

## V. LAND USE AND CIRCULATION PLAN

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This chapter establishes the land use designations, land use development policy, circulation policies, and circulation improvements required to implement the Town Center Specific Plan.

The Town Center Specific Plan implements the General Plan as it relates to the Specific Plan Area, and implements other City policy documents and redevelopment policies for the downtown. The density requirements, development standards, land use restrictions, and design guidelines promulgated in this Specific Plan are intended to replace requirements of the City's Zoning Ordinance within the Specific Plan Area, where necessary, although the City's Subdivision Ordinance, Oak Tree Ordinance, Site Plan Review Process, Building Codes, and other citywide policies and regulations would continue to apply. Because the historic center of the City is a unique place with unique issues and opportunities, the City acknowledges that a strategic reexamination of the land use policies and array of incentives for downtown development and redevelopment is necessary to achieve the vision for a more vital downtown.

The Specific Plan is designed to provide the informational background necessary to understand current conditions, as well as the goals and policies for the future, so that the reader may critically evaluate the Specific Plan in the appropriate context. This structure also enables the Community and City to evaluate particular policies in the future to evaluate their effectiveness in achieving the Specific Plan vision. Following is a summary of the important information that informs the Specific Plan policies.

### A. BACKGROUND AND CONTEXT

Downtown Covina and the surrounding neighborhoods are characterized by diverse land uses, including commercial retail and office, light industrial, civic and public uses, a medical center and medical offices, parks, single-family residences, and multi-family residences. The downtown is served by bus and rail transit, of which the City would like to take advantage in planning for the future of downtown. A large amount of surface parking exists downtown, some of which is owned by the City and some of which is privately owned. Four parks are within or adjacent to Downtown Covina. One- and two-story buildings built at the property line comprise the main street and historic center of the city and Specific Plan Area. Buildings exhibit a wide variety of architectural styles, height, and façade materials. The downtown's street furniture, trees, sidewalk design, paving materials, lighting, and design components of storefronts contribute to the pedestrian-friendly environment. Covina's early civic, cultural, religious, and trading buildings were either built on Citrus Avenue or within short walking distance of Citrus Avenue. The pedestrian-scaled, pedestrian-friendly streetscape on Citrus Avenue is distinct from the rest of the Specific Plan Area, as well as the rest of Covina. The downtown is adjacent to stable, attractive single-family residential neighborhoods comprised mostly of 1950s-era

homes. Several small, historic bungalows are located just west of the downtown core. Covina is not well-served by bicycle facilities.

Commercial establishments downtown are mostly locally-owned specialty retail, retail banks, medical and dental offices, and light industrial plants. Though most of the downtown commercial establishments are not part of a franchise arrangement, many of the properties in downtown Covina involve out-of-town ownership. The average value of commercial lots is \$22 to \$26 per square foot, excluding the value of tenant improvements.

Sales prices for single-family homes have dramatically increased for properties in downtown Covina. The median sales price of \$182,000 in 1999 had risen by approximately 75 percent to \$319,000 in 2003. A new detached housing unit in the downtown area would cost approximately \$184 to \$187 per square foot to construct, townhome style for-sale housing would cost approximately \$154 to \$158 per square foot; and, condominium style for-sale housing would cost approximately \$148 to \$152 per square foot.

Roadway segments operating over capacity in the downtown include Badillo Street, Third Avenue to Citrus Avenue and Citrus Avenue, Badillo Street to San Bernardino Road. Nine additional roadway segments are projected to operate at LOS E or F as a result of land use changes envisioned under General Plan assumptions, including San Bernardino Road, Hollenbeck Avenue to Third Avenue; San Bernardino Road, Third Avenue to Citrus Avenue; and, Barranca Avenue, San Bernardino Road to Cypress Street. Eight intersections are currently operating at unacceptable Levels of Service (LOS), including Badillo and Hollenbeck, Badillo and Citrus, Citrus and College, Citrus and San Bernardino, San Bernardino and Hollenbeck, Badillo and Fourth, Barranca and Front, and San Bernardino and Third.

Covina has a large number of local employment opportunities compared to other San Gabriel Valley communities and compared to most suburban cities. According to the General Plan, the city has the highest jobs-to-housing ratio of any eastern San Gabriel Valley community, at 1.74 to 1. Capture rates for retail sales (the percentage of Covina residents' income spend on retail goods in Covina versus other communities) is estimated to be as low as 25 percent, compared to 65 percent and 85 percent for convenience goods and heavy commercial goods.

Office properties for lease within the City of Covina have a total of 66,396 square feet of vacant space. The San Gabriel Valley had the lowest office vacancy rate of any sub-market within Los Angeles County. The un-weighted average monthly lease rate for office properties within the City of Covina was \$1.49 per square foot gross. The three light industrial properties for lease in Covina have a total of 74,183 square foot of vacant space. The San Gabriel Valley had the third lowest industrial vacancy rate of any sub-market within Los Angeles County (after Vernon and Los Angeles). The cost of the industrial space in the City of Covina ranged from \$0.34 per square foot to \$1.00 per square foot. There is a relatively small amount of industrial space within the City and there are no large organized industrial parks. The retail vacancy rate within the City was 1.55% and the average high lease rate was \$1.50 per square foot.

Much of the Specific Plan Area is underdeveloped, as measured by the City's current zoning, and compared to potentially supportable development densities (from a developer's/market perspective). Some larger, underutilized parcels are potentially available for future redevelopment activities downtown. The several properties that comprise the Chevrolet and Ford auto dealerships north and south of San Bernardino and west of Citrus Avenue represent

the largest contiguous and potentially contiguous parcels for redevelopment. An opportunity area for mixed-use redevelopment identified by several individuals contacted during early public outreach exists along Front Street, between Citrus and First Avenues. Other opportunity areas exist along College Street, between Citrus and First Avenues, and along First Avenue from Italia to College streets. These locations would be appropriate for higher-density residential or mixed-use development.

Housing demand in Covina between 2003 and 2015 is anticipated to be additional 3,500 dwelling units, of which 65 percent of the demand is projected to be for single-family homes. Downtown Covina might expect to capture as much as 25 percent of this housing demand, although the mix of housing units downtown will likely reflect a higher percentage of multi-family units. Experiences in other San Gabriel Valley communities, previous case studies prepared by the Southern California Association of Governments, and interviews with local housing developers suggest that projects with residential densities in the range of 20 to 35 units per acre are realistic for the Specific Plan Area. Even under the most optimistic residential development assumptions, the increase in direct demand for retail and commercial service space in the downtown area from additional downtown residents will be modest, perhaps no more than 14,000 to 15,000 square feet. Successful revitalization of downtown Covina will require that merchants attract a greater share of discretionary income from residents outside downtown.

The updated General Plan also contains background information regarding the downtown. The economic and physical conditions downtown have not changed substantially since the adoption of the General Plan. The informational background and policy context, therefore, is especially relevant for consideration in light of proposed Specific Plan policies. Goals and key policies of the General Plan that are relevant for consideration are reiterated below.

## B. KEY RELEVANT POLICIES FROM THE GENERAL PLAN

The General Plan promotes reuse and revitalization of the downtown area, seeking to maintain adequate jobs and commercial activity in the downtown and provide new residential opportunities. The following policies are characterized in the General Plan as *Key Land Use Element* policies (please refer to Chapter IV of this Specific Plan, which contains more detail regarding the existing policy and regulatory environment):

- Focus on the downtown as the economic and social center of Covina and, accordingly, continue with ongoing physical and economic revitalization activities, better link the district to the Metrolink Commuter Train Station, and explore permitting mixed uses and new vibrant enterprises;
- Allow slightly higher intensities in the downtown and along various portions of major streets;
- Protect existing parklands and open space resources from conversion to other uses;
- Attempt to preserve structures, resources, and/or areas that are of local historic and/or architectural significance;
- Maintain appropriate development standards, design provisions, construction practices, and inspections to ensure the safety, viability, functionality, and attractiveness of development, to ensure adequate separation between incompatible land uses, to enable development of affordable housing, and to sustain community appearance, image, character, and quality of life;

- Accommodate future growth, redevelopment, and revitalization with functionally adequate and well- maintained public facilities...

The Circulation Element of the General Plan recognizes some existing and future vehicular congestion issues within the downtown area (as noted in Chapter III of this Specific Plan). The Circulation Element strives not only to address these existing automobile transportation issues, but also to provide a more balanced circulation system in the future, reducing unnecessary vehicle trips, providing and supporting alternative transportation modes, and minimizing the community impact of transportation improvements. The following policy excerpts are characterized as *Key Circulation Element* policies:

- Accommodate existing and future traffic conditions, volumes, and patterns arising from ... revitalization and ... protect residential neighborhoods from potential adverse traffic and related encroachments;
- Where necessary and feasible, consider enhancements to downtown traffic, circulation, and parking that respect and further the unique character of the district and consider "urban village" or mixed use concepts that reduce vehicular trips;
- Ensure that local transportation programs... best link the Metrolink Commuter Train Station to other local-serving transportation networks as well as to ongoing downtown Covina revitalization, beautification, and economic development activities;

The Housing Element contains analysis of City policies, and past and present housing development in Covina. A range of housing types and affordable housing is promoted within the constraints of what would be acceptable to existing residents. There are several policies in the Housing Element and else where in the General Plan that address encroachment of multi-family housing into single-family residential areas. In general, the most recent General Plan involved a reduction in the amount of land available for higher-density housing development. However, downtown is identified as an appropriate location for higher-density residential and mixed-use development:

- Deal with and abate serious private property structural and/or maintenance problems, particularly deteriorating and dilapidated, aging houses and apartments, through applicable City ordinances and Code Enforcement activities; and,
- Develop a downtown area "urban village" concept, which would be based on mixed uses in an attractive, spirited, and functional arrangement, to best complement existing revitalization activities in the district, to capture positive spillover Metrolink Commuter Train Station benefits, to provide some upper density, alternative housing opportunities, and to reduce vehicular trips.

The City's Natural Resources and Open Space Element addresses not only natural open spaces, but also Covina's recreational lands. Policies are designed to provide a useful set of parklands and facilities to meet recreational and aesthetic needs of the community. Key policies include:

- Continue to enforce the Covina Oak Tree Ordinance as a means of protecting oak tree resources and to attempt to preserve mature trees of all types in conjunction with new private and quasi-public construction or redevelopment proposals as well as public works projects for aesthetic and ecological purposes; and
- Meeting all applicable City standards, provide for needed landscape improvements of the City's parks and recreational facilities and continue to require and/or call for the maintenance

of landscaping in conjunction with private, quasi-public, and public developments or lands for aesthetic and ecological reasons.

- Preserve, protect, and maintain all existing local parks, ball fields, trail facilities, and bicycle ways...

Safety Element policies are primarily designed to protect residents and visitors from hazardous situations that arise due to the presence of seismic instability in coastal California, and particularly the risk associated with seismically unfit structures (unreinforced masonry buildings and similar). Key policies include:

- Continue with ongoing seismic retrofitting of older, unreinforced masonry buildings for the effective abatement of potentially hazardous structures;
- Maintain, enforce, and periodically review all codes, standards, guidelines, plan and environmental impact review procedures, building permit issuance activities, and inspection and monitoring tasks that are directly or indirectly associated with safety matters and issues to further community health, safety, welfare, land use compatibility, and/or environmental quality;

The City's Noise Element identifies noise standards for different land use environments, and includes policies to assist City decision makers in reviewing proposed development projects. Key policies include:

- Attempt to mitigate or eliminate the possible noise problems of proposed residential or other noise sensitive uses, such as schools, parks, nursing homes, and churches, that are located within Noise Element-defined "noisy zones" to ensure compatibility and, pertaining to residential activities, adherence to applicable State noise insulation standards;
- Require noise-reduction measures and features in the design and orientation of streets, the location of driveways and parking and loading areas, site planning, architectural design, project landscaping, building materials, and construction techniques, where necessary or required by law, and study and consider the existing and potential noise-generating characteristics of commercial and industrial businesses and other activities that wish to expand or modify their scope of operation; and,
- Continue to monitor existing operations of and expansion plans for the Metrolink Commuter Railroad Line and Covina Station and ensure that specific measures are adopted that reduce rail car- and horn-related noises to levels within Federal limits and as low as technologically possible.

## C. GUIDING PRINCIPLES

The Land Use and Circulation Plan should reflect and seek to further the City's vision for downtown Covina, its unique character, and the importance of downtown to the City's civic, social, and economic life. To reflect the City's vision for downtown, the Town Center Specific Plan contains five guiding principles that direct the goals, policies, development standards, and implementation measures of the Plan. These principles were developed based on direction provided by the City Council and Planning Commission at a joint study session in May 2004 and stakeholder outreach conducted prior to that session.

### **Principle 1: Return the Focus of Civic, Social, and Economic Activity**

Downtown Covina should remain the focus of civic and social activity and a retail/service core of the community. Downtown Covina is *the* historic, cultural, and economic center of town and the location of the City's origins. In the decades following World War II, people, businesses, and jobs moved increasingly outward from the downtown area, to the point that downtown became just one of several activity centers in Covina.

Revitalization of downtown and the return of its status as the center of the community will require that higher intensity land uses and a greater concentration of activities occur downtown. The current focal areas of activity (retail, services, institutional, health services, etc.) should be encouraged and enhanced. The diversity of choices for shopping, dining, entertainment, and culture must be expanded to increase both daytime and nighttime activities downtown. Downtown Covina must also be a place where residents and visitors feel comfortable and compelled to visit. Individuals must feel that there is a reason to be downtown.

## **Principle 2: Encourage More People to Live Downtown**

In its early years, downtown Covina and the adjacent neighborhoods were the focus of residential, commercial, and civic activities. As Covina grew, downtown and surrounding areas housed an increasingly smaller proportion of the City's residents. Less than five percent of Covina residents now live within the Town Center Specific Plan area. Downtown revitalization cannot succeed without a return of residents who will patronize downtown businesses and add "life" to the historic core of the City.

Although downtown Covina is not the preferred choice of residence for most people, a growing segment of the population is looking for an environment and housing choices that downtown can offer. Market trends suggest that increasing numbers of people will choose a downtown housing location due to neighborhood amenities, the opportunity to live close to work, and the availability of public transit. Both young and old will view downtown Covina as a desirable place to live.

For downtown Covina to succeed as a commercial and residential center, it must include a variety of housing choices that attract households of all types and provides opportunities for individuals of all income levels to live downtown. Such housing must be of high quality and amenity to compensate for less private space.

## **Principle 3: Protect and Build Upon Downtown's Unique Character**

Downtown Covina's most important assets, which cannot be duplicated elsewhere in the City, are its historic core and small town atmosphere. These assets, more than any others, contribute to downtown's unique character. Individuals can feel that they have left the modern world behind when visiting downtown, yet still feel connected to the rest of the community. Downtown's success will require that the buildings and other features that contribute to downtown's unique character be protected, and that new buildings and land uses reflect the unique character of downtown and are compatible with historic buildings. While new development need not replicate the past, it should reflect and respect the City's history and character embodied by the built environment.

## **Principle 4: Provide Ample Public Spaces for Multiple Uses**

Public spaces are a critical requirement for the successful revitalization of downtown Covina, because development within the downtown area will be more intense than elsewhere in the City. Private open spaces will be limited, as well, because housing in the downtown area will have small, or no, private yards and limited shared open spaces. Ample setbacks and spacious yards are not part of the downtown character, its historic development pattern, or even possible in most cases. Individuals who live, work, and visit downtown need to have public spaces to compensate for less private space. These downtown public spaces become an extension of people's front yards, back yards, and living rooms. These spaces must provide sufficient area for public interaction, a high quality experience with ample amenities, and allow for multiple uses.

## **Principle 5: Encourage People to Leave Their Cars Behind**

Downtown Covina can allow individuals to leave their cars, experience life on foot, or leave the cars at home by using public transit. A key to the success of downtown Covina will be that residents, workers, and visitors are able, and desire, to leave their cars behind. Pedestrian activity and interactions should be encouraged. Greater pedestrian interaction will require ample and convenient off-street parking, direct and inviting pedestrian and bicycle links between major destination points, and convenient public transit within and outside the downtown area.

Because most people who come to downtown Covina will continue to do so by private vehicle, downtown must also provide reasonable access and traffic flow.

## **D. LAND USE GOALS, POLICIES, AND OBJECTIVES**

The following land use goals, objectives, and policies are required to be implemented by the City within the Town Center Specific Plan Area. The following policies are to be applied throughout the Specific Plan Area, though each policy may be more relevant for certain types of development projects or certain geographic portions of the Specific Plan Area.

### **1. Land Use Goals**

Goals for the future of downtown Covina are mostly broadly captured in this Chapter by the land use goals, which are listed below. The goals are the direction setting statements upon which policies and implementations measures are based. Goals must be referenced for guidance in the interpretation of policies and implementation measures, and establish the community's vision for the future of downtown Covina, should the policies and implementation measures be successfully implemented (in tandem with favorable economic conditions).<sup>1</sup> Covina Town Center Specific Plan land use goals are:

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<sup>1</sup> The Specific Plan does not have all the elements of the General Plan, and therefore the land use goals, policies, and objectives are more comprehensive in their coverage than the land use goals and policies of the General Plan.

- Land Use Goal 1.** Restoration of downtown Covina as a local and regional center of public and business activity and a contributor to the local economy.
- Land Use Goal 2.** Maintenance of the Specific Plan Area as a place where local history has been preserved through the protection of historic buildings and activities associated with those buildings.
- Land Use Goal 3.** Maintenance of the Specific Plan Area as a traditional downtown with a small-town ambience and pedestrian access.
- Land Use Goal 4.** Maintenance and establishment of vibrant land use focus areas consisting of concentrations of primary land uses with supportive uses.

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Topics pertaining to the downtown transportation system are addressed in the Circulation section of this Chapter, Section E.

## 2. Land Use Policies

The City maintains discretionary authority for many types and aspects of land development projects, which will be the primary activities resulting in the revitalization of downtown Covina. Compliance with land use policies for projects within the Specific Plan Area will be required as a part of Planning Commission and/or City Council review of development applications. Aside from regulatory compliance, the policies, in many instances indicate activities to which the City is itself committing to revitalize the Specific Plan Area, such as infrastructure upgrades.

- Land Use Policy 1.** The City shall establish Focused Activity Areas within the Town Center Specific Plan Area. These focused areas will have development standards and policies to encourage primary land uses in each area, mixed-use development, and secondary land uses that support primary land uses.
- Land Use Policy 2.** The City shall facilitate infill development and redevelopment by identifying and actively marketing vacant and underutilized properties, identifying potential site constraints, and assisting property owners in addressing those constraints.
- Land Use Policy 3.** The City shall encourage more efficient use of land in the Town Center Specific Plan Area, including reuse of underutilized surface parking lots.
- Land Use Policy 4.** The City shall coordinate with the Citrus Valley Medical Center to consolidate its facilities and redevelop underutilized land for new development.
- Land Use Policy 5.** The City shall encourage property owner and business owner collaboration through a downtown partnership, which shall be established to promote ongoing informal discussions between City leaders and staff, and community stakeholders regarding future collaborative efforts to implement ideas contained in the Specific Plan.
- Land Use Policy 6.** The City shall encourage the adaptive reuse of older buildings and conversion of industrial/heavy commercial structures to mixed-use development through property consolidation, due diligence work, streamlining of permitting procedures, identification of existing architectural/historic resources and programs to assist in maintenance/rehabilitation, and other methods.
- Land Use Policy 7.** The City shall establish a façade and building improvement incentive program to offer low-interest loans to property owners interested in maintaining or improving structures in the Town Center Specific Plan Area with recognized historic/architectural value and/or located near important downtown gateways.
- Land Use Policy 8.** The City shall seek anchor tenants for key development opportunity sites and entertainment uses in appropriate areas downtown Covina.
- Land Use Policy 9.** The City shall encourage retail and commercial services that meet the needs of existing and future residents and employees.
- Land Use Policy 10.** The City shall encourage a variety of housing within the downtown and that provide housing choices for individuals of all income levels.
- Land Use Policy 11.** The City shall ensure secure, quality design in proposed residential projects through implementation of design guidelines

- Land Use Policy 12.** The City shall streamline environmental review procedures through tiering of project reviews from the Town Center Specific Plan EIR and appropriate use of exemptions under state law.
- Land Use Policy 13.** The City shall permit residential densities in the Town Center Specific Plan Area of up to forty (40) units per acre, and commercial or mixed-use floor area ratios (FAR) of up to 3.5 for projects that satisfy the objectives for future downtown development.
- Land Use Policy 14.** The City shall require that new or expanded uses provide buffers or additional setback, when feasible, to protect single-family residential uses.
- Land Use Policy 15.** The City shall require defensible space<sup>2</sup> and design related enhancements within the proposed projects to reduce the impacts to law enforcement services.
- Land Use Policy 16.** The City shall, in cooperation with property owners and developers, establish pedestrian routes, improved pedestrian alleyways, and other pedestrian features to increase walkability and access in the downtown area among major destination points. (See Land Use Plan and Circulation Plan, Figures V-1 and V-2.)
- Land Use Policy 17.** The City shall encourage and accommodate orientation of proposed buildings to pedestrian ways.
- Land Use Policy 18.** The City shall allow landscaping and open space requirements to be met collectively for several properties, and/or permit the payment of in-lieu fees to the City to maintain common landscaped public spaces.
- Land Use Policy 19.** The City shall maintain, or develop, a Civic Center Park that provides public open space, multiple use opportunities, safe and convenient pedestrian access, and high quality amenities.
- Land Use Policy 20.** The City shall protect and preserve architecturally and historically significant structures as defined by state and federal law, in the Specific Plan Area.
- Land Use Policy 21.** The City shall enforce the Oak Tree Ordinance for downtown projects, wherever feasible, and shall engage in tree planting and encourage tree planting by project applicants.
- Land Use Policy 22.** The City shall work cooperatively with property owners at identified downtown entryways to maintain and improve the surrounding aesthetic environment, and shall develop and establish visual cues to suggest entry to downtown Covina.
- Land Use Policy 23.** The City shall focus on the mitigation of external impacts and less on regulating specific land uses in its approach to development and redevelopment downtown.
- Land Use Policy 24.** The City shall encourage the provision of public art as a part of proposed development projects within the Town Center Specific Plan Area.

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<sup>2</sup> Defensible space describes an arrangement of structures on a piece of property that creates either real or symbolic barriers, strongly defined areas of influence, and opportunities for surveillance. This arrangement is designed to reduce the potential for crime or natural disaster. Defensible space, for example, can protect from fire and criminals.

### 3. Land Use Objectives

Objectives provide City decision makers, City staff, and the public the opportunity to measure the progress in achieving Specific Plan goals through the implementation of Specific Plan policies. The objectives suggest relative amounts of activity, and other conditions that can be monitored. Objectives provide a tool for measuring the effectiveness of policies so that these policies can be amended in the future, if they are not effective.

- Land Use Objective 1.** Decreased rates of building and land vacancy.
- Land Use Objective 2.** Higher residential and commercial densities in appropriate locations, on properties with infill and reuse potential.
- Land Use Objective 3.** Additional entertainment, dining, cultural amenities, and public gathering places located within the Specific Plan Area.
- Land Use Objective 4.** Additional mixed-use, higher-density development that allows people to live close to work and shopping and where housing is placed above street-level commercial uses.
- Land Use Objective 5.** Transition of areas along the northern portion of the Specific Plan Area from heavy commercial and light industrial uses to a mixture of commercial and residential development.
- Land Use Objective 6.** Protection of existing surrounding neighborhoods.
- Land Use Objective 7.** Protection of historic buildings and other buildings of local significance.
- Land Use Objective 8.** Maintenance of and improvements to public infrastructure, and private property and structures near downtown gateways.
- Land Use Objective 9.** Compatibility of new land uses, whether occurring within existing buildings or newly constructed buildings, with the scale and general appearance of existing buildings downtown.
- Land Use Objective 10.** Increased use of public transit through intensification of land use and activities near transit facilities and routes.

### E. LAND USE DESIGNATIONS

Land Use Designations specified below replace the previous zoning designations as identified in the City's Zoning Ordinance for the Specific Plan Area. The following land use designations, referred to in the Specific Plan as Focused Activity Areas, and the development standards and use restrictions that accompany them are designed to provide future land developers with clear guidance and yet provide flexibility. The Focused Activity Areas are flexible in their application to geographic areas within the Specific Plan Area and are flexible with regard to the allowable land uses. As shown in the Specific Plan Land Use Diagram, Figure V-1, there are transition areas between each of the focused activity areas where *development standards* from either adjacent area can be applied, at the City's discretion. Also, as described below, the *allowable land uses* in each Focused Activity Area do not follow hard boundaries, but rather extend out from each Focused Activity Area to establish Zones of Transition.

The Focused Activity Areas, as described below, align with many existing land use concentrations downtown. The Health Services Area, for example is designated for an area

that, as of the writing of this Specific Plan, is already predominantly comprised of medical offices and supportive services. Other areas, such as the Mixed-Use Area, were identified through research and extensive public outreach to be well-suited for land use change, and as such, the City does not wish to predetermine any particular predominant land use, but rather designate that a mix of land uses will occur in these areas under the guidance of Specific Plan policies, development standards, and design guidelines. Following is a description of the Town Center Specific Plan Focused Activity Areas.

The Parks and Open Space land use designation identified below is not a Focused Activity Area. This land use designation is established to regulate park space as the exclusive permitted use. This area does not have adjacent Focused Activity Area Zones of Transition.

**a. Health Services Focused Activity Area (TCSP-1)**

This land use designation is intended to provide the opportunity to develop and operate land uses associated with health services, including medical, dental, optometry, research laboratories, chiropractic, and related services in the area surrounding the Citrus Valley Medical Center. Businesses that support health care services would also be permitted, such as retail, food service, and other commercial establishments that primarily serve health care workers, health care businesses, and employees of supportive businesses. This Focused Activity Area also provides the opportunity to mix residential uses (which might occur on upper floors of a multi-story building) with medical office uses, which could occur at the ground level or second level. Stand-alone residential development is not permitted in this Focus Activity Area. Residential development in this Focused Activity Area would emphasize housing that is appropriate in terms of type, size, cost, location, and amenities, to facilitate housing for health service and other downtown workers. Land uses that create noise in excess of City standards, vibration detectable from adjacent properties, odors, glare, excessive traffic, emit substantial amounts of air pollutants, or otherwise are incompatible with medical offices and residences are not permitted in this Focused Activity Area. The allowable density for proposed nonresidential uses adjacent to any existing single-family residential dwelling unit is 1.5 FAR, while the nonresidential density range for properties not adjacent to a single-family residential dwelling unit is between 1.5 and 3.0 FAR. The residential density range in this area is 15 to 35 units per acre. Mixed-use project density limits are calculated based on FAR including all uses' floor area.

**b. Residential Focused Activity Area (TCSP-2)**

This Focused Activity Area is intended to provide the opportunity maintain and develop housing at medium to high densities (generally 15 to 25 dwelling units per acre) and associated land uses, with an opportunity for 30 dwelling units per acre on a conditional basis. Nonresidential land uses intended to support downtown residential development would also be permitted as a part of a mixed-use development project. Land uses that create noise in excess of City standards, vibration detectable from adjacent properties, odors, glare, excessive traffic, emit substantial amounts of air pollutants, or otherwise are incompatible with residences are not permitted in this Focused Activity Area.

**c. Institutional Focused Activity Area (TCSP-3)**

This land use designation is intended to provide the opportunity to develop and operate City and other government agency offices and facilities, transit offices and facilities, parking facilities, churches, community centers, and other related public and nonprofit institutional land uses. This Focused Activity Area also provides the opportunity to mix residential uses (which might occur on upper floors of a multi-story building) with institutional or other appropriate uses, which could occur at the ground level or second level. Residential development not mixed with other land uses would also be permitted, to the extent that it does not create issues of compatibility with the predominantly institutional nature of the area. Nonresidential development that supports the institutional uses that are the primary land use in this area would also be permitted. The allowable density for properties adjacent to existing single-family residential dwelling units is 1.5 FAR, while the density for the rest of this area is between 1.0 and 2.0 FAR. The residential density range in this area is 15 to 35 units per acre. Mixed-use project density limits are calculated based on FAR including all uses' floor area.

**d. Mixed-Use Focused Activity Area (TCSP-4)**

The Mixed-Use Focused Activity Area does not assume any particular predominant land use, and rather provides the opportunity to develop and redevelop property within key development opportunity areas with a finely-grained mixing of land uses. This land use designation is intended to for retail, light industrial, cultural and entertainment, and residential development, with an emphasis on mixing of uses on properties, within buildings, and within blocks, as compatibility allows, though single-use development projects would also be allowed, subject to City review and approval. This Focused Activity Area is located in areas of the Specific Plan Area where land use change would be anticipated in the future. To the extent that future development proposals comply with applicable policies set forth in this Specific Plan, the General Plan, and other applicable City policies and regulations, development projects that contribute to the revitalization of the Town Center Specific Plan are encouraged. This Focused Activity Area provides the opportunity to mix residential uses (which might occur on upper floors of a multi-story building) with retail, office, or other appropriate uses, which could occur at the ground level or second level. This area also provides the opportunity to mix commercial land uses of different types. Land uses that directly generate noise in excess of City standards (not including noise associated with vehicular traffic), vibration detectable from adjacent properties, odors, substantial glare, excessive traffic, emit substantial amounts of air pollutants, or otherwise are incompatible with residential or commercial uses are not permitted in this Focused Activity Area. The allowable density for properties adjacent to any existing single-family residential dwelling unit is 1.5 FAR, while the density for the rest of this area is between 2.0 and 2.5 FAR. The residential density range in this area is generally 15 to 35 units per acre. Mixed-use projects density limits are calculated based on FAR including all uses' floor area.

**e. Retail and Service Core Focused Activity Area (TCSP-5)**

This land use designation is intended to provide the opportunity to develop and operate retail stores, services, restaurants, cultural and entertainment venues, and similar land uses within the historic cultural and economic core of the city. City policies seek to protect significant historic buildings in this area while encouraging compatible new development on vacant or underutilized properties. This Focused Activity Area provides the opportunity to mix residential

uses (which might occur on upper floors of a multi-story building) with retail, restaurant, or other appropriate uses, which could occur at the ground level or second level. This area also provides the opportunity to mix commercial land uses of different types. Land uses that directly generate noise, vibration, odors, glare, traffic, or air pollutants that would be incompatible with the predominantly retail, service, and entertainment focus of the area, or land uses that otherwise would be incompatible, would not be permitted. The density range for nonresidential uses is between 2.0 and 3.0 FAR. The residential density range in this area is twenty (20) to forty (40) units per acre. Mixed-use projects density limits are calculated based on FAR including all uses' floor area.

**f. Parks and Open Space (TCSP-6)**

This land use designation is intended to provide passive and active recreational opportunities and places for public events and gatherings associated with publicly owned and maintained open space within the Specific Plan Area. Accessory buildings and structures associated with recreation and public events are also permitted in the area.

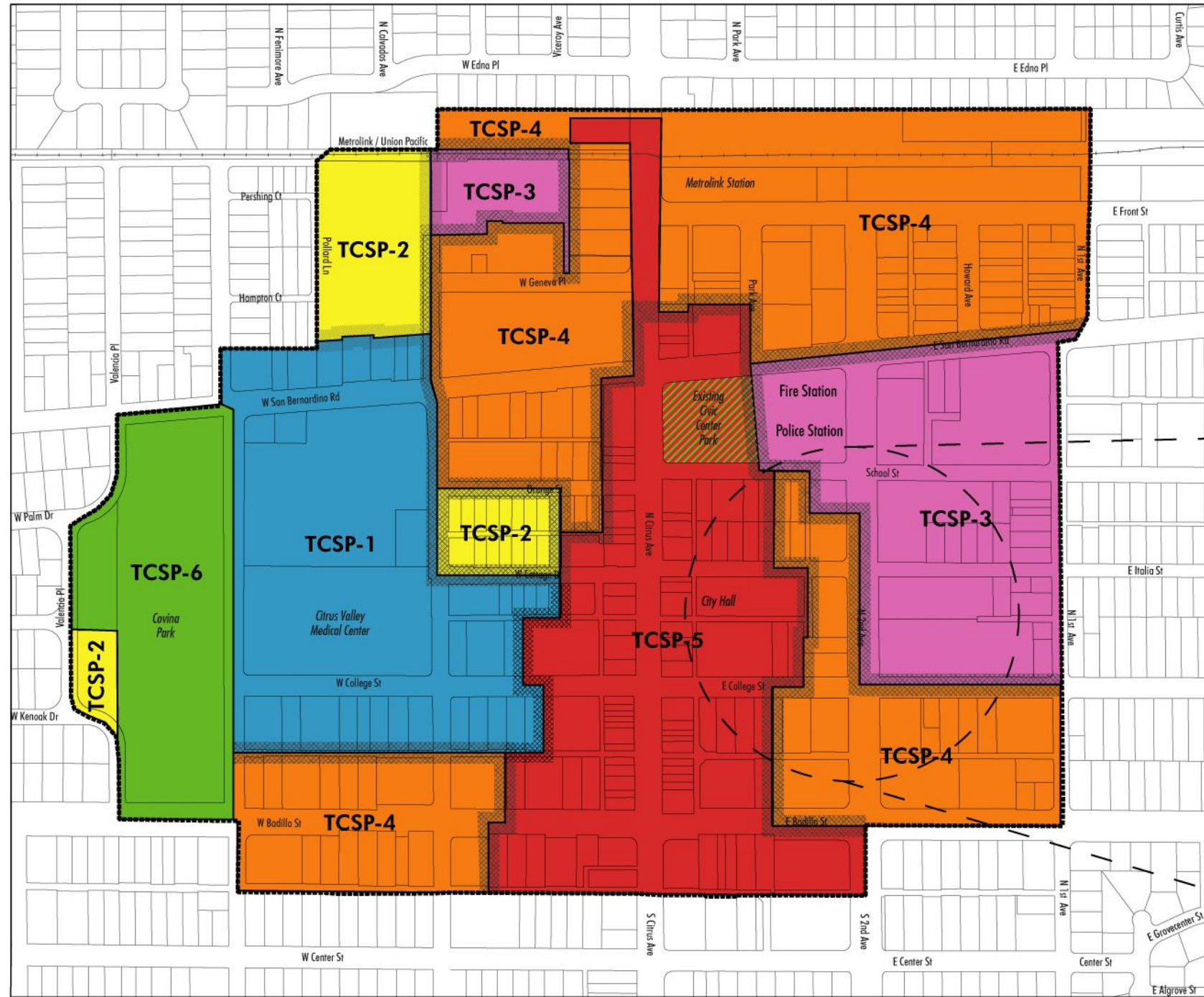
**g. Zones of Transition**

The Focused Activity Areas described above and depicted graphically on Figure V-1 are designed to provide for transitional areas where the land use focus of one adjacent district may transition to the land use focus of another district. As such, the permitted land uses and development standards for any adjacent district may be applied for development proposals within the zones of transition, at the City's discretion.

The Zones of Transition extend from the Focused Activity Area boundaries shown on Figure V-1 to one legal parcel from the edge of the boundaries, the closest public right-of-way or easement, or to mid-block, whichever is less. The Zones of Transition for Specific Plan Focused Activity Areas do not, however, extend outside of the Specific Plan boundaries. There is not a Zone of Transition east or west of the Retail and Service Core Focused Activity Area north of Geneva Place, as shown on Figure V-1.

There are no Zones of Transition within Parks and Open Space (TCSP-6) areas.

As properties are subdivided or consolidated, the location of Zones of Transition would change. Therefore, they are not depicted to scale on Figure V-1, and rather would be established on a case-by-case basis in response to development proposals. Instead, the inset figure on Figure V-1 includes a demonstration of the correct application of Zones of Transition geographically within the Town Center Specific Plan Area for three different situations.



- Legend**
- Specific Plan Boundary
- Focused Activity Areas**
- TCSP-1 Health Services
  - TCSP-2 Residential
  - TCSP-3 Institutional Uses
  - TCSP-4 Mixed-Use
  - TCSP-5 Retail and Service Core
  - TCSP-6 Parks and Open Space
  - Zones of Transition (Not to Scale)

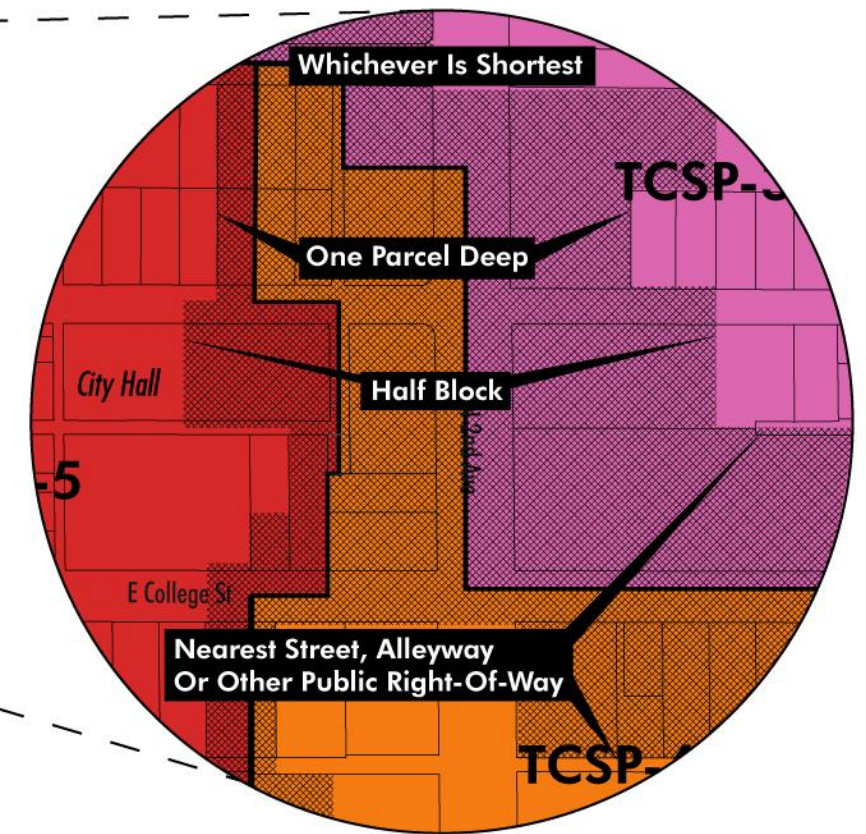
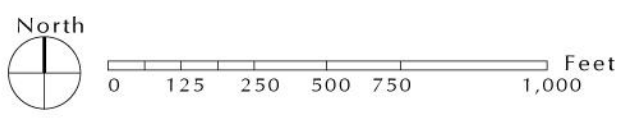


Figure V-1  
**Land Use Plan Diagram**  
 COVINA TOWN CENTER SPECIFIC PLAN

## F. CIRCULATION GOALS, POLICIES, AND OBJECTIVES

The following Circulation goals, objectives, and policies are required to be implemented by the City within the Town Center Specific Plan Area. The following policies are to be applied throughout the Specific Plan Area, though each policy may be more relevant for certain types of development projects or certain geographic portions of the Specific Plan Area.

### 1. Circulation Goals

- Circulation Goal 1.** A balanced circulation system that offers multiple travel options so that people can live, work, shop, and play without relying on private vehicles.
- Circulation Goal 2.** A circulation system that accommodates new development without impacting existing development.
- Circulation Goal 3.** A circulation system that is safe for downtown users and that provides efficient and safe access for emergency vehicles.
- Circulation Goal 4.** A system of parking that accommodates the needs of residents and businesses without dominating the urban environment.

### 2. Circulation Policies

- Circulation Policy 1.** The City shall develop a downtown transportation improvements program funded by contributions from developers to address congestion impacts, improve traffic flow, provide additional on- and off-street parking, and increase pedestrian access and amenities between major destination points.
- Circulation Policy 2.** The City shall give credit in its assessment of impact fees, for affordable housing, mixing of land uses, pedestrian amenities, transit facilities, shared parking, bicycle facilities, and other elements that reduce the trip generation or that accommodate or encourage alternative modes of travel.
- Circulation Policy 3.** The City shall develop a bicycle route in the Town Center Specific Plan Area that links with other City bicycle routes and links to public transit and major downtown destination points.
- Circulation Policy 4.** The City shall ensure that the Metrolink station, regional bus service, and other future forms of public transit planning is considered and integrated and shall consider development of a multi-modal center with the cooperation of regional transit providers.
- Circulation Policy 5.** The City shall evaluate demand for City operated shuttle service among Specific Plan locations and between the Specific Plan Area and Shopper's Lane.
- Circulation Policy 6.** The City shall require the provision of adequate pedestrian and bicycle access for new development projects through the plan review process.
- Circulation Policy 7.** The City shall allow development projects to fulfill parking requirements through contributions to the improvement of adjacent

- streets with parallel or angled parking, participation in off-street parking structures, shared parking, and other parking strategies.
- Circulation Policy 8.** The City shall consider addition of angled and/or additional parallel parking on Specific Plan Area streets such as Second Avenue, College Street, Cottage Street, Orange Street, and School Street, and shall consider the removal or reduction of angled parking along Citrus Avenue to improve traffic flow.
- Circulation Policy 9.** The City shall consider street reconfigurations and/or the establishment of pedestrian improvements at the intersection of Third Avenue and Geneva Street, Second Avenue and Front Street, and First Avenue and Front Street.

### 3. Circulation Objectives

- Circulation Objective 1.** Balancing of the street system to serve all users well regardless of their mode of travel.
- Circulation Objective 2.** Stronger pedestrian and bicycle linkages through the downtown.
- Circulation Objective 3.** Increased use of public transit.
- Circulation Objective 4.** Sharing of parking in the downtown to minimize the amount of land devoted to parking areas.
- Circulation Objective 5.** Management of parking to encourage alternative travel modes.
- Circulation Objective 6.** Planning of parking to reduce its influence on the built environment.
- Circulation Objective 7.** Improved parking and traffic flow to support higher-density land uses and a greater concentration of activity downtown, with an emphasis on additional off-street parking located in key locations.

## G. RECOMMENDED IMPROVEMENTS

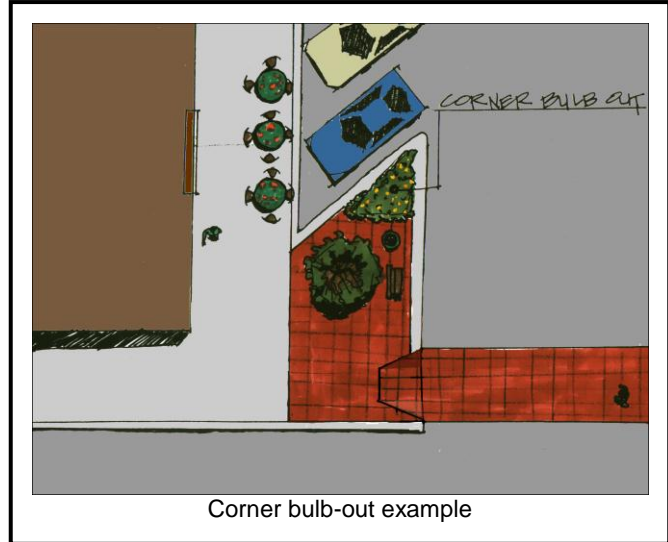
The Town Center Specific Plan contains land use and circulation goals, policies, and objectives to implement the Specific Plan vision for a revitalized downtown Covina. The Specific Plan also contains recommendations for future public improvements, which would occur in conjunction with future development projects within the Specific Plan Area. The public improvement projects listed below are designed to accommodate future transportation needs and create some of the other physical aspects of the downtown that, in conjunction with private development and redevelopment projects, will achieve the Specific Plan's vision. Non-transportation infrastructure improvements are discussed in Chapter VI of this Specific Plan. The approximate costs and funding strategies for public improvements are discussed in Chapter VII of this Specific Plan.

The following recommended improvements shall occur in conjunction with Specific Plan implementation to implement Circulation goals, policies, and objectives.

### 1. Streetscape

The City's Streetscape Revitalization Program has been largely implemented along Citrus Avenue between Badillo Street and School Street. The City will remove certain portions of this angled parking at corners or mid-block locations to be developed with "bulbouts" that can accommodate outdoor seating or other pedestrian areas. As directed by the General Plan and as recommended by this Specific Plan, these improvements, which include brick-paved sidewalks and crosswalks, angled parking, street trees, and common theme benches, streetlights, trash receptacles, and bollards, will be extended northward to the Metrolink station.

In addition to the streetscape improvements along Citrus Avenue, the Specific Plan envisions improvements to streetscape environments along Second Avenue between Badillo and Front Street (refer to Figure V-2, Circulation Plan). The improvements along Second Avenue would occur in coordination with development of adjacent parcels, and may include the addition of angled parking, installation of a bike lane on one or both sides of the street, planting of street trees, addition of benches, and construction of other streetscape improvements, as appropriate and as funding permits.



Striping for angled parking may be placed on both sides of Second Avenue, even with bicycle lanes, due to the substantial street width in this location. The bicycle lanes will be designed to connect the existing designated bicycle route along Badillo Street to the Metrolink Station, north of Front Street. Bicycle lanes will be designed to minimize auto-bicycle conflicts, and shall be accompanied by signage and other features that warn automobiles of the presence of bicycle traffic. Streetscape improvements will be consistent with the themes developed along Citrus Avenue between Badillo Street and School Street, and shall promote pedestrian safety as well as the pedestrian aesthetic experience and scaling.

The City will coordinate with property owners and developers within the Specific Plan Area to allow landscaping requirements (as specified later in this Chapter) through contribution to an in-lieu fee that will be used by the City to develop pocket parks, civic plazas, and similar usable public spaces at corners or mid-blocks in the Retail Service Core Focused Activity Area and Mixed-Use Focused Activity Area.

## 2. Parking

Parking, as discussed in Chapter III of this Specific Plan, is viewed as both an impediment and opportunity to the future of downtown Covina. Many business owners believe that additional parking near storefronts is necessary to promote business transactions. Others believe that a perceived lack of parking near destination points drives some visitors away from downtown Covina. From a redevelopment perspective, the large number of surface parking lots in the Specific Plan Area represent underutilized property in prime locations that could be functionally

replaced by one or more parking structures with good access among major destination points in the downtown area. Additional on-street parking along some of the wider and less-trafficked streets downtown could also replace the need for the large number of surface parking lots.

There are currently 10 City owned/leased surface parking lots located downtown with approximately 555 parking spaces. In addition, street parking with both parallel and angled alignment exists along most downtown City streets. There are also privately owned parking lots and small groups of parking spaces associated with specific businesses.

### **Specific Plan Area Parking Study**

The City will conduct a parking study to support the Town Center Specific Plan, including an analysis of the existing parking conditions in the Specific Plan Area and strategies to meet parking demand resulting from Specific Plan land use change. Parking solutions would include meeting parking demand of new projects through a combination of additional on-street parking, a share of spaces within future parking structures, shared parking between land uses with different peak parking demand periods, and provision of off-street, on-site parking. Parking improvements should be designed considering existing and future with pedestrian access routes, and a system of signage should be established to make the most efficient and effective use of existing and future parking facilities. Any City-initiated parking changes or additions shall occur such that new parking spaces are available before any existing parking is removed.

#### **a. Recommended Improvements**

##### **Angled Parking on Other Streets**

Consistent with recommendations of the downtown parking study, angled parking could be placed on one side of the street along the following streets to fill parking demand of existing and future development under the Specific Plan:

- Italia Street between Citrus Avenue and Second Avenue (street width is approximately 33 feet curb to curb); and,
- College Street between Citrus Avenue and Second Avenue, and between Third Avenue and Citrus Avenue (street width is approximately 48 feet curb to curb east of Citrus Avenue and approximately 35 feet curb to curb west of Citrus Avenue).

Along certain street segments, angled parking could only be accommodated on one side of the street, based on the width of right-of-way. Angled parking shall not occur adjacent to existing single-family residential structures, and in these areas, shall only occur across the street from single-family residential development. Development of angled parking shall also consider local and regional transit routes and future planned routes and existing and future traffic congestion. Striping for angled parking should not be placed near intersections, where turn lanes could be accommodated, to avoid adverse impact to vehicular congestion. Angled parking shall similarly avoid access driveways. Angled parking shall be developed in coordination with future development projects to allow some crediting for required parking through fair-share payment. The City shall make alterations to the Downtown Parking District, as necessary, to facilitate and administrate funding and development of angled parking.

##### **Parking Structure(s)**

Future development of the downtown may include the construction of one or more parking structures in key locations to supply parking convenient for visitors to and employees of downtown businesses.

The City shall, based on the parking study previously mentioned, consider the feasibility of constructing one or more parking structures to serve commercial parking demand in the Town Center Specific Plan in conjunction with removal of some amount of surface parking to accommodate future development projects. For convenience and access, two smaller parking structures, one on each side of Citrus between Badillo and San Bernardino, would be preferable to one parking structure. These structures should be located to ensure a maximum distance of two blocks between the parking structures and any point along Citrus Avenue. However, financing for two smaller parking structures may not be as feasible and efficient compared to one structure.

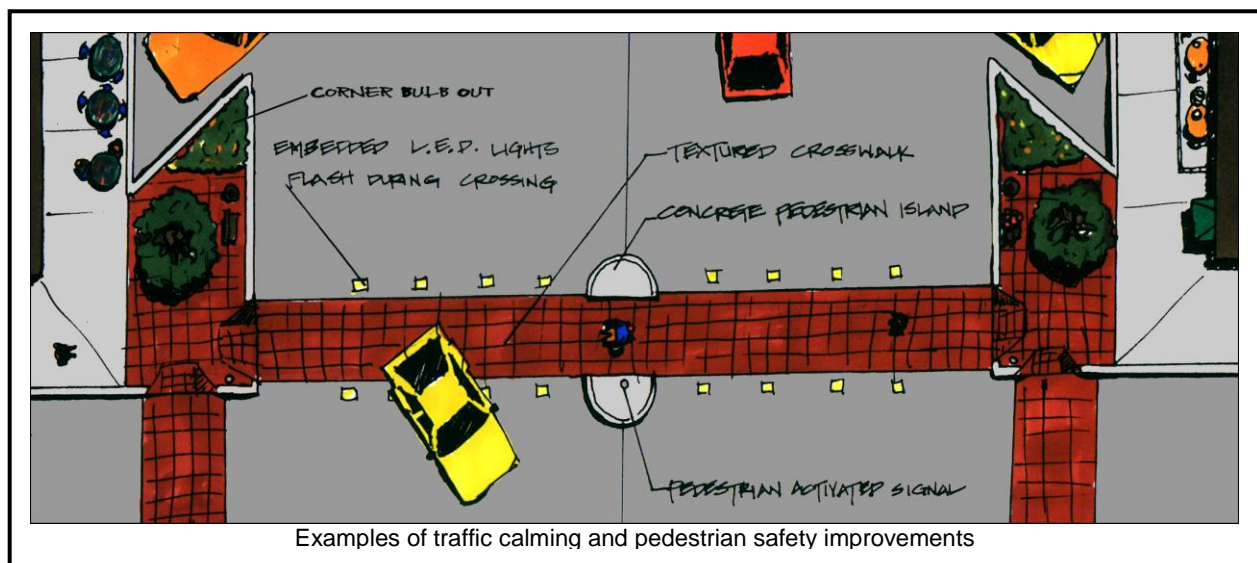
Future parking structures downtown shall be designed to avoid blocking important views and avoid substantially depriving existing adjacent structures of daylight. Parking structures shall be consistent with development standards promulgated by the Specific Plan. The City shall make alterations to the Downtown Parking District, as necessary, to facilitate and administrate funding and development of angled parking.

### 3. Pedestrian Access

The Specific Plan recommends improved pedestrian access in key areas of the Plan Area, in particular, to more effectively link major destination points downtown, such as City buildings, the medical center, and the retail and service core along Citrus Avenue.

#### Pedestrian Ways

Pedestrian access could be facilitated by extending the alleyway improvements completed by the City further to the west and east, completing a connection between the medical center at Third Avenue and Second Avenue. Extension of alleyway improvements would occur with the same approach to design as the existing alleyway improvements.



Pedestrian safety features recommended by the Specific Plan include traffic calming along San Bernardino Road near the intersections with Citrus Avenue, Second Avenue, and Third Avenue; and along Citrus Avenue near the intersections with School Street and Italia Street. Pedestrian safety features would include one or more of the following: flashing crossing devices, reflector marked and striped crosswalks, raised paved pedestrian surfaces, median pedestrian islands, and roadway narrowing at points of pedestrian crossing (designed as to not remove existing formal travel lanes).

A grade-separated pedestrian walkway is recommended to connect the planned Metrolink parking structure (and potential residential mixed-use development west of Citrus Avenue) with the Metrolink commuter rail station.

Pedestrian improvements are also recommended along Third Avenue to increase safety and create a more pleasant walking experience between the Medical Center, the Metrolink parking structure, and commuter rail station.

Finally, the intersections of Front Street and First Avenue, Front Street and Second Avenue, and Geneva Place and Third Avenue may be appropriate for pedestrian plazas. Automobile access may still be allowed, but roadways would be narrowed and pedestrian areas widened. Pedestrian amenities would include wider sidewalks and bulbouts at corners, streetscape improvements (such as benches, landscaping, trash receptacles, kiosks, public art, and other elements).

### **Sidewalks**

Sidewalks along all City streets should be developed and/or maintained within the Specific Plan Area (not including the pedestrian ways addressed above, which would have wider sidewalks and a higher density of pedestrian amenities) to provide the following minimum standards:

**Minimum sidewalk width:** Five feet for pedestrian access.

**Additional sidewalk width:** Two to five feet for landscaping, utility poles, street furniture, trash receptacles, and other streetscape improvements.

**Sidewalk texture:** Sidewalks passing through vehicular access route or parking area shall be distinguishable through use of raised elevation, color, and/or texture.

**Street trees:** Will be planted or maintained at intervals of no less than 25 feet, not including access points or designated landscaped areas or civic spaces.

**Trash receptacles:** Will be provided consistent with the design used along Citrus Avenue currently at intervals of no less than once per block.

## **4. Vehicular Access**

Existing and projected future traffic congestion is a potential impediment to the success of downtown Covina. Policies in the General Plan address downtown transportation improvements, including the requirement that the City balance its obligation to provide vehicular

transportation improvements with its obligations related to accommodating residential and nonresidential growth, community economic development, commercial revitalization, neighborhood preservation, and affordable housing.

As discussed in Chapter III of this Specific Plan, certain Specific Plan Area vicinity intersections and roadway segments experience existing or future unacceptable levels of service:

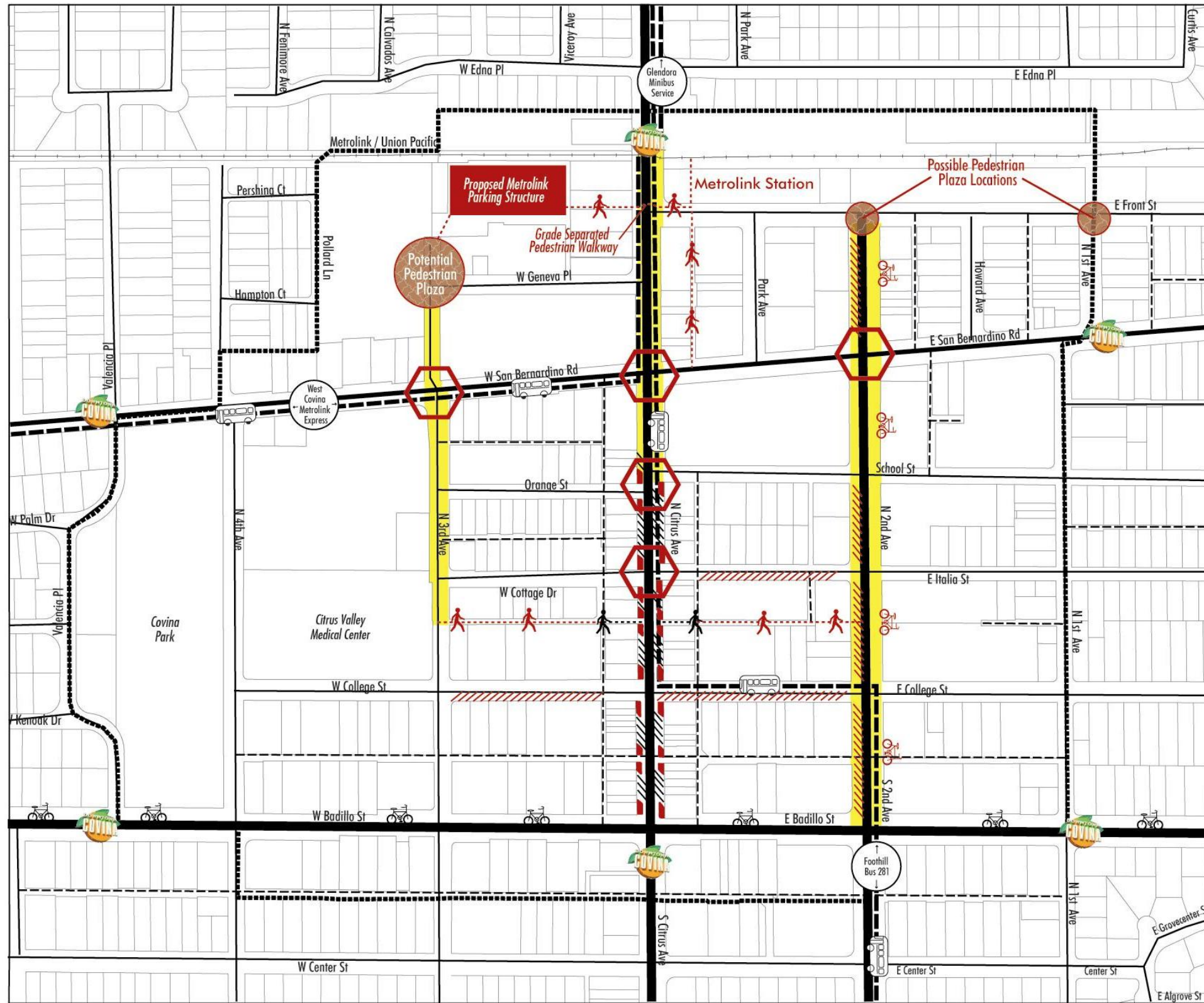
### **Roadway Segments**

- Badillo Street, Third Avenue to Citrus Avenue
- Citrus Avenue, Badillo Street to San Bernardino Road
- San Bernardino Road, Hollenbeck Avenue to Third Avenue
- San Bernardino Road, Third Avenue to Citrus Avenue
- Barranca Avenue, San Bernardino Road to Cypress Street

### **Intersections**

- Badillo/Hollenbeck
- Badillo/Citrus
- Citrus/College
- Citrus/San Bernardino
- San Bernardino/Hollenbeck
- Badillo/Fourth
- Barranca/Front
- San Bernardino/Third

Transportation planning for future projects downtown shall direct and orient traffic to the Barranca north-south corridor rather than Citrus Avenue or Hollenbeck Avenue. The City should remove angled parking along Citrus to accommodate additional turning lanes where installation of such improvements would maintain or achieve acceptable levels of service. The City should analyze the potential of using parallel parking during non-peak travel times that is also striped to be used as a travel lane or turning lane during peak travel demand periods.



**Legend**

- Specific Plan Boundary
- Railroad - Metrolink/Union Pacific
- Secondary Arterial
- Collector Street
- Local Street
- Alley
- Downtown Gateways
- Existing Pedestrian Alleys/Passageways
- Future Pedestrian Alleys/Passageways
- Existing Bicycle Routes (Class 3 only)
- Future Bicycle Routes (Class 3 only)
- Future Pedestrian Plaza Locations
- Foothill Transit Routes
- Streetscape Improvements (Including Pedestrian Improvements)
- Traffic Calming Measures
- Existing Angled Parking
- Potential Angled Parking Study Areas
- Potential Bulb Out

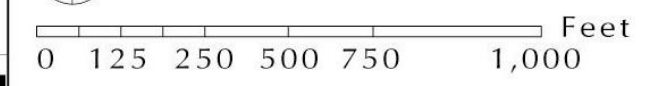
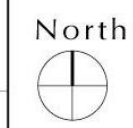


Figure V-2  
**Proposed Circulation**

COVINA TOWN CENTER SPECIFIC PLAN

## H. REGULATORY REQUIREMENTS

### 1. Development Standards by Focused Activity Area

The Covina Zoning Ordinance and the Downtown Design Plan and Implementation Guidelines regulate the development and redevelopment of properties within the Town Center Specific Plan Area. The Specific Plan contains development standards that are consistent with goals and policies of the General Plan, but which differ in some respects compared to the existing land use regulatory scheme. Specific Plan development standards have been prepared to encourage the revitalization of this Area in concert with the community's vision for the future of downtown. Wherever the Specific Plan development standards do not address a particular issue, City staff will rely on other regulations for particular development proposals.

Some of the development standards would be applied throughout the Specific Plan Area. Other development standards are specifically designed to accommodate Focused Activity Area development, as noted in the material that follows.

#### a. Health Services Focused Activity Area (TCSP-1)

**Permitted Uses:** The following uses are permitted in the Health Services Focused Activity Area:

- **Health services**, including medical, dental, optometry, chiropractic, health care clinics, health care-related research laboratories, hospitals, pharmacies, medical offices, licensed, and other medical facilities and practices.
- **Uses that provide goods or services to health service establishments, their patients, and employees.** Health service goods and equipment suppliers, medical offices, health service education and training, flower and gift shops, stationery stores, day care nurseries, and similar uses.
- **Small group homes.** Licensed care facilities serving up to six residents as defined in, and meeting the requirements of, the California Community Care Facilities Act (California Health and Safety Code, section 1500 et. seq.).
- **Park and open space.** Park and public open spaces uses, including structures associated with those uses.

**Conditional Uses:** The following uses are permitted subject to a conditional use permit:

- **Multiple dwellings.** Apartments, townhouses, condominiums, and other multiple dwelling buildings, but only above the first full story above ground level in any building.
- **Food service.** Food services, such as restaurants, coffee shops, delicatessens, snack bars, sandwich shops, and cafes, but only if

contained on the first floor of a building with other uses permitted in this section.

- **Retail.** General retail merchandise sales if contained in a building with other uses permitted in this section.
- **Uses permitted in other Town Center Specific Plan Areas.** Uses not listed above that are permitted in the Institutional Focused Activity Area.
- **Large group homes.** Licensed care facilities of more than six residents as defined in, and meeting the requirements of, the California Community Care Facilities Act (California Health and Safety Code, section 1500 et. seq.).
- **Single-Room Occupancy residential (SRO).** Residential uses that provide multiple single-room dwelling units, each intended for occupancy by one person. Such units may contain food preparation, sanitary facilities, or both, or contain shared food preparation and sanitary facilities.
- **Lodging.** Lodging facilities, such as hotels, motels, and bed-and-breakfast lodges.
- **Parking facilities.** Freestanding publicly- or privately-operated parking facilities, surface parking lots, or parking structures.

**Building Height:** For parcels of less than forty thousand (40,000) square feet in area, the maximum height of structures shall be thirty-five (35) feet. For parcels equal to or greater than forty thousand (40,000) square feet in area, the maximum height shall be seventy (70) feet.

**Floor Area Ratio:** Maximum Floor Area Ratio (FAR) shall be determined by the following:

Parcel Size/Building Coverage	Maximum FAR
Parcels up to 20,000 sq. ft.	2.0
<b>Parcels greater than 20,000 sq. ft.</b>	
Building coverage greater than 75%	2.0
Building coverage between 50% and 75%	2.5
Building coverage less than 50%	3.0

**Minimum Lot Size:** Five thousand (5,000) square feet, except that legal lots in existence on the effective date of the Town Center Specific Plan shall not be subject to this requirement.

**Setback, Front:** No setback shall be required, except as necessary to allow for pedestrian and landscape improvements required under the Town Center Specific Plan.

**Setback, Side:** Following side setback minimums apply (measured in feet):

- (1) Where the interior side parcel line abuts a Residential Focused Activity Area or a single-family residential district, any structures must maintain

the following minimum distance from all structures on adjacent residential parcels:

$$\text{Minimum Building Separation} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

*(For example, the minimum building separation for a building measuring 35 feet in height at the highest point would be 35 divided by 10 multiplied by 5 = 17.5 feet)*

The interior side yard may be used for parking or loading to within five (5) feet of the interior side property line, provided that parking or loading does not extend above the first floor level and provided a wall not less than five (5) feet or more than six (6) feet in height is erected and maintained along the side commercial parcel line. A required interior side yard shall not be used for access or for commercial purposes.

- (2) Setbacks required to accommodate landscaping required for a street side yard, landscape buffer, and screening pursuant to the provisions of the Town Center Specific Plan.
- (3) A ten (10)-foot setback from an interior property line shall be required for portions of buildings that contain windows, doors, or other openings into the interior of the building. An interior side yard less than ten (10) feet is permitted if provisions of the Uniform Building Code related to fire-rated openings in side yards are satisfied, as determined by the Building Official.

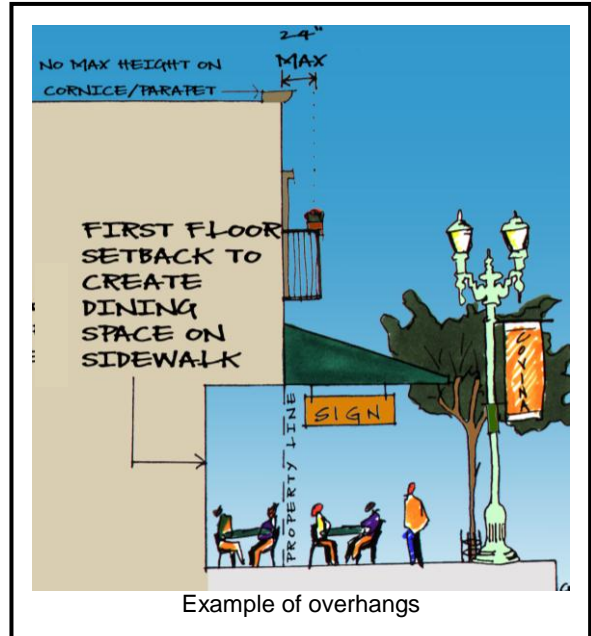
**Setback, Rear:** Where the rear parcel line abuts a Residential Focused Activity Area or a single-family residential district, any structures must maintain the following minimum distance from all structures on adjacent residential parcels:

$$\text{Minimum Building Separation} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

**Landscaping:** Landscaping requirements of Section 17.52.240 of the Covina Zoning Ordinance shall apply, except that structures built to the front property line shall not be required to provide landscaping between the front property line and sidewalks or other public areas.

**Overhangs:** Trellises, canopies, signs, and awnings may extend horizontally into the public right-of-way, up to six (6) feet. These overhangs must provide a minimum of eight (8) feet clear height above sidewalk grade.

Overhangs such as cornices, open balconies, and other architectural ornaments and features may extend into the public right-of-way up to twenty-four (24) inches. These overhangs must provide a minimum of ten (10) feet of clear height above sidewalk grade.



**Screening:** Screening requirements of Section 17.52.140 through 17.52.170 of the Covina Zoning Ordinance shall apply, except that no screening wall shall be required along front property lines for commercial structures abutting a residential zone if the commercial property faces a street.

## b. Residential Focused Activity Area (TCSP-2)

**Permitted Uses:** Permitted uses in the Residential Focused Activity Area include:

- **Dwellings.** Single family dwellings, two family dwellings, multiple dwellings, guest houses, and home businesses.
- **Ground floor commercial.** Retail, food service, and personal service uses if located on the first floor of a residential-commercial mixed-use building.
- **Small group homes.** Licensed care facilities serving up to six residents as defined in, and meeting the requirements of, the California Community Care Facilities Act (California Health and Safety Code, section 1500 et. seq.).

**Conditional Uses:** The following uses are permitted subject to a conditional use permit:

- **Large group homes.** Licensed care facilities serving more than six residents as defined in, and meeting the requirements of, the California

Community Care Facilities Act (California Health and Safety Code, section 1500 et. seq.).

- **Single-Room Occupancy residential (SRO).** Residential uses that provide multiple single-room dwelling units, each intended for occupancy by one person. Such units may contain food preparation, sanitary facilities, or both, or contain shared food preparation and sanitary facilities.
- **Boarding and rooming houses.** Residential uses in which individual rooms are rented, with or without board.
- **Park and open space.** Park and public open spaces uses, including structures associated with those uses.
- **Day nurseries and schools.** Day nurseries and nursery schools, but only if located on the first floor of a building with multiple dwellings.

**Building Height:** Not to exceed thirty-five (35) feet, but no more than two (2) stories, and up forty (40) feet, but no more than three (3) stories, with a conditional use permit.

**Maximum Density:** Twenty-five dwelling units per acre and up to thirty (30) dwelling units per acre with a conditional use permit.

**Floor Area Ratio:** Maximum Floor Area Ratio (FAR) for mixed-use buildings shall be 2.0, and 2.5 with a conditional use permit.

**Minimum Lot Size:** Five thousand (5,000) square feet, except that legal lots in existence on the effective date of the Town Center Specific Plan shall not be subject to this requirement.

**Setback, Front:** Each lot shall have a front yard of not less than twenty-five (25) feet, extending the full width of the lot, except that parcels of one acre or more in size shall have an average front setback of not less than 15 feet and a minimum setback of not less than 10 feet.

**Setback, Side:** None, except:

- (1) Each lot shall have a full side yard equal to or greater than the following:

$$\text{Minimum Side Setback} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

- (2) Setbacks required to accommodate landscaping required for a street side yard, landscape buffer, and screening pursuant to the provisions of the Town Center Specific Plan.
- (3) A ten (10)-foot setback from an interior property line shall be required for portions of buildings that contain windows, doors, or other openings

into the interior of the building. An interior side yard less than ten (10) feet shall be permitted if provisions of the Uniform Building Code related to fire-rated openings in side yards are satisfied, as determined by the Building Official.

**Townhouse Exception:** A zero (0) side yard may be permitted on one or both sides where adjacent properties participate in an agreement approved by the City attorney.

**Setback, Rear:** Each lot shall have a rear yard of not less than twenty-five (25) feet, extending the full width of the lot, except that parcels of one acre or more in size shall have an average rear setback of not less than 15 feet and a minimum setback of not less than 10 feet.

**Landscaping:** Landscaping requirements shall be equal to those provided in Section 17.52.240 of the Covina Zoning Ordinance.

### **c. Institutional Uses Focused Activity Area (TCSP-3)**

**Permitted Uses:** Permitted uses in the Institutional Focused Activity Area include:

- **Public and private institutional uses.** Public and private uses related to government, education, religious organizations and places of worship, community services, recreation, public and private clubs, and fraternal organizations.
- **Professional offices.** Professional offices.
- **Dwellings.** Single family dwellings, two family dwellings and multiple dwellings, but only above the first floor in any building.
- **Park and open space.** Park and public open spaces uses, including structures associated with those uses.

**Conditional Uses:** The following uses are permitted subject to a conditional use permit:

- **Uses permitted in other Town Center Specific Plan areas.** Uses not listed above that are permitted in the Health Services, Mixed-Use, and Retail and Service Core focused activity areas.
- **Real estate and financial services.** Real estate and financial services such as real estate sales, property management, banks and savings institutions, accountants, tax services, and similar uses.
- **Single-Room Occupancy residential (SRO).** Residential uses that provide multiple single-room dwelling units, each intended for occupancy by one person. Such units may contain food preparation, sanitary facilities, or both, or contain shared food preparation and sanitary facilities.
- **Parking facilities.** Freestanding publicly- or privately-operated parking facilities, surface parking lots or parking structures.

**Building Height:** Not to exceed forty (40) feet.

**Floor Area Ratio:** Maximum Floor Area Ratio (FAR) shall be determined by the following:

Parcel Size/Building Coverage	Maximum FAR
Parcels up to 20,000 sq. ft.	1.0
<b>Parcels greater than 20,000 sq. ft.</b>	
Building coverage greater than 75%	1.0
Building coverage between 50% and 75%	1.5
Building coverage less than 50%	2.0

**Minimum Lot Size:** Five thousand (5,000) square feet, except that legal lots in existence on the effective date of the Town Center Specific Plan shall not be subject to this requirement.

**Setback, Front:** No setback shall be required, except as necessary to allow for pedestrian and landscape improvements required under the Town Center Specific Plan. Refer to Downtown Design Guidelines for options regarding first-floor insets, pedestrian gathering areas, and related design recommendations.

**Setback, Side:** None, except:

- (1) Where the interior side parcel line abuts a Residential Focused Activity Area or a single-family residential district, any structures must maintain the following minimum distance from all structures on adjacent residential parcels:

$$\text{Minimum Building Separation} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

The interior side yard may be used for parking or loading to within five (5) feet of the interior side property line provided the parking or loading does not extend above the first floor level and provided a wall not less than five (5) feet or more than six (6) feet in height is erected and maintained along the side commercial parcel line. A required interior side yard shall not be used for access or for commercial purposes.

- (2) That needed to accommodate landscaping required for a street side yard, landscape buffer and screening pursuant to the provisions of the Town Center Specific Plan.
- (3) A ten (10)-foot setback from an interior property line shall be required for portions of buildings that contain windows, doors, or other openings into the interior of the building. An interior side yard less than ten (10) feet shall be permitted if provisions of the Uniform Building Code related to fire-rated openings in side yards are satisfied, as determined by the Building Official.

**Setback, Rear:** Where the rear parcel line abuts a Residential Focused Activity Area or a single-family residential district, any structures must maintain the following minimum distance from all structures on adjacent residential parcels:

$$\text{Minimum Building Separation} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

**Landscaping:** Landscaping requirements of Section 17.52.240 of the Covina Zoning Ordinance shall apply, except that structures built to the front property line shall not be required to provide landscaping between the front property line and sidewalks or other public areas.

**Overhangs:** Trellises, canopies, signs, and awnings may extend horizontally into the public right-of-way, up to six (6) feet. These overhangs must provide a minimum of eight (8) feet clear height above sidewalk grade.

Overhangs such as cornices, open balconies, and other architectural ornaments and features may extend into the public right-of-way up to twenty-four (24) inches. These overhangs must provide a minimum of ten (10) feet of clear height above sidewalk grade.

**Screening:** Screening requirements of Section 17.52.140 through 17.52.170 of the Covina Zoning Ordinance shall apply.

#### **d. Mixed-Use Focused Activity Area (TCSP-4)**

**Permitted Uses:** The following uses are permitted in the Mixed-Use Focused Activity Area, either individually or in combination with other uses on the same property:

- **Uses Permitted in Other Town Center Specific Plan Focused Activity Areas.** Any uses permitted in other Town Center Specific Plan focused activity areas may be permitted in the Mixed-Use Focused Activity Area, either individually or in combination with other uses on the same property.

**Conditional Uses:** The following uses are permitted subject to a conditional use permit:

- **Single-Room Occupancy residential (SRO).** Residential uses that provide multiple single-room dwelling units, each intended for occupancy by one person. Such units may contain food preparation, sanitary facilities, or both, or contain shared food preparation and sanitary facilities.
- **Parking facilities.** Freestanding publicly- or privately-operated parking facilities, surface parking lots or parking structures.

- **Light industrial uses.** Light industrial uses, including storage associated with light industrial uses, that are of a scale and type of operation, fabrication, assembly, manufacture, or processing that is consistent with the intent of the Mixed-Use Focused Activity Area.
- **Sale of alcohol.** The sale of alcohol for on-site consumption, including in conjunction with entertainment uses, that is not part of a food service establishment. Additionally, the display and sale of beer and wine (but not hard liquor or spirits) for off-site consumption, irrespective of geographic distance from another similar use or a sensitive use.
- **Outdoor eating or sales.** Food service or sales, which include the sale or consumption of alcohol, that occur within a public right-of-way, such as sidewalk cafes and sales, but only in conjunction with business located in an adjacent building.
- **Automobile service.** Automobile service, repair, and retail sales of gasoline and other automobile product.

**Building Height:** Not to exceed thirty-five (35) feet, except that if at least thirty (30) percent of the structure is used for residential use, then not to exceed fifty (50) feet.

**Floor Area Ratio:** Maximum Floor Area Ratio (FAR) shall be 1.5. For structures within which at least 30 percent of the building square footage is dedicated to residential use, the maximum FAR is 2.0, and up to 2.5 with a conditional use permit.

**Minimum Lot Size:** Five thousand (5,000) square feet, except that legal lots in existence on the effective date of the Town Center Specific Plan shall not be subject to this requirement.

**Setback, Front:** No setback shall be required, except as necessary to allow for pedestrian and landscape improvements required under the Town Center Specific Plan. Refer to Downtown Design Guidelines for options regarding first-floor insets, pedestrian gathering areas, and sidewalk cafes.

**Setback, Side:** None, except:

- (1) Where the interior side parcel line abuts a Residential Focused Activity Area or a single-family residential district, any structures must maintain the following minimum distance from all structures on adjacent residential parcels:

$$\text{Minimum Building Separation} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

The interior side yard may be used for parking or loading to within five (5) feet of the interior side property line provided the parking or loading does not extend above the first floor level and provided a wall not less than five (5) feet or more than six (6) feet in height is erected and maintained along the side commercial parcel line. A required interior side yard shall not be used for access or for commercial purposes.

- (2) That needed to accommodate landscaping required for a street side yard, landscape buffer and screening pursuant to the provisions of the Town Center Specific Plan.
- (3) A ten (10)-foot setback from an interior property line shall be required for portions of buildings that contain windows, doors, or other openings into the interior of the building. An interior side yard less than ten (10) feet shall be permitted if provisions of the Uniform Building Code related to fire-rated openings in side yards are satisfied, as determined by the Building Official.

**Setback, Rear:** Where the rear parcel line abuts a Residential Focused Activity Area or a single-family residential district, any structures must maintain the following minimum distance from all structures on adjacent residential parcels:

$$\text{Minimum Building Separation} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

**Landscaping:** Landscaping requirements of Section 17.52.240 of the Covina Zoning Ordinance shall apply except that structures built to the front property line shall not be required to provide landscaping between the front property line and sidewalks or other public areas. Landscaping requirements can be met in coordination with nearby development proposals through development of corner or mid-block civic plazas or through contribution to an in-lieu fee program through which public spaces shall be developed by the City, subject to approval by the Planning Commission.

**Overhangs:** Trellises, canopies, signs, and awnings may extend horizontally into the public right-of-way, up to six (6) feet. These overhangs must provide a minimum of eight (8) feet clear height above sidewalk grade.

Overhangs such as cornices, open balconies, and other architectural ornaments and features may extend into the public right-of-way up to twenty-four (24) inches. These overhangs must provide a minimum of ten (10) feet of clear height above sidewalk grade.

**Screening:** Screening requirements of Section 17.52.140 through 17.52.170 of the Covina Zoning Ordinance shall apply except that no screening wall shall be required along front property lines for commercial structures abutting a residential zone, if the commercial property faces a street. (Current regulations require a three-foot wall).

**e. Retail and Service Core Focused Activity Area (TCSP-5)**

**Permitted Uses:** Permitted uses in the Retail and Service Core Focused Activity Area include:

- **Retail.** Retail business uses of all types, except adult-oriented businesses.
- **Food service.** Restaurants and food service establishments. The sale of alcohol for consumption on site must be in conjunction with a restaurant or other food service establishment.
- **Other Services.** Business offices and professional uses of all types provided, however, that said uses are permitted only above the first floor of any building located along Citrus Avenue between San Bernardino Road and Badillo Street. For buildings located elsewhere within the focused activity area, said uses are permitted on any floor.
- **Dwellings.** Single family dwellings, two family dwellings, and multiple dwellings, but only above the first floor of any building.
- **Entertainment and performance establishments.** Live and non-live entertainment and performing uses, including movie theaters; live theaters; comedy, music, and dance clubs; and video, mechanical, and other arcade games (if no more than three such games); but excluding adult-oriented businesses.
- **Arts and crafts sales and galleries.** Uses involved in the exhibit, sales, public education, manufacture, and distribution of all manner of arts, crafts, sculpture, and the like. The floor area devoted to the manufacture of arts, crafts, sculpture, and the like shall not exceed the floor area devoted to exhibits and/or sales.
- **Lodging.** Lodging facilities, such as hotels, motels, and bed-and-breakfast inns. The term “bed-and-breakfast inn” or “bed-and-breakfast lodge” shall be defined as follows: A single-family, two-family or multiple dwelling (whether or not located on the first floor) in which paying guests are lodged on an overnight transient basis, with meals served in connection with their lodging. Such inns or lodges shall contain not greater than six (6) lodging units. Meals shall only be served to residents or guests of the inn/lodge and not to the general public. There shall be not separate or additional kitchen facilities for guests. The period for consecutive overnight lodging for any guest shall not exceed thirty (30) days.
- **Parking facilities.** Freestanding publicly- or privately-operated parking facilities, surface parking lots or parking structures.
- **Outdoor eating or sales.** Food service or sales, which do not include the sale or consumption of alcohol, that occur within a public right-of-way, such as sidewalk cafes and sales, but only in conjunction with business located in an adjacent building.

**Conditional Uses:** The following uses are permitted subject to a conditional use permit:

- **Single-Room Occupancy residential (SRO).** Residential uses above the first floor in any building that provide multiple single-room dwelling units, each intended for occupancy by one person. Such units may contain food preparation, sanitary facilities, or both, or contain shared food preparation and sanitary facilities.

- **Sale of alcohol.** The sale of alcohol for on-site consumption, including in conjunction with entertainment uses, that is not part of a food service establishment. Additionally, the display and sale of beer and wine (but not hard liquor or spirits) for off-site, irrespective of geographic distance from another similar use or a sensitive use.
- **Parking Facilities.** Freestanding publicly- or privately-operated parking facilities, surface parking lots or parking structures.
- **Arcades.** Video, mechanical, and other arcade games in excess of three.
- **Automobile service.** Automobile service, repair, and retail sales of gasoline and other automobile products.
- **Outdoor eating or sales.** Food service or sales, which include the sale or consumption of alcohol, that occur within a public right-of-way, such as sidewalk cafes and sales, but only in conjunction with business located in an adjacent building.

**Building Height:** Not to exceed thirty-five (35) feet, except that if at least thirty (30) percent of the structure is used for residential use, then building height shall not exceed fifty (50) feet.

**Floor Area Ratio:** Maximum Floor Area Ratio (FAR) shall be determined by the following:

Street Frontage	Regular Maximum FAR	Preferred Use FAR*
Citrus Avenue	2.0	3.0
Other	1.5	2.5

Note: \* Preferred Use is a structure within which at least 30 percent of the building square footage is dedicated to residential use.

**Minimum Lot Size:** Five thousand (5,000) square feet, except that legal lots in existence on the effective date of the Town Center Specific Plan shall not be subject to this requirement.

**Setback, Front:** No setback shall be required, except as necessary to allow for pedestrian and landscape improvements required under the Town Center Specific Plan. Refer to Downtown Design Guidelines for options regarding first-floor insets, pedestrian gathering areas, and sidewalk cafes.

**Setback, Side:** Minimum side setback requirements are as follows:

- (1) Where the interior side parcel line abuts a Residential Focused Activity Area or a single-family residential district, any structures must maintain the following minimum distance from all structures on adjacent residential parcels:

$$\text{Minimum Building Separation} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

The interior side yard may be used for parking or loading to within five (5) feet of the interior side property line provided the parking or loading does not extend above the first floor level and provided a wall not less than five (5) feet or more than six (6) feet in height is erected and maintained along the side commercial parcel line. A required interior side yard shall not be used for access or for commercial purposes.

- (2) That needed to accommodate landscaping required for a street side yard, landscape buffer and screening pursuant to the provisions of the Town Center Specific Plan.
- (3) A ten (10)-foot setback from an interior property line shall be required for portions of buildings that contain windows, doors, or other openings into the interior of the building. An interior side yard less than ten (10) feet shall be permitted if provisions of the Uniform Building Code related to fire-rated openings in side yards are satisfied, as determined by the Building Official.

**Setback, Rear:** Where the rear parcel line abuts a Residential Focused Activity Area or a single-family residential district, any structures must maintain the following minimum distance from all structures on adjacent residential parcels:

$$\text{Minimum Building Separation} = 5 \left( \frac{\text{Building Height at Highest Point (in ft.)}}{10} \right)$$

**Landscaping:** Landscaping requirements of Section 17.52.240 of the Covina Zoning Ordinance shall apply except that structures built to the front property line shall not be required to provide landscaping between the front property line and sidewalks or other public areas. Landscaping requirements can be met in coordination with nearby development proposals through development of corner or mid-block civic plazas or through contribution to an in-lieu fee program through which public spaces shall be developed by the City, subject to approval by the Planning Commission.

**Overhangs:** Trellises, canopies, signs, and awnings may extend horizontally into the public right-of-way, up to six (6) feet. These overhangs must provide a minimum of eight (8) feet clear height above sidewalk grade.

Overhangs such cornices, open balconies, and other architectural ornaments and features may extend into the public right-of-way up to twenty-four (24) inches. These overhangs must provide a minimum of ten (10) feet of clear height above sidewalk grade.

**Screening:** Screening requirements of Section 17.52.140 through 17.52.170 of the Covina Zoning Ordinance shall apply except that no screening wall shall be

required along front property lines for commercial structures abutting a residential zone if the commercial property faces a street. (Current regulations require a three-foot wall).

#### **f. Parks and Open Space (TCSP-6)**

**Permitted Uses:** Permitted uses include park and recreational facilities and structures designed for public gatherings and events.

**Building Height:** No structure shall exceed thirty-five (35) feet.

**Floor Area Ratio:** Maximum Floor Area Ratio (FAR) of buildings shall be 0.25.

**Minimum Lot Size:** None.

**Setback, Front:** No front set-back is required.

**Setback, Side:** Any structures must maintain at least a ten (10)-foot building separation.

**Setback, Rear:** Any structures must maintain at least a ten (10)-foot building separation.

**Parking:** Parking requirements of Section 17.72 of the Covina Zoning Ordinance shall apply.

## 2. Standards Applicable in All Focused Activity Areas

### a. Parking

Parking requirements shall be equal to those set forth in Section 17.72 of the Covina Zoning Ordinance, except that adjustments to required parking may be approved by the City as specified below. Landscaping for parking and other parking requirements currently included in Chapter 17.50 (TC-P zone) should be moved to Chapter 17.72 and applied to the Health Service and Institutional focused activity areas. Landscaping for parking and other parking requirements currently included in Chapter 17.52 (TC-C zone) should be moved to Chapter 17.72 and applied to all other focused activity areas within the Town Center Specific Plan.

#### **On-Street**

**Parking Credit:** The number of required off-street parking spaces may be reduced by the number of on-street parking spaces located adjacent to the front or rear property line. This reduction shall not apply to the number of handicapped-accessible spaces required.

**Shared Parking:** A commercial, residential, institutional, or mixed-use development may receive a reduction in required parking as a credit for existing parking spaces adjacent to the development, if it is determined by the Planning Commission that such spaces may be feasibly shared between multiple uses adjacent to the parking spaces. Such a determination by the Planning Commission shall not be made unless the Commission determines that the uses proposing to share parking spaces have hours of parking demand which do not overlap.

A commercial, residential, institutional, or mixed-use development may receive a reduction in required parking as a credit for parking spaces within 300 feet of the development available to the general public.

**Joint-Use Parking:** A commercial, residential, institutional, or mixed-use development may receive a reduction in required parking on a one-for-one basis for each exclusively assigned parking space provided in a joint-use parking facility located within 300 feet of the development.

**Tandem Parking:** A residential or mixed-use development may satisfy up to thirty (30) percent of its off-street residential parking requirements through the use of tandem parking within each residential unit garage, subject to plan review. Tandem parking may not be used to satisfy on-street or off-street nonresident parking requirements.

#### **Parking**

**Behind Buildings:** New off-street surface parking shall be located behind buildings which front on streets in the Specific Plan Area. Parking may be located adjacent to side streets for corner lots, subject to plan review.

**Transit Parking**

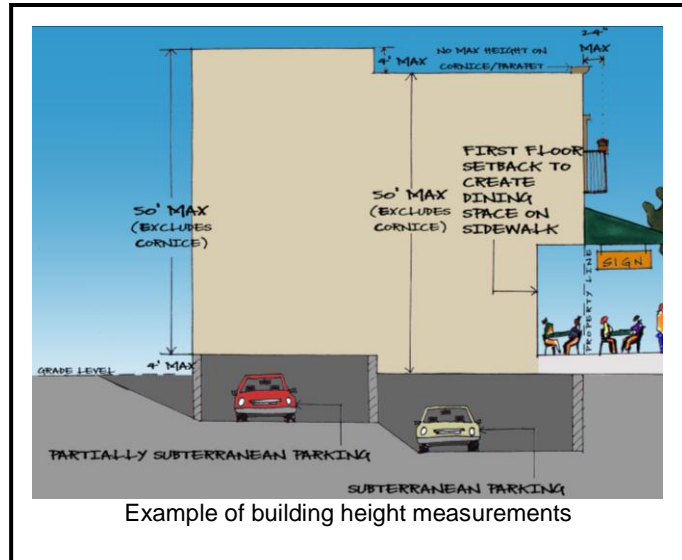
**Credit:**

The City may approve a reduction in the number of off-street parking spaces when a development is located within ¼ mile of a Metrolink station, an employer implements a ride-sharing program approved by the City (such as car pooling, vanpooling, or shuttle/jitney services), and/or an employer pays for at least fifty (50) percent of the cost of public transit for its employees.

## b. Measurement of Building Height

The measurement of building height in the Town Center Specific Plan area shall exclude the following:

1. Architectural features, such as parapets, cornices, gargoyles, and pediments, that extend above the roofline of a building.
2. If parking is provided under the first floor of a building and placed partially below grade, up to four feet of the parking structure that extends above grade.



## c. Signs

Signs placed within the Town Center Specific Plan Area shall comply with Chapter 17.74 of the Covina Zoning Code. All regulations pertaining to signs should be included in Chapters 17.74 and 17.75, as appropriate. Sign regulations currently contained in Chapter 17.50 should be moved to Chapter 17.74 and applied within the Health Service and Institutional focused activity areas. Sign regulations currently contained in Chapter 17.52 should be moved to Chapter 17.74 and applied to all other focused activity areas within the Town Center Specific Plan.

Notwithstanding any provision of Covina Zoning Code Section 17.52.220 to the contrary, commercial businesses located within the Town Center Specific Plan Retail and Service Core Focused Activity Area (TCSP-5) shall be allowed the following signage:

1. One building face sign per occupancy frontage or one projecting sign (as set forth in Section 17.52.220(B)) PLUS architectural projection/awning border trim signage (as set forth in Section 17.52.220(F)); provided that the total combined area of all building face/projecting signage and border trim signage may not exceed 15 percent of the area of the first story height of the building; AND
2. One pedestrian oriented sign per entrance (as set forth in Section 17.52.220(A)).

Said signage shall be subject to all other requirements of the Covina Municipal Code and Covina Design Guidelines.

## d. Walls and Fences

Walls and fences constructed within the Town Center Specific Plan Area shall comply with the requirements of a new chapter of the Covina Zoning Code that will regulate such structures. All requirements related to the location, height, construction, use of materials, and other particulars

for walls and fences should be contained in this new chapter. This new chapter should combine the individual requirements for walls and fences contained in Chapters 17.08 through 17.58. Until such time as new chapter regulating walls and fences is adopted, current requirements of the TCP zone will apply to the Health Service and Institutional focused activity areas, and current requirements of the TCC zone will apply to all other focused activity areas.

### **3. Downtown Design Plan**

Downtown Design Plan is hereby incorporated by reference for use in implementing the Town Center Specific Plan. The Downtown Design Plan shall be used when the Planning Commission evaluates proposed development plans related to:

- Rehabilitation Requirements for Type I buildings
  - Architectural components of building styles
  - Provisions for railings, sidewalk cafes, awnings, residential balconies
  - Massing, scale, and proportional consistency
- Rehabilitation Requirements for Type II buildings
- Signage

### **4. Other Implementation Measures**

#### **a. Historic Resources Identification and Protection Program**

The City will identify important historic and architecturally significant structures within the Town Center Specific Plan Area as historic landmarks or structures of merit according to Chapter 17.81 of the Covina Zoning Ordinance. The exterior alteration or demolition of such structures should comply with this Chapter and with the Covina Downtown Design Guidelines. The identification of historical and architecturally significant resources should be incorporated into an official inventory of buildings and properties to be adopted by the City with twenty four (24) months of the adoption of the Town Center Specific Plan. The City, based on this inventory, will prepare a Historic Resource Plan to be completed by a qualified expert in the field of historic/architectural preservation. The Plan will include an identification of buildings and structures of local historical and/or architectural significance. Any alternations or demolition of structures identified in the Historic Resource Plan is subject to review and approval according to the provisions of Chapter 17.81 of Zoning Ordinance.

If a development application or application for a demolition permit is submitted prior to completion and adoption of the Historic Resource Plan that involves the alteration or removal of a potentially historic structure, such a proposed action will be reviewed and subject to approval of the City Council according to the provisions of Chapter 17.81 of the Covina Zoning Ordinance.

If necessary to preserve such structures, the City should consider the use of tax-increment redevelopment or CDBG funds to provide low-interest loans to property owners interested in façade improvements or building renovation of historic or architecturally significant structures.

## **b. Tree Inventory and Protection Program**

The City Planner will make recommendations to avoid harm to mature trees in pre-application meetings with potential downtown developers and as a part of submitted applications for development projects. Particular emphasis should be given to preserving mature trees, wherever possible, in and within twenty (20) feet of a public right-of-way.

### **Tree Preservation Resource Plan**

The City will identify oak and other mature trees within public rights-of-way and City-owned property in the Town Center Specific Plan Area. The City will inventory mature trees as a part of a Tree Preservation Resource Plan to be adopted by the City with twenty-four (24) months of the adoption of the Town Center Specific Plan. Trees identified as a part of the City's Plan will include those of significantly good health that have any of the following characteristics:

- Trees with a trunk diameter of at least 10 inches for a single trunk tree as measured at four and one half feet above mean natural grade of the surrounding ground; and
- Trees with a combined diameter of at least 22 inches for a multiple trunk tree as measured at four and one half feet above mean natural grade of the surrounding ground.

The City will prepare the Plan in consultation with a certified arborist, to assist in identification and preservation of the mature tree canopy of downtown Covina. Chapter 17.83 of the Zoning Ordinance addresses only mature oak trees, but allows the City Council also to designate as a Heritage Tree any other tree or group of trees deemed important for preservation. The Tree Preservation Resource Plan will provide information to the Council regarding the location of all species of mature trees on public property that may be important for preservation. Proposed alteration or removal of trees identified by the City's Plan is subject to review and approval according to the provisions of Chapter 17.83 of Zoning Ordinance.

Until a Tree Preservation Resource Plan has been adopted by the City, any action on public property that would involve the alteration or removal of a potentially significant tree shall require review and approval of the City Council. All provisions of Chapter 17.83 of the Covina Zoning Ordinance shall remain in effect.

### **Enforcement of Existing Tree Preservation Ordinance in Specific Plan Area**

As identified in Chapter 17.83 of the Covina Zoning Ordinance, new development, redevelopment, and property maintenance activities will be conducted in a way that avoids or minimizes the harm to Heritage Trees located on private *and* public property within the Specific Plan Area. Routine maintenance, emergency maintenance, and other exemptions to the tree preservation ordinance will also apply in the Specific Plan Area.

The conditions of approval for removal of a Heritage Tree from Chapter 17.83.090 of the Zoning Ordinance will apply, except that the approval authority will impose replanting, relocation, in-lieu fees for heritage tree protection, or other conditions that promote the preservation of heritage trees within the Specific Plan Area (tree preservation and propagation fund).

## **c. Mixed-Income Housing Requirements and Incentives**

### **Housing within Redevelopment Project Areas**

Any housing constructed within the Town Center Specific Plan Area that is located within a Covina Redevelopment Agency project area (see Figure IV-3) shall comply with requirements of the California Health and Safety Code, section 33413:

1. At least 30 percent of all new and substantially rehabilitated dwelling units developed by an agency shall be available at affordable housing cost to, and occupied by, persons and families of low or moderate income.<sup>3</sup> Not less than 50 percent of the dwelling units required to be available at affordable housing cost to, and occupied by, persons and families of low- or moderate-income shall be available at affordable housing cost to, and occupied by, very low-income households.
2. At least 15 percent of all new and substantially rehabilitated dwelling units developed within a project area under the jurisdiction of an agency by public or private entities or persons other than the agency shall be available at affordable housing cost to, and occupied by, persons and families of low or moderate income. Not less than 40 percent of the dwelling units required to be available at affordable housing cost to, and occupied by, persons and families of low or moderate income shall be available at affordable housing cost to, and occupied by, very low-income households.

### **Housing Outside Redevelopment Project Areas**

Outside of redevelopment project areas, the City will seek to ensure that at least five percent of new housing units are affordable to very low-income households, and five percent affordable to low-income households through the following incentives:

1. Fee reductions, waivers, or deferrals;
2. FAR bonuses for mixed-use buildings that include residential uses;
3. Residential density bonuses for qualifying projects under California Government Code Section 65915<sup>4</sup>;
4. Assistance in accessing State or federal low-income housing subsidies;
5. Participation in bond or mortgage credit certificate programs, to the extent feasible within the City's staff and financial capacity;
6. Expedited permit processing; and,
7. Use of the Redevelopment Agency's low- and moderate-income housing funds, to the extent available for use outside redevelopment project areas.

### **Employee Housing**

The City will work with large employers in the Town Center Specific Plan Area to provide housing suitable for, and affordable to, their employees. The City will consider providing the same incentives as described above for housing outside redevelopment project areas.

### **Density Bonuses for Affordable Housing**

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<sup>3</sup> Persons and families of low- and moderate-income are those earning no more than 80 percent and 120 percent of the Los Angeles County median family income, as determined annually by the U.S. Department of Housing and Urban Development. Very low-income households are those earning no more than 50 percent of the Los Angeles County median family income.

<sup>4</sup> State law provides that local governments shall grant density bonuses of at least 25 percent, plus an additional incentive(s) or equivalent financial incentives, to housing developers who agree to construct at least: 20% of the units affordable to lower-income households, 10% of the units affordable to very low-income households, or senior citizen housing.

Under California law (sections 65915 and 6591.5. of the California Government Code), cities and counties are required to offer density bonus or other incentives of equivalent financial value to residential developers who agree to set aside a portion of their housing units for low-income residents and/or provide childcare facilities. Density bonuses and other incentives can provide significant benefits to residential developers to encourage the production of affordable housing. The City of Covina is required to offer a 25 percent density bonus or other incentives if at least:

1. 10 percent of the proposed housing units will be affordable to very-low-income households; or
2. 20 percent of the proposed housing units will be affordable to low-income households; or
3. 50 percent of the proposed housing units will be reserved for seniors (qualifying residents); or
4. 20 percent of the proposed housing units in a condominium project will be affordable to moderate income households; or
5. 33 percent of the proposed housing units within a condominium conversion project will be affordable to low- or moderate-income households.

In addition to these density bonus incentives for affordable housing, state law requires the City to grant a square footage density bonus equal to the square footage or proposed childcare facilities in a development or other, financially equivalent, incentives.

Examples of incentives other than density bonuses are financial contributions (such as redevelopment housing set-aside funds), modifications of development that result in identifiable cost reductions, expedited permit processing, and reduced, waived, or deferred development permit and impact fees.

#### **d. Public Open Spaces and Parks**

The City will maintain and enhance the quantity and quality of parks and recreation facilities provided in the Specific Plan Area through incentives, regulatory actions, and other means. City actions may include, but will not be limited to:

1. Use of Redevelopment Agency powers to assemble small parcels, creating the opportunities for larger developments with dedicated public open spaces;
2. Use of Redevelopment Agency tax increment funds to purchase one or more properties for “pocket parks” (small parks that provide limited recreation facilities);
3. Credit toward individual landscaping requirements for several property owners who jointly develop a pocket park or publicly accessible and usable open space;
4. Granting of a density bonus for development projects in the Specific Plan Area that provide publicly accessible open space or recreational facilities in excess of that required by existing regulations;
5. Development, either by the City or by the City in combination with other entities, of parks and recreational facilities and programs; and/or,
6. Regulatory actions such as those provided by the California Environmental Quality Act and the Quimby Act to require mitigation for impacts to parks and recreation services and collect impact fees to be used for park development

#### **Civic Center Park**

The City will maintain or develop a Civic Center Park, located to provide safe and convenient pedestrian access, as a venue for outdoor public events and with usable and accessible multi-use recreation areas and open spaces.

#### **e. Pedestrian Improvements<sup>5</sup>**

In making circulation improvements in the Town Center Specific Plan Area, the City will seek to achieve the following pedestrian principles:

1. Maintain a continuous five (5)-foot pedestrian pathway along Citrus Avenue and between major destination points within the Specific Plan Area.
2. Blank building wall faces should be avoided – building activities should be encouraged to open onto pedestrian walkways.
3. Wide walkways (more than five (5) feet in width should be constructed in high pedestrian activity areas whenever possible. Where wider walkways are not possible, the City should work with property owners to create periodic wide spots, through corner and mid-block bulbouts and first-floor building insets. These wide spots provide places for pedestrian furniture, directional signs and kiosks, outdoor eating and other pedestrian activities.
4. Make intersections more pedestrian friendly intersections to accommodate to physical abilities of pedestrians through intersection signs and mechanisms that are clear and understandable; medians and bulbouts to reduce crossing distances; and raised surfaces, color or paving devices, and/or reflectors, or flashing light devices embedded in the pavement to clearly mark pedestrian crossing and alert motorists.
5. Provide mid-block crossings when possible to directly link high activity areas and important destination points. Provide pedestrian walkways between the principal entrances of individual uses and buildings on the same property.
6. Locate service bays away from pedestrian areas.
7. Provide overhead weather protection through awnings, marquees, and similar overhanging devices along any portion of the building which is adjacent to a pedestrian walkway.

#### **f. Development and Reuse of Opportunity Sites**

The Town Center Specific Plan identified several areas with the greatest potential for more intense land uses, either through more the reuse of developed properties or development on vacant sites. The opportunity areas include:

1. The blocks on both sides of San Bernardino Road, between Citrus Avenue and Third Avenue. These properties are under common ownership, are relatively large, and provide an opportunity to attract anchor retail tenants and mixed-use projects close to transit.
2. Citrus Valley Medical Center's surface parking, which could be redeveloped with a parking structure, freeing part of the property for other uses.

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<sup>5</sup> The sources for many of these recommendations are: "Walkable Communities: Twelve Steps for an Effective Program," Florida Department of Transportation, April 1995; Walk San Diego at [www.walksandiego.org](http://www.walksandiego.org); Walkable Communities, Inc. at [www.walkable.org](http://www.walkable.org)

3. Surface parking behind commercial properties on either side of Citrus Avenue, between Badillo Street and San Bernardino Road, which could be redeveloped for other uses if one or more parking structures is constructed to replace the surface parking.
4. The Residential Focused Activity Area at Geneva Place and Third Avenue, which has the potential for redevelopment from light industrial uses to residential and/or residential mixed-use.
5. The Front Street corridor, between Citrus Avenue and First Avenue. This corridor has significant potential for transit-oriented uses near the Metrolink station, and the conversion of light-industrial properties and buildings to mixed commercial and residential uses.

To foster the reuse of opportunity sites, the City will maintain an inventory of such properties; identify potential environmental constraints and how these can potentially be resolved; target redevelopment tax increment funds, to the extent available, for public improvements to these areas; and assist in establishing bond-financing or other financing mechanisms for parking and other public improvements.

### **g. Infill Opportunity Zones**

Governor Davis signed into law SB 1636 (Infill Opportunity Zones) in 2002, removing an obstacle to redevelopment planning by local governments related to traffic congestion standards. The State Congestion Management Act requires regional transportation planning agencies to adopt Level of Service (LOS) standards and mitigation strategies to address vehicular congestion. These standards and mitigation strategies may not be appropriate for urban areas such as downtown Covina, which have access to public transit and a walkable layout. To take advantage of State legislation that promotes transit oriented planning principles, the City will implement the following:

1. City staff will prepare a resolution for consideration by the City Council that identifies and designates one or more Infill Opportunity Zones in Covina that include areas of the Town Center Specific Plan Area and provide findings required under SB 1636, Infill Opportunity Zones (zones must be located within 1/3<sup>rd</sup> mile of a transit stop with frequent service).
2. The City will prepare either an alternative Level of Service standard for use within the Infill Opportunity Zone/s, **or** identify a range of mitigation measures (that are different from those used by the regional transportation planning agency) to enhance walkability, and/or increase transit use, service, and access.
3. The City will require the alternative LOS standard or mitigation measures to be used for projects within the Town Center Specific Plan.