Suburban Core Revitalization: An Example of Whittier, California

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Suburban Core Revitalization?

Issues and Challenges:

• Marking Suburban Identity: Metropolitan Region or Small Town?

• Revitalizing the Core: Marketing Demand or Community Consensus?

• Why Bother?: Benefits of Investing in the Core or Letting the Edge Grow?
1.1.4 Process

A. Study of Previous Plans

In preparation for this Specific Plan, the consultants reviewed and incorporated, as applicable, the following documents:
- Uptown Whittier Specific Plan, adopted 1993
- Whittier General Plan, adopted 1982
- City of Whittier Natural Hazards Mitigation Plan, adopted 2004
- Whittier Boulevard Specific Plan, adopted 2007

B. Field Tour: May 15, 2006

The consultant team facilitated a day-long tour of places and projects for stakeholders from Uptown Whittier. The purpose was to compare and contrast the potential of Uptown with these places, and to draw specific lessons about possible strategies to embrace as well as to avoid. The tour included the following places in southern California within driving distance of Whittier:

1. Downtown Fullerton

   Downtown Fullerton is a center of culture and home to financial, religious, and government institutions, as well as to historical buildings, a 2,000 parking spaces, 350,000 square feet of retail, and 250,000 square feet of retail. The regional transportation center serves 572,000 passengers per year.

2. Silverado Towers, West Hollywood

   Silverado Towers is the first new building in 25 years in the urban courtyard housing tradition that has a distinguished history in the Los Angeles region. Housing units are organized around private gardens, public courtyards, and live/work spaces in a relatively dense, urban setting.

3. Moule & Polyzoides Architects and Urbanists office, Pasadena

   A visit to the lead consultants' office including a presentation on the "Architecture of Density," and a discussion on housing types, density ranges, and architectural form.

4. Old Pasadena

   Currently a thriving area, Old Pasadena was a depressed neighborhood 20 years ago. The turnaround was due to a combination of factors: a comprehensive, revenue-generating parking strategy, major investment in national and retail, restoration and renovation of historic structures, and financing mechanisms for the operation and maintenance of the area.

5. Mission Mariposa, South Pasadena

   Stipulates condiminiums, 4,000 square feet of retail space, and a bicycle storage facility are designed next to the Gold Line light rail station. Buildings of various types are arranged on the 1.6 acres, including courtyard housing, single-family houses, duplexes, and mixed-use lots.

The stakeholder interviews and public outreach meetings consisted of dialogue between the consultant team and citizens of Whittier. The discussions, mostly conducted in the historic Fox Theater, above, focused on documentation and analysis of Uptown, explaining the planning approach, and outlining urban concerns and discuss with regard to the future of the Specific Plan area.
Left: This computer model of Uptown looking north highlights opportunities for historically compatible light, density, projects on a vacant lot, surface parking lots, and city-owned property will act as a catalyst for future light development.

Above: This aerial from 1914 illustrates Uptown Whittier near the peak of its historic development. The scale, placement and proportion of mass properties within the core remain unchanged. This auburn-scarlet-LA pattern is remarkably rare in Southern California and is a distinguishing characteristic of Whittier.

Left: The same view as above, with light building indicated in the lighter colored buildings. The most intensive zone of development in terms of scale of buildings occurs along Colorado Avenue where the upper levels of the urban form are distorted by two historic buildings: the Bowers-Arts-Wilson, First National Bank and Bank of America building (1928), which is on the list of official register of historic resources, and the Spanish Colonial Revival style Home Trust (1929), whose 2001 renovation received several awards.

Above: Philadelphia Street has historically been one of the major streets of Uptown, and the intersection with Colorado Avenue—marked by the former First National Bank and Bank of America building—has long been considered the heart of Uptown. The Specific Plan respects the historic nature of this pattern by concentrating the retail core around this intersection and specifying the highest-intensity development along Philadelphia and Colorado.
Conceptual perspective view of possible building at the southeast corner of Philadelphia Street and Bright Avenue.
Conceptual perspective view of proposed Park Once structure on Bright Avenue lined with retail and residential uses as a Liner building type.

Above: Parking structure integrated with retail and commercial uses in a Liner building type with pedestrian scale facades and clearly marked parking signage and entrance.

Below: A Park Once structure with retail on the first floor and an architecture that is sensitive in scale and materials to the surrounding urban fabric.
Recommended initiatives to increase the quantity, variety, and quality of housing in Uptown:

- Use vacant lots, city-owned lots, and parking lots to develop a wide range of housing types, including single-family, carriage houses, duplex/triplex/quadruplex, bungalow court, rowhouses, new houses, freestanding, courtyard housing, commercial block and liners (see chapter 4 for detailed descriptions).
- Introduce residential development into mixed-use developments, in conjunction with retail and commercial development.
- Intensity and type of development depending upon regulatory zones, from the most intense (such as stacked flats and lofts on top of retail and commercial in the Uptown Care zone) to the least (single family homes in the Uptown Edge zone).
- Make sure mix of residential types responds to both regional market demand (e.g., upscale condominiums) and City of Whittier public policy (e.g., rental and ownership for moderate income families).

Above: Courtyard housing of about 20 - 35 units per acre, designed with view/arcade spaces around a series of courtyards and gardens within an urban context.
2.1.4 Churches as Catalysts

Spiritual life has been a founding principle since Whittier's formal incorporation in 1887, and religious institutions have been a significant land use in Uptown. The Bailey family held the first Friends services in their ranch house in 1887. The second building erected in Whittier was the First Friends Church at the corner of Comstock Avenue and College (now Woodward Street). In 1893, a small St. Mary's Catholic church was erected, followed by St. Matthias Episcopal Church (1896), Christian Church (1898), First Church of Christ Scientist (1903), Federated Presbyterian (1906), and Church of the Nazarene (1907). Many other religious congregations were established in Whittier, and by 1923 the town boasted twenty-seven religious organizations, many with their own houses for worship.

Once a piece of land was developed for a house of worship, this became a constant over time for Uptown's religious institutions. For example, after a decade the Friends congregation outgrew its space and a new Friends Church was erected at the corner of Philadelphia Street and Washington Avenue in 1903. A structure continues on the site of this congregation as new structures have been erected over the decades. Another example is the First United Methodist Episcopal Church, which was established two years after the town's founding. Its house of worship was erected at the corner of Friends Avenue and Bailey Street in 1904, and replaced in 1922. The corner of Bright Avenue and Bailey Street boasts a First Baptist Church that was dedicated in 1962, yet has been the site of a congregation since 1889.

Churches continue to maintain a significant presence in Uptown. There are 12 churches in the Uptown Specific Plan area, and own over 12% of property within its boundaries. Some of these properties are sizable, as is the number of people who congregate on Sunday mornings. Because of their role in the civic life of the city and the social services many of them provide, churches merit special consideration in terms of land use regulation. Churches can also take advantage of the Park Once strategy to fulfill their parking needs, rather than occupying increasingly large surface lots. And churches can develop affordable and moderate income housing on surplus land.
Perspective view of proposed roundabout at Philadelphia and Poindexter with a statue of the Poet in the middle and the Shannon Theater in the background.
CHAPTER 2: FORM AND CHARACTER
2.2 LANDSCAPE AND PUBLIC REALM

An illustrative plan of the public realm, especially the landscape of open spaces, parks and street areas, including connections to the Greenway Trail and Whittier Boulevard.
2.2.1 Parks

The neighborhood park system has been conceived as a series of small highly specialized parks within 5 minutes walk of all residents within Uptown. The specialized parks will concentrate on specific needs such as playgrounds, tot lots, athletic courts, and gaming areas. The plan recognizes that many of the parks will remain open space for informal athletic uses for all ages such as soccer/kickball, throwing and playing. Designs for the parks should include structures or tree bosquets for cool shady resting areas. Plant material selections for parks shall emphasize native, drought tolerant and naturalized plantings for cultural and educational values, as seen in the following lists of acceptable plant materials.

A. Trees
- Carico occidentalis / Western Redbud
- Fraxinus rapnosoides / Raymond Ash
- Fraxinus velutina / Modesto Ash
- Platanus racemosa / California Sycamore Tree
- Quercus agrifolia / Coast Live Oak
- Quercus douglasii / Douglas Blue Oak
- Schinus molle / California Pepper
- Umbellularia californica / California Bay
- Washingtonia filifera / California Fan Palm

B. Tall Shrubs
- Abelia grandiflora / Glossy Abelia
- Buddleja davidi / Butterfly Bush
- Heteromeles arbutifolia / Toyon
- Euonymus fascicularis / Euonymus
- Pittosporum tobira / Tobira
- Pittosporum undulatum / Victoria Box
- Photinia fraseri / Photinia
- Rhus ovata / Sugarbush
- Rhus integrifolia / Lemonade Berry
- Romneya coulteri / Matilija Poppy

C. Low Shrubs and Groundcovers
- Arctostaphylos Sp / Manzanita
- Camellia sasanqua / Camellia
- Cranberries Sp / California Lilac
- Cotus sarmentosus / Rockrose
- Carissa californica / NCK
- Ligustrum ovalifolium / Santa Barbara Daisy
- Euphorbia pectinata / Golden Shrub Daisy
- Helichrysum petiolatum / Hypericum
- Hesperis matronalis / Coral Bells
- Kniphofia uvaria / Red Hot Poker
- Lavandula stoechas / Spanish Lavender
- Lavandula angustifolia / English
- Pittosporum 'Wheelsiers Dwarf' / Dwarf Tobira

D. Grasses
- Juniperus pungens / California Grey Rush
- Helianthus atrorubens / Blue Owl Grass
- Muhlenbergia tenuissima / Maiden Grass
- Muhlenbergia rigens / Deer Grass
- Pennistatum setaceum 'Rubrum' / Red

Above: Proposed park on the west side of the site between Milton Avenue, gala Street, and Caminita Avenue. The park could be part of a mixed-used developments on the larger site, and would save the northeast quadrant of Uptown. The corner of this park would be more passive, with large grassy areas and pockets for sitting and gathering shaded by trees and a table in the center.

Above: A view of Uptown's largest natural area is Uptown, Central Park, a true urban park surrounded by and within easy walking distance of residential neighborhoods and civic amenities, able to accommodate a variety of passive and active human behaviors (e.g., sitting, playing, music), and with a variety of landscapes (e.g., shaded trees, open air-loves, planters, paved areas).
A. Cinnamomum camphora
Camphor Tree

This beautiful broad dome evergreen tree has glossy foliage that is light green in color. The new foliage comes in with a tined red color. Eventually this tree becomes quite large in size 60'-80' tall and 60'-80' wide. An excellent boulevard tree can create a full canopy over most streets. Provide ample 8 foot-wide pathway for tree.

B. Cassia leptophylla
Gold Medalion Tree

Gold Medalion Tree is an evergreen subtropical tree that reaches 30' tall and 35' wide, with glossy leaves and upright, 1' long clusters of large, bright yellow flowers. Its bloom period occurs in the summer. The plan should be grown in sun with average to little summer watering.

C. Geijera parviflora
Australian Willow

This evergreen tree reaches a height of 35' and 30' diameter with 5'-6' long, medium green colored leaves that are narrow. Its main branches sweep up and out, while the smaller branches tend to hang down. The form of the leaves produces a weeping effect excellent for softening residential neighborhoods.

D. Gleditsia triacanthos “Sunburst”
Sunburst Honey Locust

A deciduous tree reaching a height of 35'-40' with a 35'-40' spread. The golden yellow color of new foliage is characteristic of this variety. Its leaves turn green when they mature, which are shown against a dark background. It is a thornless and seedless variety. A deciduous tree reaching a height of 25'-40' with a 25'-40' spread. Leaves pruned and late foliage in spring. Light shade during summer months. Golden fall color. Fall drop causes no noise. This is a thornless and seedless locust, which grows faster and in a more upright fashion. Soak twice monthly during the heat of summer in low desert. Drought tolerant as well as soil adaptable.

E. Gleditsia triacanthos “Shademaster”
Shademaster Locust

A deciduous tree reaching a height of 25'-40' with a 25'-40' spread. Leaves pruned and late foliage in spring. Light shade during summer months. Golden fall color. Fall drop causes no noise. This is a thornless and seedless locust, which grows faster and in a more upright fashion. Soak twice monthly during the heat of summer in low desert. Drought tolerant as well as soil adaptable.

F. Koelreuteria paniculata
Golden Rain Tree

This is a medium-sized tree which produces lacy foliage and upright yellow flower clusters in the summer. It is tolerant of both urban conditions and various soil types. This is an excellent street tree for retail areas due to its open lacy nature. Tree size 30'-40' tall with 35'-40' spread.
2.3.1 Parking Strategy

The parking structures that are essential to the Park Once strategy are embedded in blocks or lined with shops at the stores, and brightly illuminated with sunshine during the day and with lighting during the night and for cloudy weather. The degree of intensity of the pink shaded areas in the accompany diagram suggest the levels of cost from the lowest to the highest in the most intense areas of development.

The Park Once strategy results in significant savings in daily trips and overall number of required parking spaces for three reasons:

Park Once: Those arriving by car follow the Park Once pattern, generating just a vehicle movement, parking just once, and completing multiple tasks on foot.

Shared Parking Among Uses with Different Peak Times: Spaces can be efficiently shared between land uses with differing peak hours, peak days, and peak seasons of parking demand (such as office, retail, restaurants, and entertainment), lowering the total number of spaces required.

Shared Parking to Spread Peak Loads: The parking supply can be sized to meet average parking loads (instead of the worst-case ratios needed for isolated suburban buildings), since the common supply of parking allows stores and offices with above-average demand to be balanced by other stores that have below-average demand or are temporarily vacant.

Studies indicate that parking required for a measure mixed-use district typically ranges from 1.4 to 2.5 spaces per 1,000 square feet of non-residential built space, or 1/2 to 1/2 of that required for conventional suburban development. The traditional downtown pattern also generates more pedestrian traffic accompanied by less vehicular congestion. Daily trips can be reduced by 15% or more.

Key

- Highest Parking Rate Zone
- Medium Parking Rate Zone
- Lowest Parking Rate Zone
- Parking Garage
- Parallel Street Parking
- Diagonal Street Parking
- Parking Payment Machine

Price Zones  | On-Street | Off-Street | Total Spaces
---|---|---|---
Highest | 646 | 1,155 | 1,801
Medium | 962 | 1,047 | 2,009
Lowest | 490 | 315 | 795
Free | 1,231 | - | 1,231
Total Spaces | 5,848 | 3,545 | 9,393

Note: Numbers do not include spaces in individual residential projects.
CHAPTER 2: FORM AND CHARACTER
2.3 PARKING AND TRANSPORTATION

3 GREENLEAF AVENUE

MOVEMENT / SPEED: 35 mph
CROSSING TIME: 12.5 seconds
ROW WIDTH: 80'
TRAVEL LANES: 24
PARKING: Diagonal both sides
CURB TYPE: Vertical
CURB CURVATURE: 90'
SIDEWALK WIDTH: 6'
PLANTER WIDTH: 5'
PLANTER TYPE: Trees in planter
MODIFICATIONS: Add pedestrian crossing with signs on Greenleaf Ave. between Penn St. and Madley St. Remove planters to increase sidewalk area. Plant trees in triangular and diagonal parking spots to keep lighting below tree level.

4 PHILADELPHIA STREET

MOVEMENT / SPEED: 35 mph
CROSSING TIME: 12.5 seconds
ROW WIDTH: 80'
TRAVEL LANES: 24
PARKING: Diagonal both sides
CURB TYPE: Vertical
CURB CURVATURE: 90'
SIDEWALK WIDTH: 6'
PLANTER WIDTH: 5'
PLANTER TYPE: Trees in planter
MODIFICATIONS: Add roundabout at Philadelphia St. and Planner Ave., remove planters to increase sidewalk area, plant trees in triangular and diagonal parking spots, keep street lighting below tree level.
4.3.1 Introduction

A. Purpose

This Section establishes the zones applied to property within the Specific Plan area by the Regulating Plan. The Regulating Plan divides the Specific Plan area into separate zones that are based on a transect of intensity that ranges from the most urban types of development and land use within the Specific Plan area to the least urban types, with most of the zones providing for a significant mixture of land uses within them.

This approach differs from conventional zoning maps that typically divide cities into zones that rigidly segregate residential, commercial, industrial, and institutional uses into separate areas, and thereby require residents to drive or use public transportation for nearly all daily activities. The use of zones based on development intensity (instead of land use zones) as the spatial basis for regulating development, directly reflects the functions of, and interrelationships between each part of the Specific Plan area. The zones also effectively implement the City’s urban design objectives for each part of the Specific Plan area, to establish and maintain attractive distinctions between each zone. The zones of this regulating plan allocate architectural types, frontage types, and land uses within the Specific Plan area, as well as providing detailed standards for building placement, height and profile.

B. Development Code

The standards and requirements of this Specific Plan Chapter constitute the Uptown Whitter Development Code. This Development Code provides for the implementation of the Specific Plan through detailed standards for the planning and design of development proposed within the Specific Plan area.

Key
- Uptown Core
- Uptown Center
- Uptown General
- Uptown Edge
- Civic & Institutional Use
- Parking Garage Site
- Park

Regulating plan indicating zones of varying intensities and types of development.
Three-dimensional conceptual diagram of building types and adjacencies for use in Uptown Whiter.
D. Urban Standards and Requirements

1. Purpose
This Chapter identifies the standards and requirements for new buildings or buildings to be modified, for each zone within the Uptown Whittier Specific Plan area to ensure that proposed development is consistent with the City’s goals for building form, character, and quality within the Specific Plan area.

2. Applicability
Each proposed building shall be designed in compliance with the standards of this Chapter for the applicable zone, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements and are reviewed by a special permit and procedure.

3. Requirements by zone
Each proposed building shall be designed according to the urban standards identified for the zone in which the property is located.

<table>
<thead>
<tr>
<th>Development Features</th>
<th>U-GO Uptown Core</th>
<th>U-CT Uptown Center</th>
<th>U-G Uptown General</th>
<th>U-E Uptown Edge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building placement</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front setback</td>
<td>0 ft. min., 0 ft. max.</td>
<td>0 ft. min., 0 ft. max.</td>
<td>18 ft. min., 25 ft. max.</td>
<td>20 ft. min., 25 ft. max.</td>
</tr>
<tr>
<td>Side yard setback</td>
<td>0 ft. min., 0 ft. max.</td>
<td>0 ft. min., 0 ft. max.</td>
<td>10 ft. min., 15 ft. max.</td>
<td>10 ft. min., 15 ft. max.</td>
</tr>
<tr>
<td>Side yard setback</td>
<td>0 ft. min., 0 ft. max.</td>
<td>0 ft. min., 0 ft. max.</td>
<td>6 ft. min.</td>
<td>5 ft. min.</td>
</tr>
<tr>
<td>Rear setback</td>
<td>10 ft. min.</td>
<td>10 ft. min.</td>
<td>10 ft. min.</td>
<td>15 ft. min.</td>
</tr>
<tr>
<td>Alley setback</td>
<td>0 ft. min.</td>
<td>0 ft. min.</td>
<td>0 ft. min.</td>
<td>0 ft. min.</td>
</tr>
<tr>
<td>Building height</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Maximum height</td>
<td>3 stories min.</td>
<td>2 stories min.</td>
<td>4 stories max.</td>
<td>5 stories max.</td>
</tr>
<tr>
<td>Frontage types</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Allowed types</td>
<td>Forecourt, Storefront, Gallery, Arcade</td>
<td>Stoop/Doorway, Forecourt, Storefront, Gallery</td>
<td>Frontyard/Porch, Stoop/Doorway, Forecourt, Storefront</td>
<td>Frontyard/Porch, Stoop/Doorway, Forecourt, Storefront</td>
</tr>
<tr>
<td>Building types</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Allowed types</td>
<td>Commercial Block, Liner</td>
<td>Live/Work, Courtyard Housing, Commercial Block, Liner</td>
<td>Single House, Accessory Dwelling, Duplex, Tridel, Quadplex, Bungalow Court, Courtyard Housing, Rowhouse, Live/Work</td>
<td>Single House, Accessory Dwelling, Duplex, Tridel, Quadplex, Bungalow Court, Courtyard Housing, Rowhouse, Live/Work</td>
</tr>
</tbody>
</table>

Moulé & Polyzoides Architects and Urbanists  
For the City of Whittier, California
CHAPTER 4: THE CODE
4.3 REGULATING PLAN AND ZONES

4.3.3 Uptown Core (UCO)

A. Intent

The UCO zone is applied along segments of Greenleaf Avenue generally between Bailey and Alma Streets, as shown on the Regulating Plan. This zone is intended to establish an attractive and economically vital, pedestrian-oriented area that is defined by multi-story urban building types (commercial blocks, and linear buildings) accommodating a mixture of retail, office, light service, and upper floor residential uses. The standards of this zone are intended to reinforce the form and character of Uptown represented by pre-World War II buildings through restoration, rehabilitation, and infill. The standards also facilitate the replacement or improvement of postwar development that eliminated the pedestrian orientation of various Uptown blocks. The landscape style is urban, emphasizing shading and access street trees in sidewalk tree wells. Parking is accommodated on-street, and may also be in structures with linear buildings, underground, and in block centers in surface lots not visible from streets.

B. Building Placement

1. Setbacks

   Minimum setbacks required, where noted, maximum setbacks allowed, except where a frontage type standard allows exceptions or establishes different requirements.
   (a) Front setback: 0 ft. min., 0 ft. max.
   (b) Side Street Setback: 0 ft. min., 0 ft. max
   (c) Side Yard Setback: 0 ft. min., 0 ft. max
   (d) Rear Setback: 10 ft. min.
   (e) Alley Setback: 0 ft. min.

2. Encroachments

   Encroachments are allowed subject to the following criteria:
   (a) The following architectural elements are allowed to encroach into the required setbacks: awnings, galleries, balconies, bay windows, and signs.
   (b) The encroachment should have a minimum height clearance of 5 feet, and leave a public passage on the side walk a minimum of 5 feet.
   (c) Outdoor dining is allowed by approval of the Director of Community Development.
   (d) The serving of alcohol is subject to the relevant regulations of the California Department of Alcohol Beverage Control.

C. Parking

1. Parking Placement

   On-grade parking (paved or unpaved) is allowed in the shaded area as shown in the adjacent diagrams.
   (a) Front setbacks: 40% lot depth
   (b) Side street setbacks: 10 ft. min
   (c) Side yard setbacks: not required
   (d) Rear setbacks: not required
   (e) All residential parking is required to be enclosed.

2. Parking Access

   Residential access is permitted only from the alley or side streets.

3. Parking Requirements

   Residential: 1.5 spaces/unit minimum
   Non-Residential: satisfied by Park-Once System

D. Building Profile and Type

1. Building Height

   Maximum allowable height of structures except where modified by architectural standards.
   (a) Maximum height: 6 stories
   (b) Minimum height: 2 stories
   (c) Towers / Pointbodies: An area equal to 10% of the building’s ground floor footprint may exceed the height limit by 1 story.
   (d) Equipment, architectural features: HVAC equipment and architectural features (e.g. clock towers, elevator towers) may exceed the height limit by 10 feet provided the facility or feature is located no closer than 15 feet to any external building wall. Greater height for these features and telecommunications equipment on a roof may be authorized through Minor Conditional Use Permit approval.

2. Building Types (see Section 4.4 for definitions and design standards)

   (a) Only the following types are allowed:
   - Commercial Building
   - Residential

3. Frontage Types (see Section 4.5 for definitions and design standards)

   (c) Only the following types are allowed:
   - Forecourt, Stonefront, Gallery, Arcade
4.4.2 Accessory Dwelling

An attached or detached residence which provides complete independent living facilities for one or more persons and which is located or established on the same lot on which a single-family residence is located. Such dwellings may contain permanent provisions for living, sleeping, eating, cooking and sanitation. This definition includes carriage houses and granny flats.

A. Lot Size
1. Width: Minimum: 35 ft; maximum: 60 ft.
2. Depth: Minimum: 100 ft

B. Access
1. Standards
   (a) The main entrance to the unit shall be accessed from the side yard of the main house.
   (b) Where an alley is present, parking and services shall be accessed through the alley.
   (c) Where an alley is not present, parking and services shall be accessible by at least 12 feet wide, and with 2-foot planters on each side.
   (d) On a corner lot without access to an alley, parking and services shall be accessible by a driveway of 15 feet maximum width and with 2-foot planters on each side.
2. Guidelines
   N.A.

C. Parking
1. Standards
   (a) Required parking shall be within a garage.

2. Guidelines
   N.A.

3. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
4. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located at least 10 feet behind the front of the house and be screened from view from the street with a hedge or fence.
5. A non-alley-accessed garage may accommodate no more than 2 cars. A side street facing garage shall have rear garage doors.
6. Guidelines
   (a) An alley accessed garage may accommodate up to three cars.

D. Open Space
1. Standards
   (a) Side-yard shall be a minimum of five feet on the ground level and 20 feet on the upper level.
   (b) One of the side-yard shall be no less than 20 feet and shall include the stairs to the unit and same as its private space.
2. Guidelines
   N.A.

E. Landscape
1. Standards
   (a) The garden entrance to the guest house shall contain one climate zone tree.
2. Guidelines
   N.A.

F. Frontage
1. Standards
   (a) As carriage house units are located on top of the garage, their stairs shall be located on the side yard.
2. Guidelines
   (a) Balconies, loggias, bay windows are allowable frontage types at the alley.

G. Building Size and Massing
1. Standards
   (a) Thirty feet (30’) maximum along the alley.
   (b) Carriage houses shall be designed as flats located above garages.
   (c) Carriage Houses can be no taller than 2 stories.
2. Guidelines
   N.A.

Illustrative Photos: Separate accessory dwelling entries are clear.
Illustrative Photos: Varied massing and facade compositions above garages.
Illustrative Photos: Accessory dwelling as separate structure with garage.

Moudi & Pasaridis Architects and Urbanists
For the City of Whittier, California
### Architecture Styles

Based on extensive documentation of local precedents in and around Uptown Whittier, a survey of historic buildings, and a study of existing and proposed historic district designations, six architecture styles have been identified as relevant to the Specific Plan area's history and future development and as being deserving of continued application and interpretation:

1. Mediterranean Revival
2. Craftsman
3. Victorian
4. Main Street Commercial
5. Art Deco
6. California Contemporary

These architecture styles are described in this section of the Specific Plan in terms that will assist the user in understanding their historic precedence, defining characteristics, and in the preparation of their contemporary application. Each style is described and differentiated through eleven aspects of the building and its relationship to the context. These aspects are:

A. Base
B. Primary Walls
C. Roof/Wall Connection
D. Roof
E. Drainage
F. Openings
G. Attached Elements
H. Massing
I. Site Definition and Landscape
J. Massing Models
K. Primary Elevation and Proportions

The images, three-dimensional models, and elevation drawings which visualize these aspects on the following pages are intended to serve as illustrative examples for application in a wide range of building types and site contexts.

<table>
<thead>
<tr>
<th>Architecture Style:</th>
<th>Mediterranean Revival</th>
<th>Craftsman</th>
<th>Victorian</th>
<th>Main Street Commercial</th>
<th>Art Deco</th>
<th>California Contemporary</th>
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<td>Building Type:</td>
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<td>1. Single House</td>
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<tr>
<td>2. Accessory Dwelling</td>
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<td>Y</td>
<td>Y</td>
<td>-</td>
<td>-</td>
<td>Y</td>
</tr>
<tr>
<td>3. Duplex, Triplex, and Quadplex</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>-</td>
<td>-</td>
<td>Y</td>
</tr>
<tr>
<td>4. Rose Walk</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>-</td>
<td>-</td>
<td>Y</td>
</tr>
<tr>
<td>5. Bungalow Court</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>-</td>
<td>-</td>
<td>Y</td>
</tr>
<tr>
<td>6. Rowhouse</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>-</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>7. Live / Work</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>8. Courtyard Housing</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>9. Commercial Block</td>
<td>Y</td>
<td>-</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
<tr>
<td>10. Liner</td>
<td>Y</td>
<td>-</td>
<td>-</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>
The Main Street Commercial style building is found on almost every pre-World War II American Main Street. The style is derived from a number of historic precedents, including Colonial, Greek Revival, Victorian Italianate, and Richardsonian Romanesque, adapted to urban contexts and commercial uses. Original materials included brick and stone walls, with upper-story window openings headed by flat stone lintels and a flat roofline sometimes emphatically crowned at the eaves by a projecting cornice. An elegant regional example is the Bradbury Building in Los Angeles.

Bascially a decorated rectangular masonry box in form, one-story buildings are always commercial in use, while multi-story buildings are mixed-use with retail or commercial ground floors. Multi-story facades are typically divided into three parts: body and top with the ground floor taller than the shorter upper floor which is finished by a significant cornice. The ground floor has expansive glass interrupted by structural columns with transoms to allow light to penetrate deep into the interior. Upper floor windows are smaller with vertical windows directly relating to the ground floor openings.
4.6.4 Main Street Commercial

1. Massing Models by Building Types

- Live / Work
- Courtyard Housing
- Commercial Block and Liner

All models are not to scale, and are illustrative examples only to serve as guides for the massing of different building types.

Regional Precedent
- Contemporary interpretation of Main Street Commercial style, with retail and parking entrance on the ground floor and two floors of residential above.

Local Precedent
- An illustrative example of a well-insulated massing with a base, body, and top of a corner commercial block, the former bank of America building at the corner of Greenleaf and Philadelphia in Uptown.

Local Precedent
- An illustrative example of a commercial block massing on Greenleaf in Uptown that creates a distinct street edge while incorporating pedestrian-scale elements such as large store windows and awnings.
3.1.4 First Steps

A. Projects

The diagram on this page highlights the major capital investment projects necessary to fulfill the potential of this Specific Plan. Exact locations and dimensions of projects such as Park Once structures and the parks are to be determined on a site by site basis over time. A series of initial, catalytic projects would include:

- Adaptive reuse of former Bank of America building and parking lot next to it
- Development of site bounded by Hadley, Cornstock, Bailey, and Millon (former Alfa-Beta site)
- One new lined Park Once structure

B. Project Costs

The accompanying table on the page below, Table of Recommended Public Capital Investments, lists the projects highlighted in the diagram on the right, and organizes them by phases over the Plan's 20 year buildout period. As described in subsequent sections, funding for these projects will be derived from a variety and combination of public and private sector sources. Overall, the Plan is intended to be market- and development-oriented, with an emphasis on private sector investment leveraged via public initiatives.

THE MATERIAL PRESENTED IN THIS CHAPTER IS TENTATIVE, AND CURRENTLY UNDER REVIEW

<table>
<thead>
<tr>
<th>Key</th>
<th>Project Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Project Reference (see table on next page)</td>
</tr>
<tr>
<td></td>
<td>Existing right of way to be modified</td>
</tr>
<tr>
<td></td>
<td>Tree succession plan</td>
</tr>
<tr>
<td></td>
<td>Tree bulleuts into road right of way</td>
</tr>
<tr>
<td></td>
<td>New alley alignment on to side street</td>
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<tr>
<td></td>
<td>Mid-block pedestrian crossing</td>
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<tr>
<td></td>
<td>Park Once structure (exact location to be determined)</td>
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<tr>
<td></td>
<td>Park (exact location/configuration to be determined)</td>
</tr>
<tr>
<td>Name of Implementation Project</td>
<td>Planning Level</td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Begin tree succession plan on Greenleaf and Philadelphia</td>
<td>Greenleaf Ave: $1,600,000</td>
</tr>
<tr>
<td></td>
<td>Philadelphia St: $1,600,000</td>
</tr>
<tr>
<td>Create bulk-outs in road pavement on Painter between Penn and Hadley</td>
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<tr>
<td></td>
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<tr>
<td>Continue, from Phase 1, tree succession plan on Greenleaf and</td>
<td>Greenleaf Ave: $1,500,000</td>
</tr>
<tr>
<td></td>
<td>Philadelphia St: $1,500,000</td>
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<tr>
<td>Design and build new parking Park Once structure on Bright</td>
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<td></td>
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<tr>
<td>Diversify alleys to side streets</td>
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<td></td>
<td></td>
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<tr>
<td>Implement mid-block streets</td>
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<td></td>
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<tr>
<td>Design and build park as part of development on the block bound</td>
<td></td>
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<td></td>
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<tr>
<td>Narrow Hadley Street between Greenleaf and Painter</td>
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<td></td>
<td></td>
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<tr>
<td>Design and build roundabout at Painter and Philadelphia</td>
<td></td>
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<td></td>
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<tr>
<td>Design and build park in southwest quadrant of Uptown</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Design and build up to 4 new Park Once structures</td>
<td>$8,580,000 - $34,320,000</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Design and build park in southeast quadrant of Uptown</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Design and build up to 2 new Park Once structures</td>
<td>$8,580,000 - $17,180,000</td>
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<tr>
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<tr>
<td>Total Estimated Capital Costs</td>
<td>$35,158,000 - $32,428,000</td>
</tr>
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</tbody>
</table>
3.4.1 Water Supply

A. Existing Conditions

The Uptown Whittier Specific Plan area is served by water distribution piping ranging in size from 4 inches to 12 inches. Water supply is provided by the City of Whittier.

B. Proposed Improvements

To support potential development of the Plan, the following necessary:

Penn Street: Install a 12-inch pipeline from Whittier Boulevard on the west to Painter Avenue on the east.

C. Estimated Costs

The estimated cost of installing the new water supply pipe is $1,065,000.

3.4.2 Sewage Disposal

A. Existing Conditions

The Uptown Whittier Specific Plan area is served by the City of Whittier’s sanitary sewer system. This system contains sewage collection piping ranging in size from 6 inches to 10 inches.

B. Proposed Improvements

To support the potential development of the Plan, the following necessary:

1. Alley just east of Newlin, between Wardman and Philadelphia: Replace 6 inch pipe with 10 inch pipe at lower profile elevation
2. Alley just east of Milton, between Wardman and Bailey: Replace 6 inch pipe with 10 inch pipe at lower profile elevation
3. Alley just east of Greenleaf, between Wardman and Hadley: Replace 6 inch pipe with 10 inch pipe at lower profile elevation
4. Alley just east of Bright between Wardman and Hadley: Replace 6 inch pipe with 10 inch pipe at lower profile elevation
5. Alley just east of Washington, between Wardman and Bailey: Replace 6 inch pipe with 10 inch pipe at lower profile elevation

C. Estimated Costs

The estimated cost of installing the new sewage disposal pipes is $6,674,000.
Concluding Thoughts

• Introducing a community to itself through the process of discovery: Benefits of the outside

• Riding the rollercoaster of the public planning process: Providing momentum, keeping focus

• Nurturing leadership and direction through discussion, debate, and making tough choices: Decision-making in the public realm