shows the costs for land and construction of the alternative options in described Section 5.2.2. Where applicable, costs include traffic and pedestrian signals.

8.3.3 Public Parking

Public parking costs include the parking lot or a parking structure in the middle of the Downtown Village Specific Plan. Costs are projected to be between $9,000,000 and $11,000,000 if a parking structure is built. A parking structure is estimated at $6,000,000 and land acquisition between $3,000,000 and $5,000,000.

8.3.4 Civic Center and Parks

The Downtown Village Specific Plan allows for a 50,000 square foot civic center that would house both city hall and the school district headquarters. These costs also include land acquisition and improvement costs for the Village Park and the Oak Park. Park costs are estimated to be between $2,500,000 and $3,000,000. Civic Center costs for a maximum sized civic center are estimated at $12,000,000 for building improvements, and between $3,500,000 to $5,000,000 for land acquisition. For purposes of Environmental Impact Report (EIR) review a 50,000 square foot Civic Center was assumed. Actual size of the Civic Center shall be subject to final plan review based upon a needs assessment conducted by the city.

8.4 Implementation and Funding Mechanisms

Implementation of the public improvement portion of the Downtown Village Specific Plan can be as fast or as slow as the

Table 8.2 Circulation Improvements Costs

North Road

	Low	High
Improvements	$1,250,000	$1,250,000
Land	$3,900,000	$6,500,000
Traffic Signals	$780,000	$780,000
Total	$5,930,000	$8,530,000

Chevy Chase Realignment

	Low	High
Improvements	$155,000	$155,000
Land	$1,600,000	$2,400,000
Traffic Signals	$75,000	$75,000
Total	$1,830,000	$2,630,000

Alternative Options

Re-signalization of existing intersection at Angeles Crest Highway and Foothill Boulevard, Chevy Chase Drive and Foothill Boulevard, and traffic control at Bel Air Drive and Foothill Boulevard

Traffic Signals	$118,000
Other Improvements	$60,000
Total	$178,000

Realignment of Bel Air Drive to the east

	Low	High
Improvements	$125,000	$125,000
Land	$600,000	$1,000,000
Total	$725,000	$1,125,000

Realignment of Bel Air Drive to the west to a new intersection with Chevy Chase Drive south of Foothill Boulevard, and realign Chevy Chase Drive easterly to become the south leg of the intersection of Foothill Boulevard and Angeles Crest Highway

	Low	High
Improvements	$280,000	$280,000
Land	$2,500,000	$4,000,000
Traffic Signals	$50,000	$50,000
Total	$2,830,000	$4,330,000

Addition of a signal and realignment of Chevy Chase Drive to the east, but take only the commercial property adjacent to Foothill Boulevard and not any residential property farther south on Chevy Chase Drive

	Low	High
Improvements	$70,000	$70,000
Land	$1,000,000	$1,500,000
Traffic Signals	$50,000	$50,000
Total	$1,120,000	$1,620,000

Note: Preliminary circulation improvement cost estimates are in year 2000 dollars.

City wishes. It may or may not be tied to the private sector development schedule. From a practical standpoint, much of the public infrastructure can be timed to match the private development phasing. The following sections discuss: (1) the implementation and funding specifically related to the La Cañada Properties and Vons sites, (2) general discussion of the funding of the various public improvements in the rest of the area, and (3) discussions of assessment districts and redevelopment.

Table 8.3 shows the applicable funding sources for each type of public sector improvement. The table also indicates whether the funding source is a primary or secondary source.

8.4.1 La Cañada Properties

As discussed above the La Cañada Properties site is likely to be the first to be developed. This is likely to be the critical development in the Downtown Village Specific Plan as it will set the tone for what is to come later. It also includes the Civic Center and Village Park, and is the western terminus of the North Road. Given the amount of public infrastructure on this site, development of this project will require a substantial public/private commitment. With specific respect to the Civic Center portion of the project, the City and/or school district will either have to acquire land in the near future or will need to commit to building or financing the Civic Center in the near future. Otherwise, the Civic Center may have to be at an alternative location to allow private development to proceed.

In terms of funding the public infrastructure, some portion of these improvements will be development costs and some will also be conditions to mitigate impacts associated with the development approval process. Funding for the Civic Center portion of this project is discussed separately below.

Table 8.3 Funding Sources

	Primary Source	Secondary Source
STREETSCAPE IMPROVEMENTS		
MTA or State, or County, highway beautification funds	X	
Development fees	X	
City capital improvement budget		X
Business improvement district	X	
Public/private agreements	X	
Corporate or private contributions		X
CIRCULATION IMPROVEMENTS		
Development fees	X	
City capital improvement budget		X
Business improvement district		X
Public/private agreements	X	
Incremental public revenues		X
Federal, State, or County transportation funds	X	
Assessment district		X
Redevelopment		X
PUBLIC PARKING		
Parking in-lieu fee	X	
Public/private agreements	X	
Incremental public revenues		X
Parking assessment district	X	
Business improvement district		X
CIVIC CENTER AND PARKS		
County or State park bonds	X	
City parks capital program	X	
Existing City and School District occupancy budget	X	
Future City and School District occupancy budget	X	
Public/private agreements	X	
Assessment district		X
Corporate or private contributions (community space)	X	

8.4.2 Vons Parcel

Redevelopment of the Vons parcel will likely follow the redevelopment of the La Cañada Properties parcels. Redevelopment of the Vons parcel is constrained by the leases of existing tenants. Two major tenants, Rite-Aid and T.J. Maxx, have existing leases that expire at least ten years in the future. Without their cooperation, the Vons parcel cannot be redeveloped until the leases expire.

This parcel does not include a significant amount of public infrastructure. If this project proceeds at approximately the same time as the City is implementing the other streetscape improvements along Foothill Boulevard, it seems likely that the associated streetscape improvements on the Vons parcel, such as benches, lighting, bulbouts, etc., could be incorporated as a cost of the project.

8.4.3 Funding Streetscape Improvements

As noted above, some of the streetscape improvements may be incorporated in the new development projects as they go forward. In addition, the City could pursue funding through the MTA or the State through their highway beautification programs. These programs are competitive and the City would be responding to the "Call for Projects."

The streetscape improvements are the least costly of the public improvements. These costs can also be added to the City's capital improvement program and funded over several years. The City may also wish to evaluate the establishment of a streetscape improvement fee as part development approval process. These are also improvements that are often included in business improvement districts.

8.4.4 Funding Circulation Improvements

The costs for the improvements for the North Road and at Chevy Chase Drive and Foothill Boulevard (including alternative options) are set out in Table 8.2. Implementing the North Road through the La Cañada Properties site is likely to be a condition of development. Funding of the roadway costs and land acquisition may involve a public/private agreement between the City and La Cañada Properties.

Implementation of the remainder of the North Road is more problematic, as are alternatives to re-signalization at Chevy Chase and Foothill Boulevard, which involve street realignment. These all involve the acquisition of several individual parcels, as there is not a single landowner. The Chevy Chase/Bel Air realignment will require the City to acquire the property. For the North Road, although it is possible that a developer could acquire the residential properties as part of a possible development, the City should expect that it will need to acquire the properties. The City may need to use its eminent domain powers.

The cost of these circulation improvements is significant, especially if they are to involve realigning Chevy Chase/Bel Air. It seems unlikely that the City's capital improvement program can absorb all of these costs. It may be possible to include the improvement of the North Road to Commonwealth as part of the public/private agreement with La Cañada Properties. Alternatively, the City can utilize an assessment district to fund acquisition and improvements of the roadway system. The assessment district concept is discussed below. Other sources that the City should consider are development fees and Federal, State or County transportation funds.

8.4.5 Funding Civic Center and Parks

The Specific Plan includes two parks and a civic center. One of the parks and the civic center are proposed to be a part of the La Cañada Properties project. Implementation of these elements is likely to be a part of the public/private agreement between the City and La Cañada Properties. The public facilities provide benefit to the community at large, so the funding base needs to be considered to be the community at large.

With respect to the parks, there may be funds available through County park bond funds or other County park funds. More likely the City will consider these parks as part of its overall park funding program.

Funding for the Civic Center project will come from a multitude of sources. It must be recognized, however, that the City and School District will incur the Civic Center costs whether or not the Civic Center is located in the Downtown Village Specific Plan area or even if they do not co-locate. In other words, the Civic Center costs will be incurred whether or not the other Specific Plan projects are implemented. That being said, a portion of the funding for the Civic Center will come from existing budget sources. With respect to the City, the City is currently paying for its space on Foothill Boulevard. These cost would be reallocated in the budget to fund a portion of the Civic Center and the existing City Hall would be disposed of. The remaining "office" space in the Civic Center would need to be funded through a financing mechanism, preferably one that provides the City and School District with title to the property at the end of the financing.

Any community rooms, auditoriums or performing facilities might be funded through a capital campaign. The City would establish a foundation or non-profit organization to raise funds from individuals or corporations for the construction of these public facilities. On a larger scale, this was the mechanism used to fund

Disney Hall in Los Angeles and is increasingly used by individual schools.

8.4.6 Public Parking

The provision of public parking in the Downtown Village Specific Plan area will have two aspects, parking management and provision of parking. For parking management, it will be important for the City to ensure that convenient parking is available for retail customers and that it is not taken by nearby office users or retail employees. Office users and retail employees have more flexibility in their parking choices. Most retail districts solve the problem either through pay parking or they designate a two or three hour limit for the most convenient parking and a longer limit or no limit for less convenient parking.

The provision of parking is likely to require a combination of in-lieu parking fees, assessments and City contributions. It may also be possible to fund some of the costs through a business improvement district. It is also likely to require the City to acquire the land for parking. Under the Specific Plan a number of properties are being relieved of the requirement to provide on-site parking. When these properties redevelop, they would be required to pay an in-lieu parking fee, which offsets some or all of the costs that the City incurred in providing the parking spaces.

An alternative would be to create a parking assessment district. Property owners within the district would be assessed for their portion of the parking requirements. The advantage of this structure is that it provides the City with a known funding mechanism for providing parking.

8.4.7 Assessment Districts

There are a variety of assessment district options that are available to the City to fund public improvements. These include assessment districts formed under the various state acts, landscape and lighting districts, and community facilities districts. This discussion is generic and does not advocate a specific type of assessment district.

In general, an assessment district issues bonds to fund public improvements and assesses property owners to pay for the improvements over time. It allows improvements to be put in place more quickly than if funded on a pay as you go basis. In some cases the assessments can be levied citywide to allow for general and specific benefit. These would be a base levy placed citywide, and then an additional levy would apply to properties in the Downtown Village Specific Plan area that receives specific benefit from the improvements.

The assessment district approach would seem appropriate if the City wishes to consider the implementation of all of the streetscape improvements and some or all of the circulation improvements in the near term. Depending on the type of assessment district, City Council or voter approval is required.

8.4.8 Redevelopment

The implementation of a redevelopment project area might be possible. It would require a finding of blight and other findings for some or all of the Downtown Village Specific Plan area. There are sites within the Specific Plan area that exhibit conditions of physical and economic blight, either as a consequence of physical and economic obsolescence, multiple ownerships, and/or irregularly shaped parcels. If feasible, redevelopment could provide the City with some additional powers and revenues that could facilitate implementation of the Specific Plan.

8.5 Specific Plan Implementation

In order to implement the goals and objectives of the Downtown Village Specific Plan, to incorporate the appropriate public improvements into public/private discussions which may lead to development agreements, and to facilitate applications for potential grant applications, donor gifts or other funding sources, it is recommended that a Specific Plan Implementation Program be prepared as soon as possible. This Specific Plan Implementation Program should incorporate the elements identified in Figure 8.1.

It is recommended that the process of developing the Specific Plan Implementation Program continue the public involvement carried out in developing the Specific Plan. This would, therefore, include ongoing meetings with property owners, creation of an implementation task force(s) appointed by the City Council, and ongoing review by the City Council and Planning Commission. The Specific Plan implementation task force should undertake as its first priority the identification and phasing of street improvements, and as its secondary priorities the consideration, evaluation and implementation of the Civic Center development program and the parks program.

At the same time, the task force should consider programs including, but not limited to, the following:

- Grant applications for streetscapes, parks and facades.
- Incentive programs, such as grants or loans for storefront design and the City's existing façade improvements program; marketing and retailing counseling for small businesses; and assistance with relocation of retail to the Village Center.
- Targeted marketing and recruitment, such as identifying specific "targeted" businesses and proactive recruitment; and establishing a combined City and Chamber of Commerce task force to coordinate targeted commercial tenants.

- Maintenance and management, such as a Downtown Business Improvement District to improve the existing businesses and business climate in the area.
- Public Improvements Program, such as use of state money for street improvements; improved landscaping and signage; and streetscapes, parking areas and parks maintenance.
- Establishment of a parking district, including setting parking in-lieu fees.
- Public art program.

The following additional improvements and considerations should also be explored:

- A pilot project to upgrade the facades to the south of Foothill Boulevard between Gould Avenue and the freeway underpass. In addition, the task force should work with the owners of the existing service stations to define ways in which their streetscape edges can be enhanced to reinforce the overall appearance of the village streetscape character.
- Enhancement of the streetscape edges of the existing, parking areas, which are currently open to view from Foothill Boulevard. Elements such as landscaping, trellises, etc. should be considered.
- Bicycle connections from a dedicated bicycle path along the North Road and the new development in the Village Center to the rest of Downtown Village Specific Plan area. This would most likely occur by means of a bicycle path along Foothill Boulevard.

8.6 Initial Public Improvements Phasing Concept

There is no single way to phase the public improvements. Public improvements may be phased by geographic element and/or by functional element. Examples of functional elements include street trees, lighting and street furniture.

Figure 8.1 illustrates an initial phasing concept for public improvements in the Village Center.

Phase 1 is related to the likely early development of major property holdings at the west and east ends of the Village Center.

Phase 2 suggests the completion of public improvements along Foothill Boulevard and the provision of special entry point enhancements at Foothill Boulevard and Angeles Crest Highway. As an example of the preliminary nature of this phasing concept, it may be appropriate to include the Angles Crest Entry Point as a part of Phase 1.

Phase 3 suggests the construction of Oak Park and the portion of the North Road between Commonwealth Avenue and Oakwood Avenue.

Phase 4 suggest a later development of the North Road between Beulah and Commonwealth Avenue and the central, underground public parking structure. This phase is later than the phases above due to the public costs of the parking structure and the difficulty of private sector assembly of the properties intended for commercial and residential development along the North Road.

Phase 5 consists of the realignment of Chevy Chase Drive. This element is identified as a later phase because of cost. However, this geographic phasing element, like any of those noted above, could be moved within a phasing strategy.

One of the components of the recommended Public Improvements Plan would be development of a Refined Phasing Plan based on both geographic elements and functional elements.

8.7 Sports Fields in the Village Center

The potential for a small sports field complex constructed on air rights over parking has been identified for the block north of Foothill Boulevard and between Oakwood Avenue and Rinetti Lane. This potential complex should be considered for implementation within the context of the entire city to evaluate the most feasible and best location for sports fields.

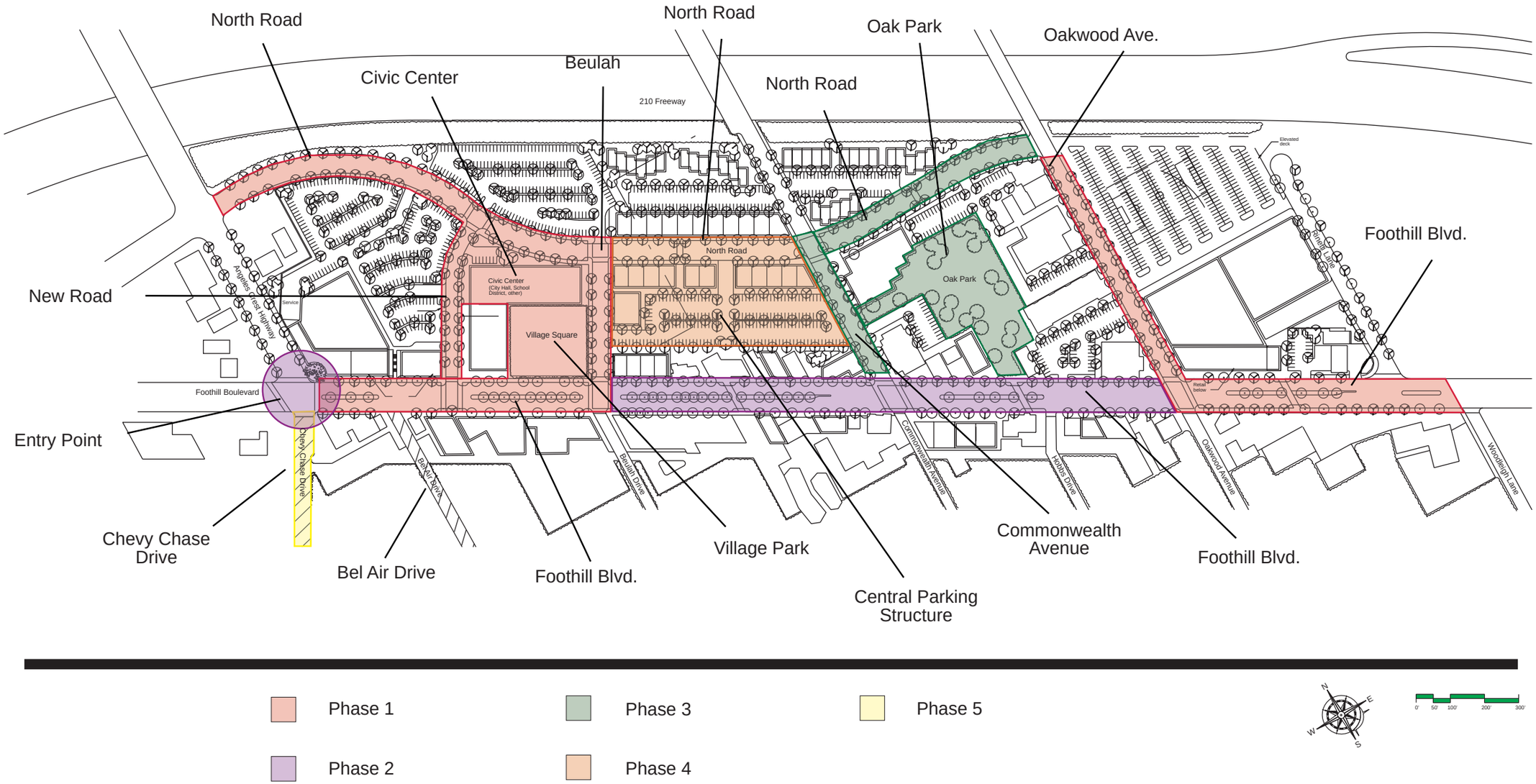


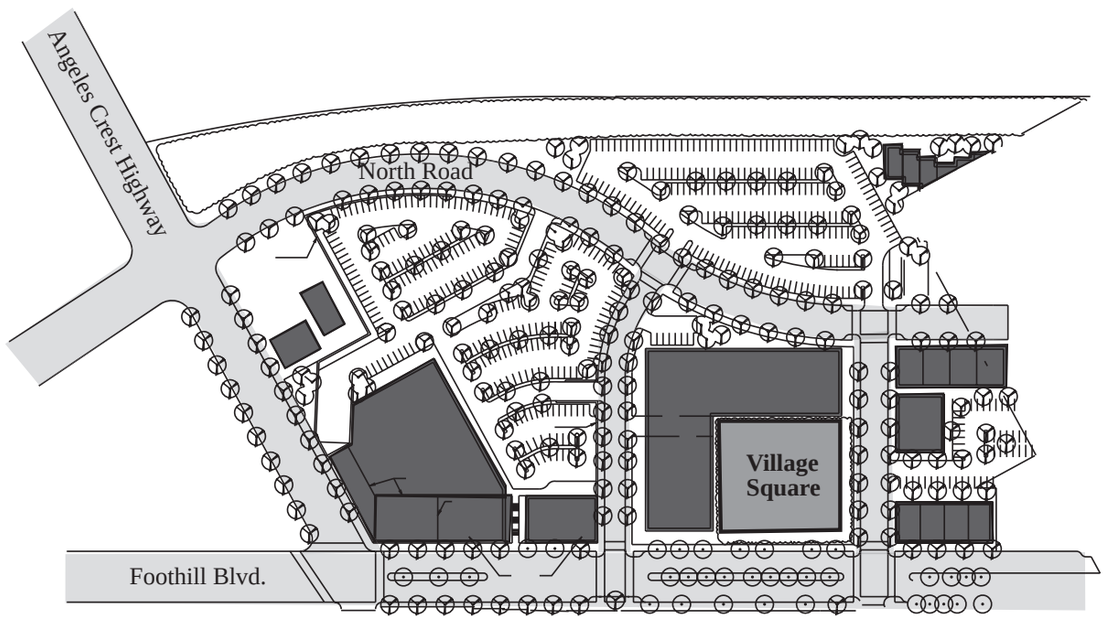
Figure 8.1: Initial Phasing Concept for the Public Improvements in the Village Center

Appendix One:

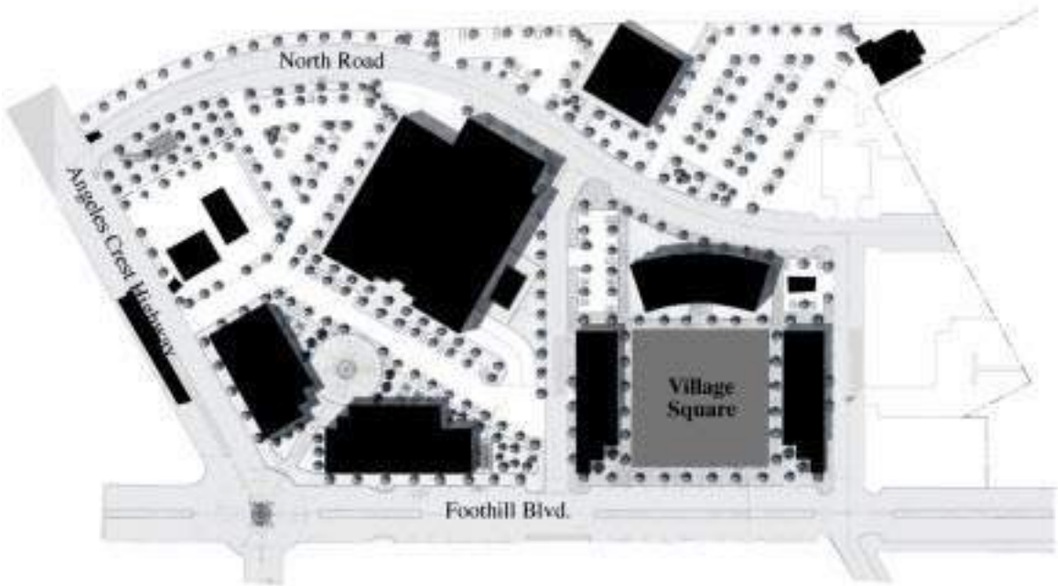
Conceptual Illustrations for the La Cañada Properties Site

Appendix 1

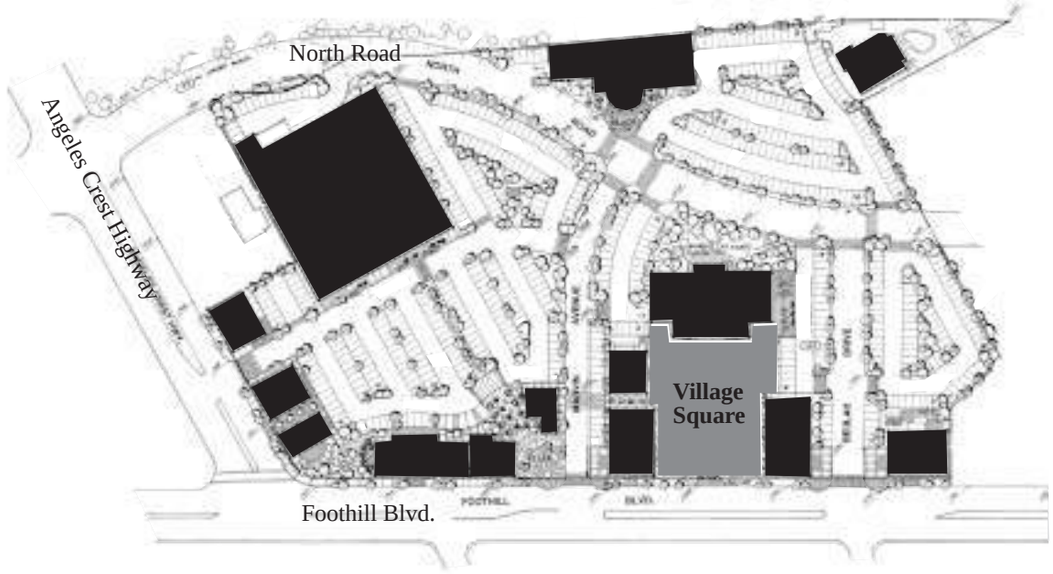
The drawings contained in this Specific Plan are used to convey the intent of the Plan's design standards and guidelines. They represent one way of applying the standards and guidelines and are not intended to regulate site design and layout. To illustrate this point, this Appendix contains three conceptual site plans for the La Cañada Properties site, north of Foothill Boulevard, that differ in overall design, but generally comply with the design standards and guidelines in this Plan.



Conceptual Plan 1 - La Cañada Properties Site



Conceptual Plan 2 - La Cañada Properties Site



Conceptual Plan 3 - La Cañada Properties Site