



Baldwin Park
DOWNTOWN
Specific Plan

Adopted by City of Baldwin Park City Council on March 16, 2022

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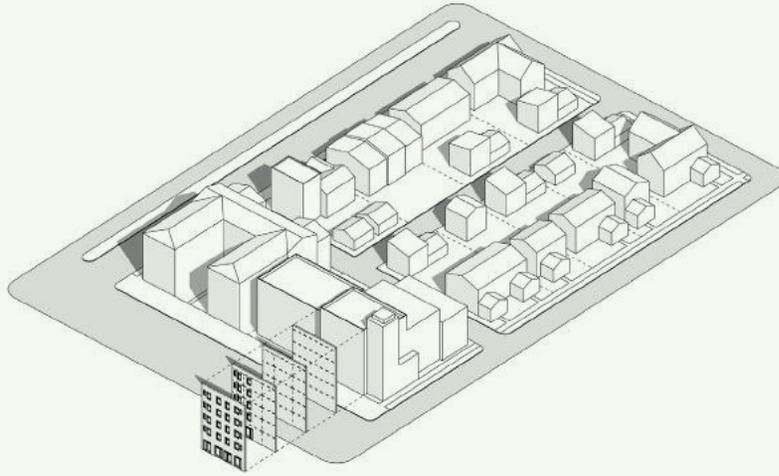


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... and thanks to numerous members of City Staff &
Baldwin Park residents and businesses





MORGAN PARK

City of Baldwin Park



BALDWIN PARK

1

Introduction

Baldwin Park is located in the eastern portion of Los Angeles County approximately 15 miles east of downtown Los Angeles and bounded by Irwindale on the north, West Covina on the east, El Monte on the west and Industry, West Covina and unincorporated County areas on the south.

The downtown area is located in the center of the city along Ramona Boulevard and is two miles from the nearest freeway exits off of the I-10 or the I-605. The MetroLink rail line connects the Downtown area to Downtown Los Angeles and the central portion of the San Gabriel Valley. Ramona Boulevard connects the downtown area to neighboring cities of El Monte and West Covina.

The Downtown Specific Plan area is approximately 115 gross acres. The Downtown is anchored by the Ramona Boulevard/Maine Avenue intersection, which is a focal point of the community. The boundary for the Downtown TOD Specific Plan focuses on the commercial area within one-quarter to one-half mile of the Metrolink Station and includes several key sites that would benefit from transit-oriented development.

Downtown Baldwin Park includes service, retail, residential, and civic uses such as City Hall, Police Station, Post Office, Valley County Water District, Morgan Park, Esther Snyder Community Center, Arts and Recreation Center, and the Baldwin Park Metrolink Station for the San Bernardino Line.

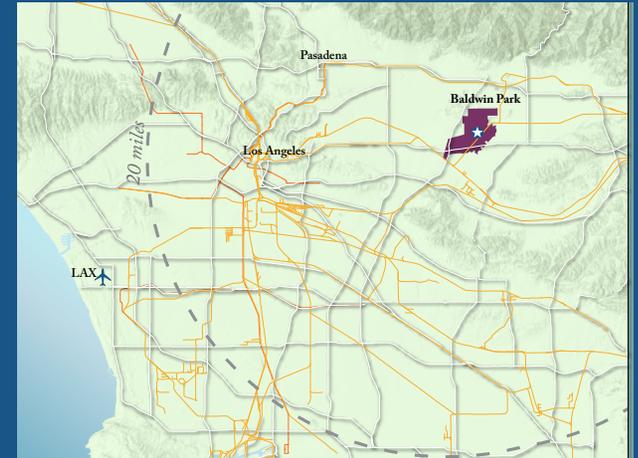


Figure 1.1: Baldwin Park Regional Location.

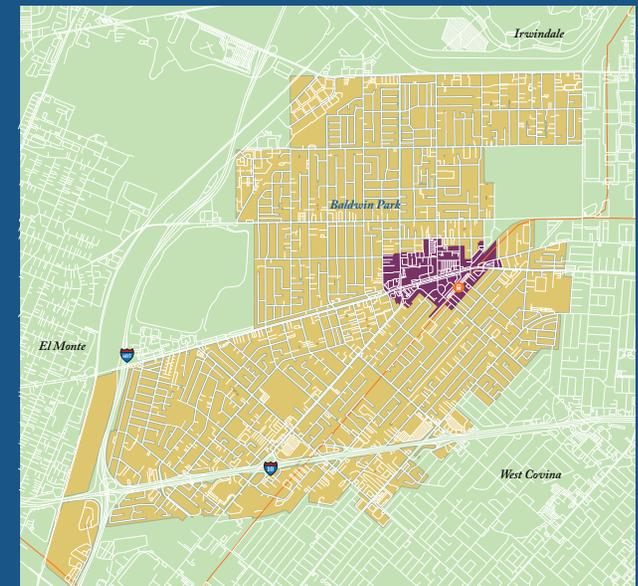


Figure 1.2: Downtown Baldwin Park.

History

Early Explorers

For centuries, Native Americans named Gabrielino after the San Gabriel Mountains lived here. The temperate climate, fertile soil, and numerous streams made it possible to live off the land.

Baldwin Park occupied a small portion of the cattle-grazing lands that were a part of Mission San Gabriel. Baldwin Park was part of Rancho Azusa de Dalton and the Rancho La Puente. After the secularization of Mission lands by the Mexican government, the United States assumed sovereign rights over the land.

Drought induced decline of cattle ranching forced small farmers to settle in the area north of present-day Ramona Boulevard. Area south of Ramona Boulevard was acquired by Elias J. “Lucky” Baldwin from William Workman.



A town of small farmers called Pleasant View, later renamed Vineland developed with Maine and Los Angeles Street as the center of activity.

In 1906, Baldwin proposed the establishment of a new town Baldwinville, that threatened the existence of Vineland. The local residents invited Baldwin to discuss his proposal at Shultis’ Grocery Store. Baldwin, in his 80s, slipped while entering the store and fell backwards into the arms of Mrs Shultis. A grateful Baldwin asked how he could repay and the Shultis requested the use of his name for their town. The name Baldwin Park was painted across the storefront.



Shultis Store in 1912 adjacent to the first one at the corner of Maine and Ramona.



Baldwin Park Hotel, east of Maine on Ramona.

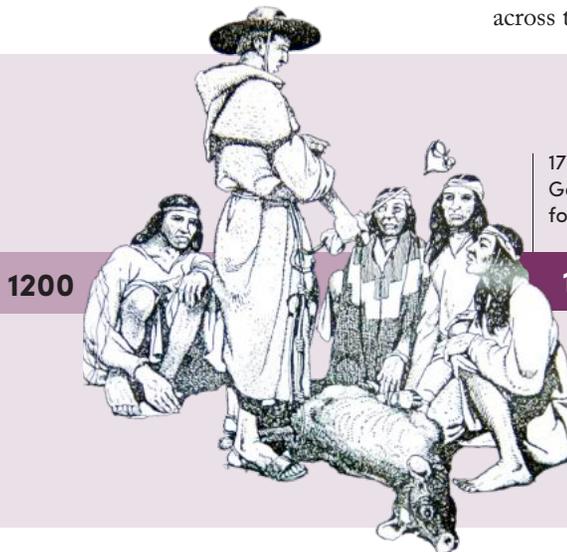


Pacific Electric’s stop, 1940s.

Downtown

In the first half of the 1900’s, Downtown Baldwin Park was developing as a pedestrian and transit oriented “traditional” downtown, with a mixture of retail, residential and civic uses in a walkable environment. At that time, the old Pacific Electric Red Car rail line occupied the middle of the Ramona Boulevard right-of-way, connecting Baldwin Park to downtown Los Angeles and providing transit connection to the greater Los Angeles area. In the early 1950’s, however, the Red Car rail system was dismantled. Since then, incompatible strip commercial development has replaced older buildings in the Downtown. Though still called the “Downtown,” the traditional downtown district fabric has been dissolving around its edges in favor of automobile oriented strip commercial development.

In the early 1990’s, rail transit was reintroduced to Baldwin Park with the Metrolink San Bernardino Line that connects Baldwin Park to Downtown Los Angeles and the Los Angeles region.



1771 Mission San Gabriel Arcangel is founded

1200

1700 1800



1875 E.J. “Lucky” Baldwin acquired Workman’s half of the La Puente Rancho

1906 Baldwin Park Chamber of Commerce was formed

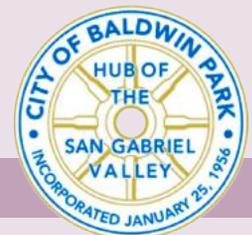
1900

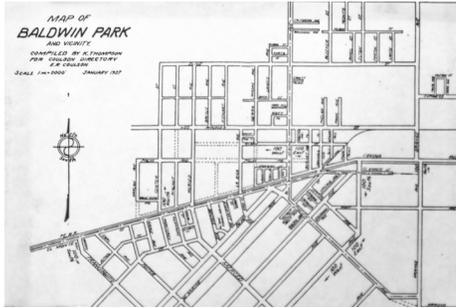
1907 Pacific Electric Railway line opens in Vineland (later Baldwin Park)



1920

1925 “Hub of the Valley” slogan was first used and a sign was erected at the intersection of Maine and Pacific Electric tracks





The Downtown grew around a street grid of well-designed streets and the Pacific Electric Railway (Red Car Line) along Ramona Boulevard.

In 1931, J.W. Morgan sold an orange grove at large discount so the youth of Baldwin Park could have a park for wholesome recreation. Today, Morgan Park is a signature open space in the downtown area that is home to a community center, senior center, and an indoor pool. The park also features play areas, basketball courts, paths, and large fields that host festivals and events drawing huge crowds from the region.

The Pacific Electric Trolley lines were removed in 1950. As automobiles began



The two-story building at Ramona and Maine includes a bank, drug store, and hardware store with offices above. The single-story building includes a clothing store and cafe. Both buildings are still in use today.

to dominate the landscape, the pattern of development changed from walkable to a more suburban auto-dependent pattern. Lots were combined and streets were vacated to allow large format retail buildings placed in large parking lots.

The Baldwin Park Transit Center was built in 2013, which includes a 5-story parking structure, pedestrian amenities, and a pedestrian bridge that connects the parking structure with the Metrolink Station.

The Community Development Commission (CDC) initiated several projects to address conditions of blight in the Downtown. During this time, the CDC has focused on increasing housing opportunities for all segments of the community and improving the overall economic health of the community by attracting new businesses and assisting existing business to expand. Significant CDC accomplishments in non-housing and mixed-use activities in the Central Business District include: Arts and Recreation Center: The former Central School Auditorium, built in 1936 and located adjacent to City Hall, was completely renovated by the City and opened in 2007 as the Arts and Recreation Center (ARC). The ARC includes: a dance studio; arts and crafts studio; exhibit gallery; small indoor amphitheater; and outdoor nature area. The ARC is also the new home for the Baldwin Park Historical Society Museum. Julia McNeill Senior Center: Expansion of senior center located at the Baldwin Park Community Center at Baldwin Park Boulevard and Ramona Boulevard was completed in 2007. Improvements include: additional office and

storage space; two large recreation rooms; a lounge area; and a reception area.

The City recognizes the train station as one key component of its program to enhance the downtown and create a mixed-use, vibrant community center. Creating a convenient pedestrian link from the station to City Hall and downtown will make it easier for commuters to linger and patronize local shops, restaurants and businesses. The transit center's location is also expected to encourage people to live downtown in new residences. Thus, enhancing the train station and its relationship to downtown will help meet local and regional transportation goals, as well as work toward fulfilling the City's vision for an urban village downtown.

With these improvements, the City focused its attention on creating a walkable transit oriented downtown that support a variety of uses linked by a rich public realm.



2007 Arts and Recreation Center (ARC) opens

1950 Pacific Electric Trolley lines were removed from Ramona Boulevard

1956 Baldwin Park was incorporated with a population of 28,056

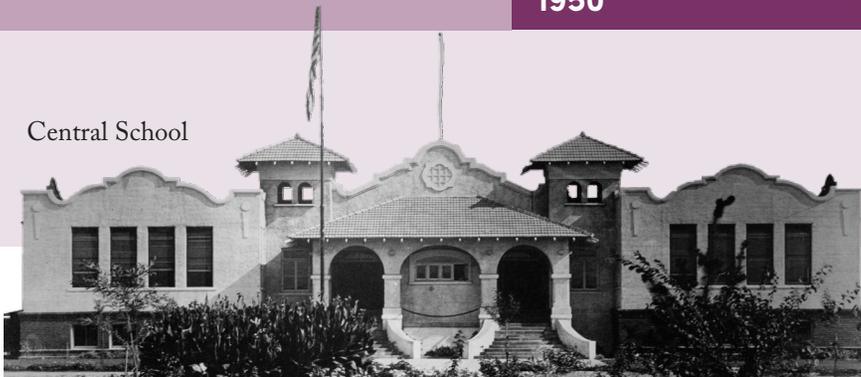
1990 Esther Synder Community Center opens at Morgan Park

1950

1990

2000

Central School



1958 Central School became the first City Hall and the auditorium became a meeting place -- today is used for an art and cultural center.



2007 Julia McNeill Senior Center opens at Morgan Park



Economy

The downtown area is located in the center of the city along Ramona Boulevard and is two miles from the nearest freeway exits off of the I-10 or the I-605. The Downtown area is also linked to Downtown Los Angeles and the central portion of the San Gabriel Valley by the MetroLink rail line. Ramona Boulevard connects the downtown area to neighboring cities of El Monte and Covina.

The downtown area is estimated to house 1,500 jobs, a total that represents eight percent of the City's employment base. The downtown area is surrounded by residential neighborhoods that are fairly dense from a household perspective. There are about 24,000 people living within 3/4 of a mile of the downtown area. This is unusual in that in many medium-sized cities, this level of population density is usually only seen in a 2-to-3 mile radius around shopping districts.

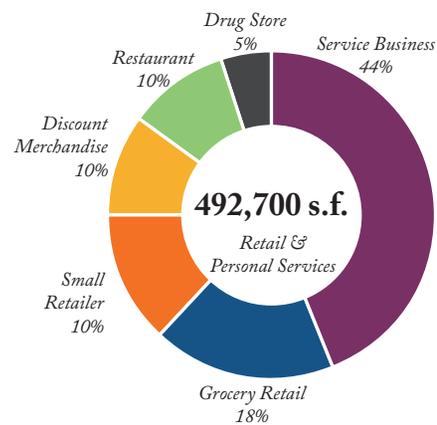


Figure 1.3: Distribution of Retail and Personal Services in the Downtown area.

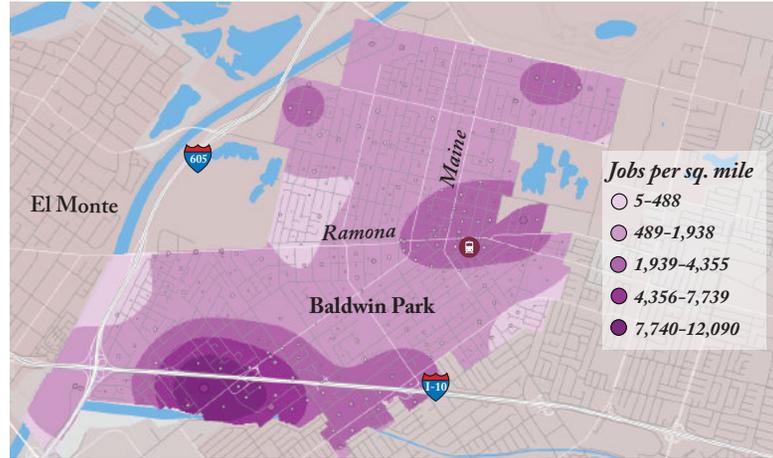


Figure 1.4: Jobs per square mile. Downtown is one of two primary employment locations in Baldwin Park. The other is the shopping and health care district located parallel to the I-10 freeway in the southern part of the city.



Vacancies in downtown are low.

- Downtown business mix weighted towards services;
- Proportion of restaurants low;
- Fast Food = 63% of restaurant space;
- Shopping centers account for 60% of retail space;
- Customers primarily from Baldwin Park;
- Grocery stores and general merchandise discounters are the downtown's large employers;
- 75% of all downtown jobs are in "mom and pop" businesses; and
- 60% of business in the area do not generate sales tax for the City



STRENGTHS
Downtown is already functioning as vibrant shopping district.

Much of the area is at a building scale that is favorable for getting around by walking.

There have been recent multifamily housing projects completed and four more in various stages of planning.

A well-established residential community surrounds the area. It has a dense population base and household incomes, while not high, are reasonable from a consumer purchasing standpoint.

WEAKNESSES
Ramona Blvd presents as challenge in knitting the two halves together.

Mix of uses is weighted to non-vibrant services -- need more "Food and Beverage" and "Specialty Retail" stores.

Existing service and health-care uses have a low sales tax base and do not encourage long visits or multi-shopping trips.

Due to lack of a significant daytime population most businesses find it difficult to survive on just weekend and night-time patrons alone.

Lacks an organization to market and brand the area.

OPPORTUNITIES
Every year, nearly 1,800 households headed by young adults and older empty nesters relocates to Baldwin Park. These statistics indicate a stronger preference for particular types of retail and commercial uses that cater to a mature population.

Significant retail leakage lends itself to new economic opportunities.

The confluence of small businesses in the downtown area may indicate an opportunity to provide incubator space to retailers or small manufacturing craft businesses that could require startup space in order to become established.

THREATS
Land prices are rising, putting pressure on developer's ability to deliver residential product that is still within a range affordable to local buyers or renters.

Building height and parking regulations in the downtown area are overly stringent and dampen developer's ability to deliver housing.

A concerted effort is needed to introduce higher densities for residential and commercial development. This will ensure that the City can effectively leverage the value capture potential of new development while providing a greater chance to that new retailers can flourish.

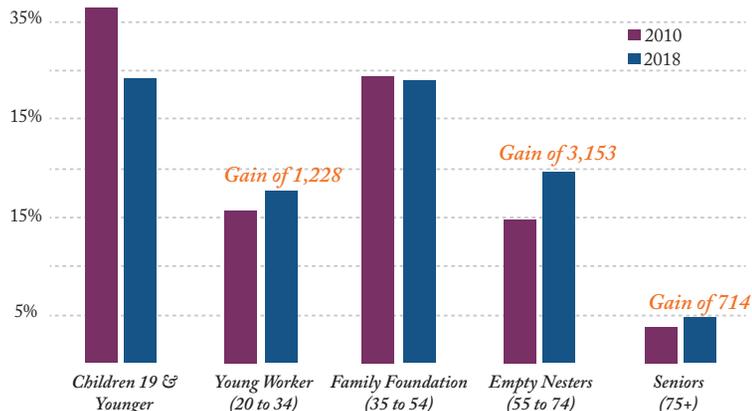


Figure 1.5: Change in age distribution. Significant growth in relative shares of young adults and empty nesters.

Residents per Household 4.4

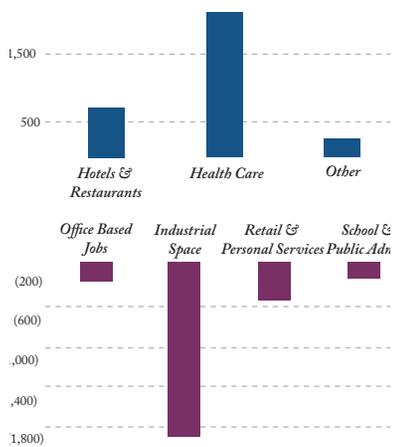
Over the past decade, the number of residents in Baldwin Park increased by 862 while the number of households increased by only 131, implying that 6.6 people were added to the City for every new household added.

Median Household Income \$64,254

Over 40% of households earn more than \$75K, higher than 36% of Los Angeles County households. In the downtown area and immediately surrounding neighborhoods, only 31% of households have incomes over \$75k.

Ethnicity

Hispanic: 74% (1.5 times higher than in Los Angeles County)
 Asian: 19% (20% higher than Los Angeles County)



The City's has an employment base of 19,500 jobs. Over the past 10 years, health care jobs have increased significantly followed distantly by hotels and restaurants and Other, which includes utilities, as well as arts and entertainment. During this same period, the number of jobs in industrial and manufacturing, office-based employment, retail and personal services and local public sector all contracted in the City.

Figure 1.6: Change in employment sector over the last decade.

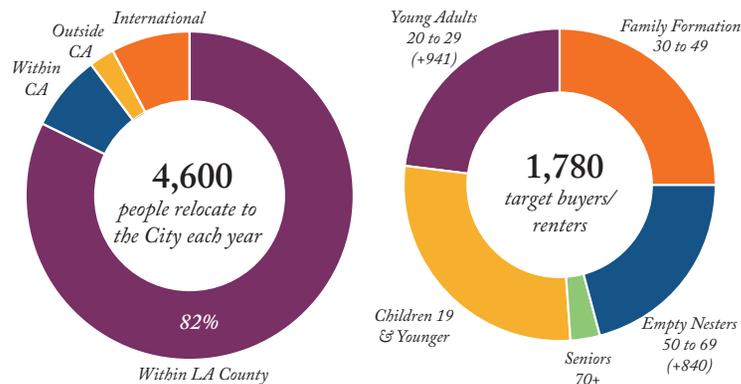


Figure 1.7: Relocation and Rental Profile. Majority of the roughly 4,600 people relocating to Baldwin Park in a typical year are young adults and empty nesters moving from a nearby community within the County.

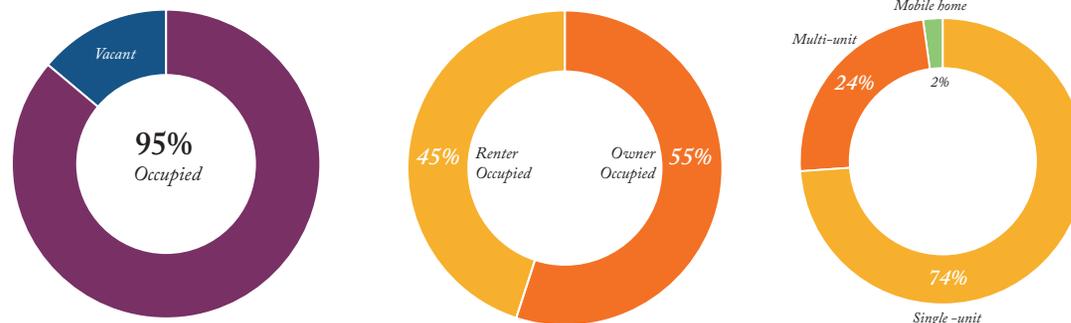


Figure 1.8: Housing Profile. Most of Baldwin Park's 19,000 housing units are occupied. There is very low vacancy for ownership housing as well as apartments. 55% of housing is owner occupied, which is significantly higher than Los Angeles County. 74% of the city of housing consists of detached single family units. 50% of residents are new to the City having moved into their housing within the past 10 years. More than three-quarters of new residents are renters.

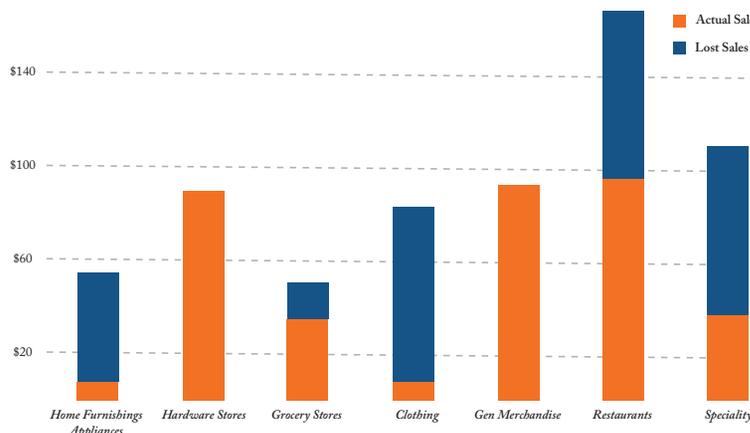


Figure 1.9: Retail Sales as of 2019. Source: California State Board of Equalization.



Retail sales in Baldwin Park are only about half of what they should be. No new retail space has been added to the City since 2006. Over 75% of the City's retail stock is older than 15 years and a majority of this space is older than 25 years. Significant retail leakage lends itself to new economic opportunities in the downtown area.

Architecture

The architectural character of Downtown traces its stylistic evolution to developmental events or periods that shaped their growth.

Portions of Ramona Boulevard retain the main street character established from the streetcar era. The buildings are designed in “commercial vernacular” style — typically brick in construction, with minimal decorative detailing. After the removal of the trolley line in 1950s, the auto dependent lifestyle has resulted in some blocks north of Ramona Boulevard being combined to accommodate larger parking lots. Recent projects have begun to restore the walkability with urban mixed used development and rich public realm.



Vineland Substation No. 21 was used by Pacific Electric Railway, built in 1902, was restored for adaptive reuse in 2019.



This building was originally built for the Baldwin Park Chamber of Commerce formed in 1906.



Built in 1932, the two story building was originally used as a bank, drug store, hardware store and offices.



Old Frazier house became the catholic convent and is in continuous use.



Baldwin Park Civic Center was built in 1978



Esther Snyder Community Center, built in Spanish Colonial Revival style, opened in 1990 in Morgan Park.



Julia McNeill Senior Center, built in Spanish Colonial Revival style, renovated in 2007 in Morgan Park.



Shopping center features corporate brand and design for retail stores and fast food establishments.



Contemporary design includes 70 affordable units and ground floor retail. The project has achieved USGBC LEED-H Platinum certification.

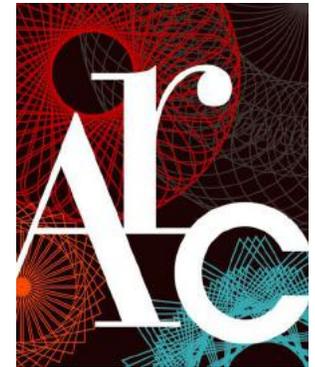


23 Townhomes that includes the reuse of the historic Vineland Substation No. 21, a former facility used by the Pacific Electric Railway.



Drive-through Starbucks restaurant designed in accordance with the renewed corporate contemporary style brand.

Diverse multicultural population, personal and active cultural activities throughout the year, creative industries and businesses that serve the region are all unique features of the Downtown Baldwin Park arts and cultural milieu.



The Arts and Recreation Center provides an array of year round cultural art programs and activities for children and adults alike. Located in a Depression Era building, the ARC is the permanent home of the Baldwin Park Historical Society. The ARC also provides a variety of specialty classes inside the Dance Studio and Artist Studio as well as culturally enriched activities for children, adults and families.



Getting Around

This chapter reviews existing transportation conditions and characteristics within the Baldwin Park TOD Specific Plan area. This chapter will be supplemented by additional future analysis and upon development of a preferred land use recommendation. Baldwin Park's transportation system includes the street network, public transportation, commuter rail, truck routes, and pedestrian and bicycle travel routes.

Current Travel Patterns

According to the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program, approximately 91% of Baldwin Park residents that reside in the Specific Plan area commute out of Baldwin Park for work, primarily to Los Angeles, the City of Industry, and Pasadena. For those that work in the Specific Plan area, about 19% reside in the City of Baldwin Park and the rest reside in Los Angeles (6%), West Covina (5%), El Monte (3%), and other areas throughout the Los Angeles metro area.

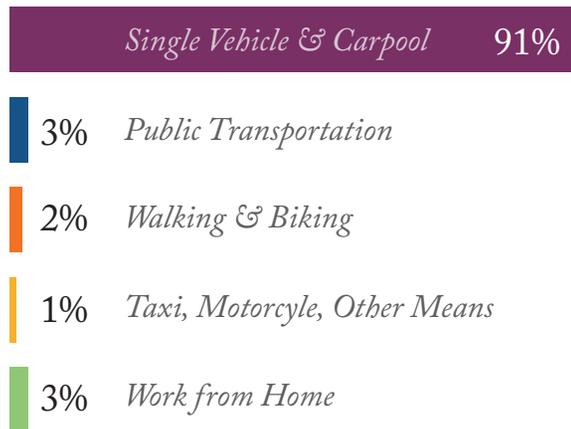


Figure 1.10: Modes of Travel. As in with case of many communities in Southern California, commute travel in Baldwin Park is primarily private vehicles.

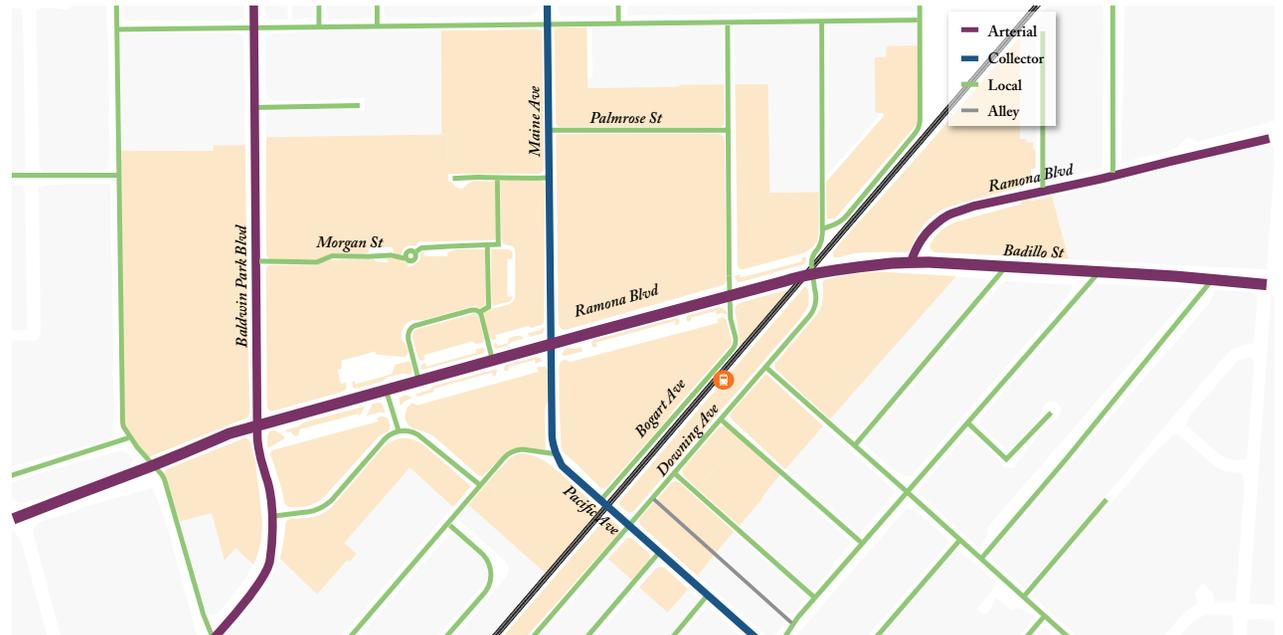


Figure 1.11: Existing Street Network

The Street Network

Street design, connectivity, and the overall built environment influences the type of transportation mode a person choice to use. The Specific Plan is supported by a network of core streets, including Ramona Boulevard, Baldwin Park Boulevard, Maine Avenue, and Pacific Avenue, with several smaller connecting streets, that provide local and regional connectivity. Much of the street network within Specific Plan is designed to prioritize cars over other modes of transportation. This is demonstrated by the abundance of public parking, wide streets and travel lanes, and limited pedestrian and bicycle connectivity and amenities.

Roadway Operations

During peak travel times, vehicle delays at signalized intersections can occur. Delays often occur on Pacific Avenue when Metrolink trains cross the roadway (during these at-grade crossing events, north/south movements on Pacific Avenue are blocked). Ramona Boulevard also experiences delays when trains approaching or leaving the

Metrolink station travel through the at-grade crossing between Downing Avenue and Boggart Avenue.

Planned Roadway Improvements

The City recently completed design to enhance pedestrian and vehicle conditions on Ramona Boulevard and Maine Avenue. The improvements are planned within the existing right-of-way and include:

- Replacing existing traffic signal poles at three intersections along Ramona Boulevard at Cesar Chavez Drive, Maine Avenue and Boggart Avenue;
- Replacing crosswalks with wider decorative crosswalks, upgrading and constructing new ADA-compliant access ramps, and installing new monument signs and wayfinding signs at various locations; and
- Installation of large public art structure over the entire span of Ramona Boulevard.

			Functional Classification	Travel Lanes	Parking	Pedestrian Facilities	Bicycle Facilities	Transit Facilities	Truck Route
Ramona Boulevard		East-west, La Rica to Park Place	Arterial	4 travel lanes with center median and left turn pockets	No on-street parking permitted. Off-street parking lots available on both sides of the road.	6- to 12-foot sidewalks, primarily behind parking lots	4-foot Class II bicycle lanes	9 bus stops serving: Route 190, Baldwin Park Express Line, and Baldwin Park Shuttle	Designated as a Truck Route by 1983 Baldwin Park Municipal Code § 10.44.050
Baldwin Park Boulevard		North-south, Park Shadow Court to south of Sterling Way	Arterial	4 travel lanes with central turn lane or raised medians	On-street parking permitted at some locations	5- to 10-foot sidewalks		5 bus stops serving, Route 178, Route 272, Express Line	Designated as a Truck Route by 1983 Baldwin Park Municipal Code § 10.44.050
Maine Avenue		North-south, Los Angeles Avenue to Ramona Boulevard	Collector	North of Ramona Boulevard: 2 travel lanes, bicycle lanes, center left turn lane- Ramona Boulevard to Pacific Avenue: 4 travel lanes	On-street parking permitted at some locations	5- to 6-foot sidewalks	6-foot Class II buffered bicycle lanes	3 bus stops serving, Shuttle	N/A
Pacific Avenue		Ramona Boulevard to Sterling Way, Maine Avenue to Vineland Avenue	Collector	4 travel lanes with left turn lanes at intersections	On-street parking permitted on both sides of the street	5- to 9-foot sidewalks	N/A	Gated rail crossing for Metrolink, no bus stops, routes running on the street: Route 178, Route 274, Express Line	N/A
Badillo Street		East-west, Ramona Boulevard to east city limit	Arterial	4 lanes with raised median, left turn lanes at intersections	On-street parking permitted on south side but prohibited on north side	7-foot sidewalks	5-foot Class II bicycle lanes	1 bus stop serving Route 190, Shuttle	Designated as a Truck Route by 1983 Baldwin Park Municipal Code § 10.44.050
Bogart Avenue		Ramona Boulevard and Pacific Avenue	Local	2 travel lanes	On-street parking permitted on portions of the street	7-foot sidewalks on north side of street	N/A	No bus stops, routes run on this street: Route 274, Shuttle	N/A
Downing Avenue		Ramona Boulevard and Pacific Avenue	Local	2 travel lanes	On-street parking permitted on both sides of the street	4- to 5-foot sidewalks, gap around Jeremie Street	N/A	2 bus stops serving: Express Line	N/A

Table 1.1: Key circulation streets within the Specific Plan.

Public Transportation

The Specific Plan area is served by a variety of public transportation options, as illustrated in Figure 2. These services include:

Provider	Service Type	Route	Service Area	Service Hours	Weekday Frequency	Weekend Frequency
Metrolink	Commuter Rail	San Bernardino Line	San Bernardino to Los Angeles Union Station	4:00 am to 12:30 am	15-30 minutes during peak periods	60 minutes
Baldwin Park Shuttle	Fixed-Routed Express Service	Express Line	Metrolink Station to Kaiser Permanente	Monday-Friday, 6:20 am to 8:15 pm	7-30 minutes	N/A
	Fixed-Routed Shuttle	Baldwin Park Shuttle – Teal and Pumpkin Route	Circulator bus route within the city	Monday to Friday 6 am to 7 pm Saturday from 8 am to 5pm Sunday from 9 am to 4 pm	25-60 minutes	30-40 minutes
Foothill Transit	Fixed-Route Transit Service	178	Puente Hills Mall to El Monte Station	Weekdays 5 am to 11:30 pm Weekends 6:30 am to 11:30 pm	Peak: 10-25 minutes Off-peak: 30-40 minute	20-60 minutes
		190	El Monte – West Covina – Pomona	Weekdays 4:30 am to 1:00 am Weekends 6 am to 12 am	Peak: 10-25 minutes Off-peak: 30-60 minutes	30-60 minutes
		272	Duarte – Baldwin Park – West Covina	Weekdays 5:30 am to 9:30 pm Weekends 7 am to 8 pm	Peak: 30 minutes Off-peak: 60 minutes	60 minutes
		274	Baldwin Park – Industry – Whittier	Weekdays 5 am to 9 pm Weekends 6 am to 6:30 pm	Peak: 30 minutes Off-peak: 60 minutes	60 minutes

Table 1.2: Public Transportation.



Metrolink Station

The Baldwin Park Metrolink Station is located along Downing Avenue off Ramona Avenue and Pacific Avenue. The station includes a large surface parking lot with 170 parking spaces; a small, shaded waiting area; and two ticket machines. There is also a pedestrian bridge over Bogart Avenue and the Metrolink train tracks to connect the station to a five-story Transit Center Garage on Bogart Avenue. Metrolink has a shared parking agreement with the City to lease parking spaces on the 4th and 5th level of the Transit Center Garage for transit users. To reach the station, the Metrolink San Bernardino Line must intersect at-grade crossings on Ramona Boulevard, east of the station, and Pacific Avenue, west of the station. At certain periods of the day, traffic delays can occur on Pacific Avenue when the railroad crossing gates are down while a train is approaching or parked at the station.

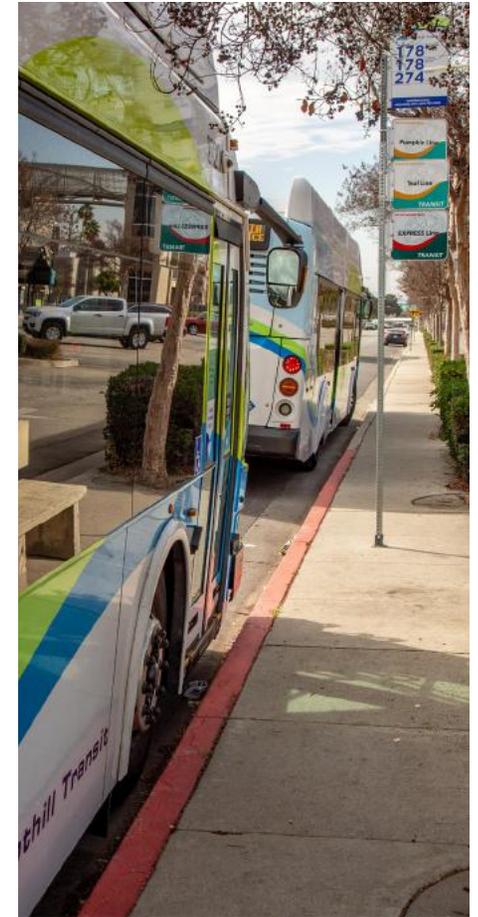
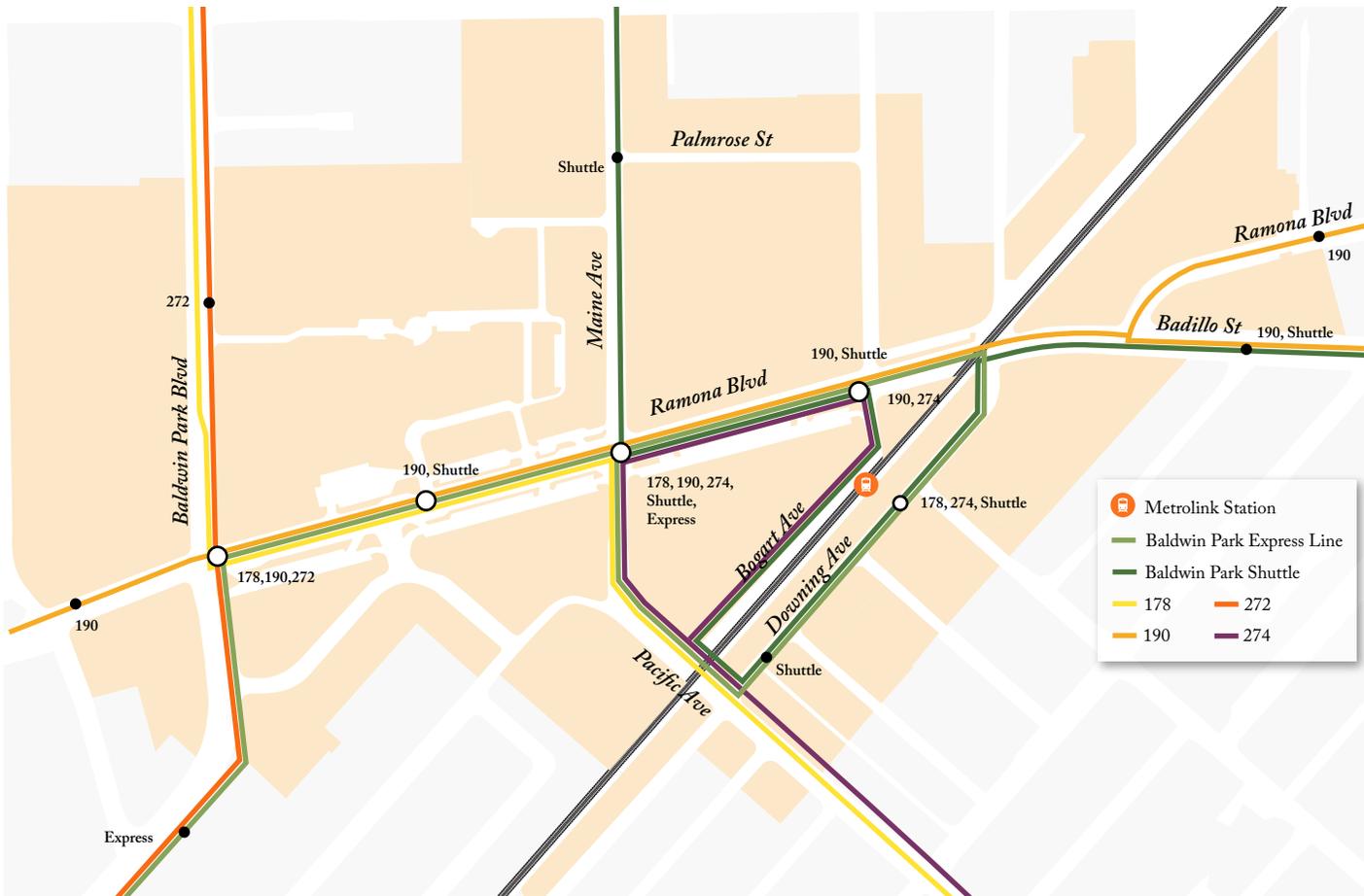


Figure 1.12: Downtown Public Transportation Map



Walking and Biking

Despite the numerous bus stops and the Metrolink Station, the Downtown area is largely auto oriented with limited pedestrian and bicycle friendly accommodations and connectivity. Pedestrian and bicycle connectivity and accessibility is crucial in transit-oriented developments as it makes riding public transportation easier and more convenient, reduces driving for short-trips, spurs economic development and growth, and helps make an area more walkable, bikeable, and enjoyable.

Pedestrian Facilities

Most roadways in the Downtown area provide continuous sidewalks on both sides of the road; however, the width and condition of the sidewalks vary greatly throughout. One measure of an area's walkability is the Walk Score, an tool that measures walkability of an area. The methodology analyzes many walking routes between a variety of locations, while also weighing destinations, population, and roadway factors. The Downtown has a Walk Score of 86 out of 100, reflecting a very walkable area where most errands can be accomplished on foot. However, sidewalks to key pedestrian activity centers (such as Ramona Boulevard, Maine Avenue, and Pacific Avenue) are narrow, have limited shading, and do not support high levels of pedestrian activity.

Large block size and the overall street design limits pedestrian connectivity and impacts a user's experience. While Ramona Boulevard and Maine Avenue have numerous retail shops, a large portion of the street's frontage are parking lots, creating an unfriendly walking experience. Ramona Boulevard's overall auto-centric design creates a perceived and physical barrier for pedestrian activity between the north and south sides of the Specific Plan area.

Crosswalks within the Downtown area generally consist of high-visibility wide parallel stripes or have paving treatments to call extra attention to pedestrians in crosswalks. Most crosswalks are located at signaled intersections on the arterial and collectors, although there is a mid-block pedestrian crossing on Baldwin Park Boulevard.



The Downtown Area is the economic, cultural, and historical "heart" of Baldwin Park. It includes many existing mom-and-pop retail and dining establishments. Downtown is an easily accessible district for members of the nearby community to access. Most of the area is reachable within a 5-to-10 minute walk

The recent consolidation of lots and street vacations for large format retail has resulted in frontages that are not conducive to walking. The speed and capacity of traffic on Ramona Boulevard present a challenge in connecting the north and south halves of downtown together.

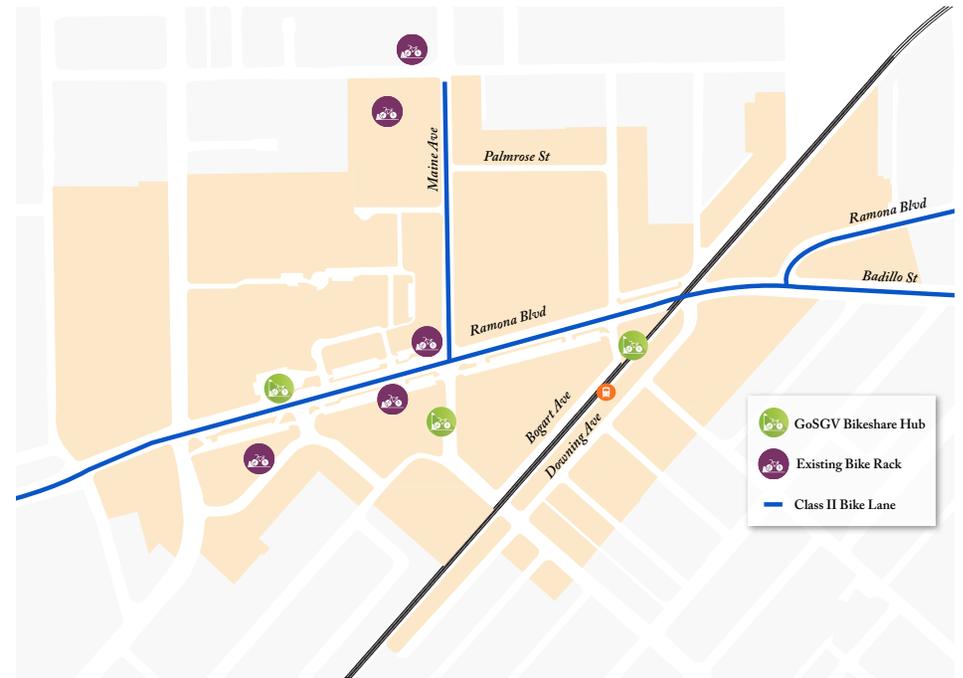


Figure 1.13: Existing Bicycle Facilities

Bicycle Facilities

Existing and planned bicycle facilities within the Specific Plan area are shown in Figure 4. Bicycle facilities have been proposed through several documents and plans, including the San Gabriel Valley Regional Bicycle Master Plan (2014), Baldwin Park General Plan (2002), and the LA Metro Active Transportation Strategic Plan (2006).

Bicycle facilities are typically categorized into four classes:

- Class I Bikeway (Bike Path). Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is separate from any street or highway.
- Class II Bikeway (Bike Lane). A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.

	Bicycle Facility Type	Status
Class II Bikeway (Bike Lane)	Ramona Boulevard	Existing
	Badillo Street	Existing
	Baldwin Park Avenue	Proposed
	Maine Avenue: North of Ramona Boulevard	Existing
	Pacific Avenue	Existing
Class III Bikeway (Bike Route)	Maine Avenue: West of Pacific Avenue	Proposed
	Downing Avenue	Proposed
	Sterling Way	Proposed
	Clark Street	Proposed
	La Rica Avenue	Proposed

Table 1.3: Type of Bicycle Facilities. Source: San Gabriel Valley Regional Bicycle Master Plan.

- Class III Bikeway (Bike Route). A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).
- Class IV Bikeway (Separated Bike Lane). A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

As shown in the figure, there are limited bicycle facilities in the Specific Plan Area to provide connectivity for bicyclists. Table X outlines existing and planned bicycle facilities in the Downtown Area.

To understand current bicycle usage within the Specific Plan, STRAVA Global Heatmap was reviewed. The STRAVA Global Heatmap illustrates the most frequently tracked bicycle routes logged via the GPS fitness tracker app STRAVA. Review of bicycle activity on the Strava Global Heatmap illustrates that the highest bicycle activity in the Downtown area occurs on Ramona Boulevard and on Maine Avenue. Ramona Boulevard/West Badillo Street corridors currently has Class II bikeway; however, the facility is narrow and poorly marked.



Bikeshare

In October 2020, the GoSGV electric-assist bike share program was launched in the City with 45 bikes and 9 bike stations. GoSGV is a regional e-assist bike share program organized by San Gabriel Valley Council of Governments (SGVCOG). Electric-assist bicycles are similar to regular bikes but have motorized pedal assistance. Within the Specific Plan area, bikeshare hub locations are available at:

- Morgan Park
- Metrolink Station
- Near City Hall

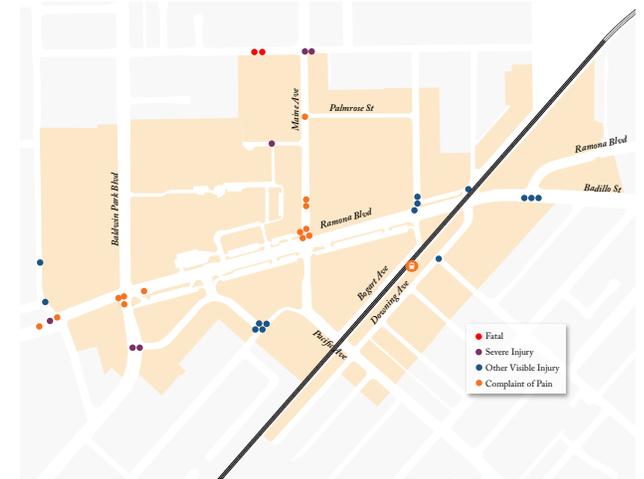


Figure 1.14: Pedestrian Bicycle Collisions, 2015-2019

Pedestrian and Bicycle Safety

Congested streets during peak travel hours, or high-speed vehicle traveling during off-peak hours, present serious safety issues for pedestrians, especially where sidewalks and crosswalks are insufficient for safe pedestrian use. The same can be said of bicycle use, where the absence of bike lanes and protected routes discourages this mode of circulation. Between 2015 and 2019, there were a total of 35 pedestrian and bicycle involved crashes within the Specific Plan area, according to the Statewide Integrated Traffic Records System (SWITRS). Figure 5 illustrates the location of pedestrian and bicycle crashes by severity from 2015-2019. One of these crashes resulted in a fatality and four resulted in severe injuries. In addition, 57 percent of all pedestrian and bicycle related crashes occurred were intersection related, with bicycle-related crashes largely concentrated on Ramona Boulevard near Baldwin Park Avenue and on Maine Avenue north of Ramona Boulevard.

Access to the Metrolink Station

While the Metrolink Station is within a short distance to major activity centers and numerous bus stops, connectivity to the station is limited and not conducive to persons walking and biking. Currently, there are no bicycle facilities directly connecting to the station and the sidewalks and pedestrian environment on Ramona Boulevard, Pacific Avenue, and Downing Avenue consists of narrow sidewalks with limited shade or pedestrian amenities. The Transit Center Garage on Bogart Avenue also has limited pedestrian and bicycle connectivity to Ramona Boulevard and Pacific Avenue.

Planned Pedestrian and Bicycle Improvements

The City has planned several pedestrian and bicycle improvements to help improve multimodal conditions within the Downtown, including:

- Restriping Maine Avenue north of Ramona Boulevard to two-lanes. Narrowing the roadway will also include installing a raised center median with left-turn pockets and striping in a buffered bike lane. Note that this improvement was recently implemented.
- Removing and replacing decorative crosswalks on Maine Avenue and upgrading and constructing new ADA-compliant access ramps.
- Installing wayfinding signage and monument signs along Ramona Avenue.
- Installing bike racks at transit stops along Ramona Avenue.

Parking

To understand the quantity and utilization of public and private parking, an inventory and occupancy assessment using was conducted of parking throughout the Downtown area. The inventory for spaces included public parking lots owned by the City, public on-street curbside parking along the street network, and private lots. No private residential spaces were included in the inventory since they are generally not accessible to the public. In general, parking utilization of approximately 85% to 95% is considered “full”, as at these levels of utilization, drivers have to circle to find available spaces. Figure 6 illustrates current on-street and off-street parking locations and the average occupancy of each lot.

Public Off-Street Parking

To determine typical parking occupancy standards, an aerial assessment of three years of historical arials were reviewed to quantity average occupancy levels for each lot. Figure 1.15 and Table 1.5 outline current parking lot locations, the number of spaces available, and the average occupancy of each lot. The inventory and occupancy assessment found:

- There is a total of 1,287 public parking spaces available within the Downtown area, with an additional 2,089 private parking spaces available.
- Ramona Boulevard has over 300 on-street public parking spaces available. On-street public parking on Ramona Boulevard accounts for 24% of all public parking within the Downtown area.
- The Transit Center Garage on Bogart Avenue has 511 total spaces available. Metrolink has a shared parking agreement with the City to lease parking spaces on the 4th and 5th level of the Transit Center Garage for transit users. Other levels of the parking garage are used to support City Hall offices, downtown businesses and adjacent residential uses.

- The Metrolink Station parking lot provides 170 parking spaces with access off Downing Avenue.
- On average, public parking within the Downtown area was underutilized with an average occupancy rate of 55%.
- Private parking accounts for nearly 62% of all parking areas within the Downtown area. Parking lots at the Valu Plus Market Place Center and Park Plaza have large, surface parking lots that in total have more than 890 parking spaces. While the Valu Plus Market Place Center often has an occupancy of 85% or higher, the Park Plaza Retail Center generally is underutilized.
- Locations with the highest parking occupancy within the Downtown area were the lot at the northwest corner of Ramona Avenue and Maine Avenue, the Laurens Avenue parking lot, and public parking spaces adjacent to Morgan Park.
- In general, off-street parking on the southside of Ramona Boulevard are underutilized with an average occupancy of less than 30% on most blocks.

On-Street Parking

Table 1.4 outlines available on-street parking available within the Specific Plan area. To determine the characteristics and typical parking occupancy, an aerial assessment was conducted for each street within the Specific Plan. On local streets, curbside parallel, on-street parking is largely permitted with time restrictions for street sweeping. Maine Avenue, north of Ramona Boulevard, has curb extensions to delineate permitted parking locations. There are not metered parking spaces within the Specific Plan area.

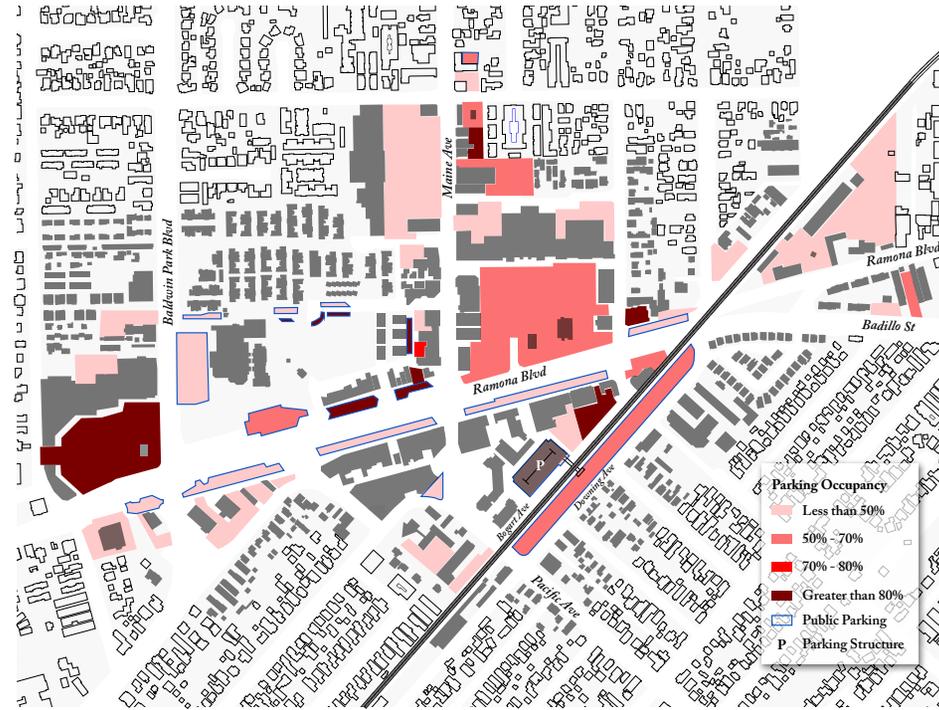


Figure 1.15: Parking Occupancy Map



Location	Marked Spaces	Average Occupancy
Baldwin Park Avenue: North of Valu Plus Marketplace	No	< 15%
Bogart Avenue	No	< 15%
Caesar Chavez Drive	No	50%
Central Avenue	No	> 85%
Downing Avenue: North of Ramona Boulevard	No	30%
Downing Avenue: South of Ramona Boulevard	No	< 15%
Jermaine Street	No	> 85%
Laurens Avenue	No	>15%

Table 1.4: Existing On-Street Parking Supply

Location	Marked Spaces	Average Occupancy
Chevalier Avenue	No	>85%
Maine Avenue: North of Ramona Boulevard	Defined with Curb Extensions	>85%
Pacific Avenue: East of Sterling Way	No	50%
Pacific Avenue: South of Downing Avenue	No	< 15%
Palm Avenue	No	50%
Palmrose Street	No	50%
Sterling Way	No	50%

	Location	Spaces Available	Average Occupancy	Average Spaces Available
Metrolink Station and City Hall	Metrolink Station Parking Lot	170	70%	51
	Transit Center Garage	511	50%	255
Morgan Park	Baldwin Park Boulevard Lot	70	40%	42
	Ramona Boulevard Lot	70	70%	21
Off-Street Ramona Boulevard Parking	SE Corner Ramona Blvd/Baldwin Park Blvd	41	< 15%	35
	SW Corner Ramona Blvd/Baldwin Park Blvd	14	50%	7
	NE Corner Ramona Blvd/Cesar Chavez Blvd	42	> 85%	6
	NW Corner Ramona Blvd/Maine Ave	16	> 85%	2
	SE Corner Ramona Blvd/Maine Ave	91	30%	64
	SW Corner Ramona Blvd/Maine Ave	79	30%	55
Other Public Parking	NE Corner Ramona Blvd/Downing Ave	20	< 15%	17
	NE Corner Pacific Ave/Maine Ave	18	50%	9
	NW Corner Pacific Ave/Maine Ave	9	50%	5
	Laurens Avenue Parking Lot	77	> 85%	12

Table 1.5: Existing Off-Street Public Parking Facilities

Planning Process

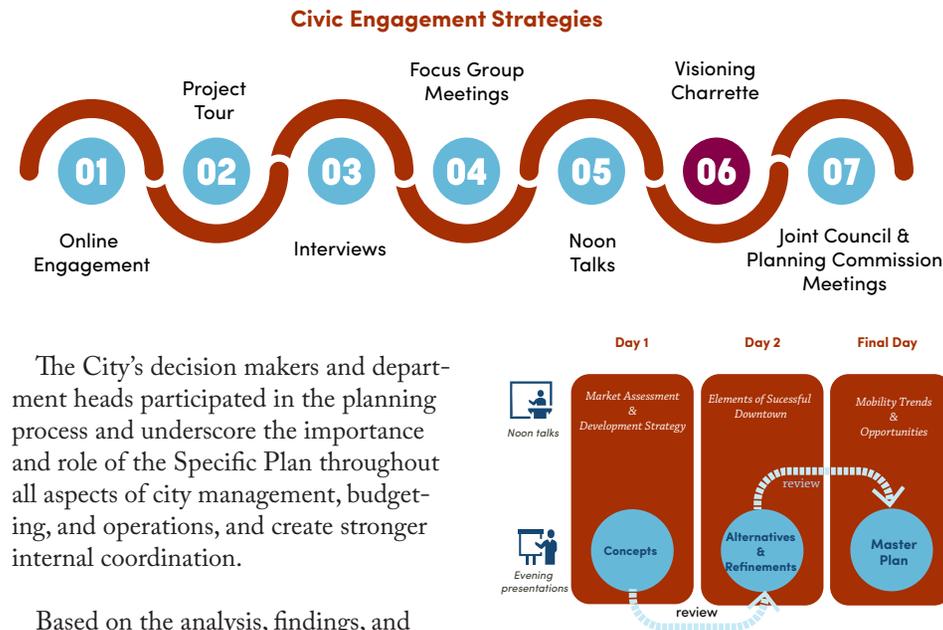


Planning Process

The Downtown Specific Plan was developed in conjunction with the City's Housing Element Update. This allowed a wider dialogue about the role of downtown within the larger city framework to meet the City's housing needs. The planning process for Downtown Specific Plan, which began in May 2020, was designed around extensive, thoughtful, and virtual public input during the pandemic.

In July 2020, a joint City Council and Planning Commission meeting was conducted to lay the foundation for success by reviewing the scope and schedule and gathering preliminary feedback from the community about the Downtown area.

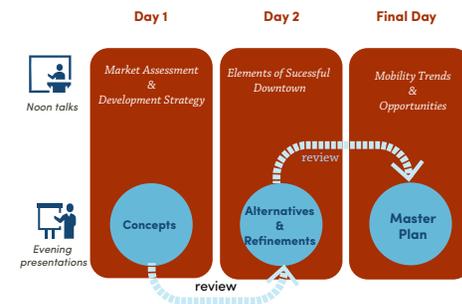
The discovery work involved gathering quantitatively and qualitative information on the place, people, market, and the existing mobility and parking options. This results of the discovering work and trends were reviewed, discussed, and confirmed at a Focus Group Meeting in September 2020. The community identified the catalytic sites and reviewed preliminary options for economic development, place-making, and mobility and parking.



The City's decision makers and department heads participated in the planning process and underscore the importance and role of the Specific Plan throughout all aspects of city management, budgeting, and operations, and create stronger internal coordination.

Based on the analysis, findings, and community input gathered in the Discovery step the project team hosted a 3-day virtual charrette in October 2020. The charrette focused community input over a short period of time, through the hands-on efforts of folks representing the full spectrum of interests. The approach is inclusive and designed to build consensus from the outset.

The outcome from the charrette was a physical master plan that illustrates



Visioning Charrette format

possible public and private realm improvements, an outline of the Form-based Code based on the physical vision and a set of guiding principles. The charrette outcomes were reviewed and discussed at a joint City Council and Planning Commission in November 2020.

Civic engagement tasks include:

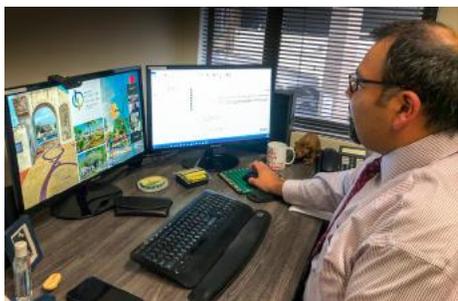
1. Online Collaboration — Public had an opportunity to join, contribute and connect with the planning process through project website, and Facebook.
2. Project Tour — Tour of the Downtown Specific Plan helped identify what policies and regulations are working and what needed adjustment.
3. Interviews: The project team interviewed key city and business leaders and stakeholders who generally have a vested interest in the downtown community, and could likely play a role in implementation efforts.
4. Focus Group Meeting: The project team conducted focus group meetings to gather qualitative information, review trends; facilitate community visioning; and develop policies and actions.
5. Noon Talks — During the charrette, the community was engaged in lecture and education sessions, intended to broaden and deepen the resident's outlook on progressive urbanism.



Walking tour of the Downtown area.

Start by doing what’s necessary, then do what’s possible, and suddenly you are doing the impossible.”

—St. Francis of Assisi



Virtual meetings

Following is a list of speakers and topics presented:

6. Market Assessment & Development Strategy, Michael Wright
7. Elements of Successful Downtown, Vinayak Bharne
8. Mobility Trends & Opportunities, Tim Erney
9. Visioning Charrette: At the heart of the planning process was the 3-day long visioning charrette.
10. Joint Planning Commission and City Council Meetings — Joint meetings allowed advisory- and decision-making bodies to review interim progress and provide direction.

Purpose of the Downtown Specific Plan

The Baldwin Park Downtown Specific Plan and Code provides a framework of coordinated community’s vision, policy, and code for a prosperous, vibrant, resilient, healthy, safe, inclusive, and accessible Downtown.

The Downtown Specific Plan:

- Identifies existing natural, built, and socio economic assets that can be leveraged to empower change;
- Offers a community supported shared vision for phased and resilient, renewal;
- Goals and policies to guide decision-makers in achieving the community’s desires;
- Actions to develop projects and partnerships to implement the goals and policies;
- Catalytic public and private projects to spur economic investment and residential and commercial development in Downtown;
- New form-based code to provide clear direction and predictable process and outcomes; and
- Streetscape improvements to activate the public realm, providing an inviting and engaging urban core.

General Plan Consistency

The Downtown Specific Plan and Code aims to implement the goals and policies of the Baldwin Park 2020 General Plan (adopted 2002) and the 2021 Housing Element (adopted 2021). Where Specific Plan zoning is inconsistent with the 2020 General Plan, the General Plan is being updated concurrent with this Specific Plan to ensure consistency between the two documents. With the exception of a few areas of land use change, the Specific Plan is consistent with all elements of the 2020 General Plan. The Specific Plan is supportive of General Plan goals and policies to “establish a pedestrian core for Downtown...” and “pursue development of a Specific Plan for the Downtown to provide further direction on the precise land use, circulation and public improvements for the area” (2020 General Plan, Land Use Element, Goal 8.0 and associated policies).



An aerial photograph of a city grid, showing streets and buildings. A large, bold, orange number '2' is overlaid on the top left portion of the image.

2

Vision

From the days when the streetcar ran along Ramona Boulevard to the present day, downtown has been the commercial, transportation, cultural and civic center of the city.

Once walkable, the pattern of development in downtown shifted to accommodate the automobile driven lifestyle. As driving became the predominant means of access, Downtown buildings were removed, streets vacated and lots were combined to allow for large parking areas.

The Downtown area has a total of 1,287 public and 2,089 private parking spaces. On average, public parking within the Downtown area is underutilized with an average occupancy rate of 55%. The oversupply of parking distorts urban form, makes traffic congestion worse, inhibits street life, and is fiscally irresponsible to waste the most valuable land in the community to parking.

Underutilize parking areas present a great redevelopment opportunity for the downtown area to reintroduce a network of interconnected walkable streets, attract investment, and increase the housing supply which supports retail, transit, arts and cultural activities. Recent development has added much need affordable housing in a walkable environment and sets a positive direction for the future.

The Downtown has many rich assets like the transit station, City Hall, Arts and Recreation Center, Morgan Park with all its recreational and cultural facilities, retail areas, and restaurants. The Downtown Plan weaves together these assets with public realm improvements to streets, paseos and open spaces.

The Downtown Plan provides an ambitious yet practical vision for the downtown of the City of Baldwin Park. The community supported vision envisions a vibrant and walkable mixed-use Downtown organized along Ramona Boulevard as the principal public space. Ramona Boulevard is connected via a pedestrian paseo to the regional Metrolink Station creating a transit-oriented downtown that encourages walkability and multi-modality. The broad strategy also includes providing connectivity through a series of diverse public open spaces. The large blocks around Ramona Boulevard will be urbanized into pedestrian-friendly blocks with new development to create a rich and varied mixed-use fabric that will physically help define these public spaces. This integrated network of public space and responsible development will transform downtown into a vibrant ²⁴ setting with a unique and enduring identity.

A. Place

1. Key Concepts of the Vision

- a. **Transforming Ramona Boulevard into an iconic street** – This is the principal catalytic project of this vision. The redesign of Ramona Boulevard as an iconic tree lined street with tall trees, sidewalks and bike lanes will create an iconic element through which the image of the downtown will be identified across the region.
- b. **Enhancing Ramona Boulevard intersections** – New crossings, paving patterns and signaling will help tame Ramona as a pedestrian-friendly street encouraging walking from one side of the street to the other and connecting both sides of the downtown.
- c. **Integrating the Metrolink Station** – The existing service lane between Ramona and the public parking garage will be enhanced into a pedestrian walkway to connect Ramona Boulevard to the Metrolink Station.
- d. **A New Promenade** – One of the public parking lots along the south side of Ramona Boulevard will be transformed into a double-tree lined Promenade. This will serve as a unique social space that is different in size, shape and character from Morgan Park and the other proposed open spaces.
- e. **A New Neighborhood** – The large block to the north of Ramona Boulevard between Baldwin Park Boulevard and La Rica Avenue is urbanized into a new neighborhood facing Morgan Park.
- f. **A Renewed Civic Park** – The space in front of City Hall along Pacific Avenue will be enhanced into a new civic park. This park will be used for civic functions and compliment the activity at Morgan Park across Ramona Boulevard.
- g. **A New Transit Plaza** – This new plaza will mark the arrival point into downtown Baldwin Park from the Metrolink. This plaza will be connected via a sidewalk to Pacific Avenue to the west and Ramona to the east.
- h. **A New Pocket Park** – This open space fronts one of the conserved historic buildings in one of the blocks to the south of Ramona Boulevard. This open space will offer an enclave for social activity in contrast to the publicness of the larger parks and the Promenade.
- i. **A New Pocket Park Maine Avenue** – This is another small open space that also fronts a conserved historic building and also creates a bookend to the Promenade across Maine Avenue.



Figure 2.1: Key Concept Diagram. Most people will walk approximately one-quarter mile (5 minutes) before turning back or opting to drive or ride a bike. Downtown Baldwin Park was built approximately one-quarter mile from streetcar corridor to edge. The Downtown Plan seeks to re-establish an identifiable center and edge; making walkable, bikeable, and transit-served areas with mix uses and housing types with opportunities for shopping and workplaces close to home. The Plan integrates a network of walkable streets and open spaces that weave together the various civic and recreational assets.

- j. **Enhancing Downing Avenue as a Verdant Buffer** – The landscaping of Downing Avenue with canopy trees will enable it to serve as a buffer between the southern residential neighborhood and the train tracks.
- k. **A Variety of Streets** – All streets within the downtown connecting these various open spaces are enhanced through rich streetscape and street dieting to create a rich and varied network of linear open spaces. These verdant streets along with the public open spaces will generate the open space scaffold around which new development will be incrementally built.



Figure 2.2: Illustrative Plan. The illustrative plan pulls together the various development projects, economic development initiatives, mobility improvements, parking solutions, arts and culture, historic preservation, parks and open spaces, and infrastructure upgrades found throughout the plan. By visualizing how everything will work together, individual projects and initiatives can build upon one another while building on the longer term aspirational possibilities. Some projects are already in the pipeline; these

will continue to build confidence in the Downtown and set the stage for a vibrant, active, and integrated Downtown. Other opportunities, while not as immediate, provide easily accomplished objectives that celebrate the culture, history, and civic life of Downtown. The success of every new project or initiative will promote and build upon the continued success of Downtown and help to foster additional projects and investment.

- l. **Conserving historic buildings** – A number of historic buildings will be preserved throughout the study area, and some will even be augmented by fronting them with new open spaces. This will help preserve the identity of the downtown as new development occurs over time.
- m. **Taller Buildings along Ramona Boulevard** – The iconic identity of Ramona Boulevard will be augmented by 4 story buildings. They will have retail at the sidewalk level with residential uses at the upper levels.
- n. **A New Neighborhood Fragment Between Maine Avenue and Bogart Avenue** – This four-block neighborhood fragment will contain 4, 3 and 2 story buildings defining the central neighborhood park.
- o. **Redevelop Underutilized Parking Area to Fiscally Productive Uses:** Transforming City-owned public parking lots south of Ramona Boulevard with new infill of 4, 3 and 2 story buildings will help create a physical transition between Ramona Boulevard and the neighborhoods to the south.
- p. **New Infill South of the Metrolink Station** – The first few lots facing the Metrolink tracks will be assembled into larger parcels to accommodate new mixed-use infill. This infill development will serve as a transition between the Metrolink station and the stable residential neighborhood to the south.



New neighborhood street looking south towards Ramona Boulevard



2. Public Open Spaces

The goal is to begin to activate unused public and private space attracting people and creating a critical mass of activity that supports economic development. Public and private open spaces are ground zero for creating a dynamic downtown with bustling retail and restaurant destinations.



Figure 2.3: Public Realm Map.



Figure 2.4: Paseo from station to Ramona Boulevard.

The paseo is a shared pedestrian and vehicular space connecting Ramona Blvd. with the city parking garage and transit station. Paving could be decorative to reinforce to the driver that the space welcomes pedestrian use.

The public and private portions of the alley should be blurred. Incentives should be given to property owners to improve their Private Open Space (POPS). Those private owners that offer meaningful development by increasing public utilization of their POPS and the alley could receive the following incentives:

1. The ability to install small detached structures of 750 sf or less within an existing plaza or parking area;
2. The allowance of outdoor dining areas fronting the publicly accessible alley without additional parking requirements; and
3. Allow festive lighting, wall murals, tensile shade structures and other public private elements that cross between the public and private realms and add to the ambiance of the Paseo.

Within the Downtown area there are two wonderful major green spaces: Morgan Park and the open space in front of City Hall. The Downtown Plan proposes additional pocket parks and greens thereby increasing the walkability. This small chain of greens and parkways offer a modest version of the classic “Emerald Necklace” connecting the downtown retail dining and entertainment areas with the transit station and surrounding neighborhoods. The greens can offer many intimate uses and areas of respite. Seating areas, public art installations, shaded spaces, drinking fountains, centers for alternative transit modes such as bike and scooters, small or impromptu exercise equipment, small play areas and stations for pet use are just a few of the program elements that can be accommodated within the open space system.

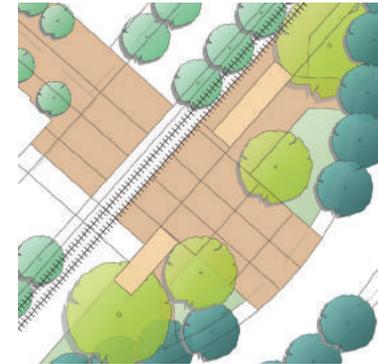


Figure 2.5: Transit Plaza. The Transit Plaza maximizes access to the rail station and opportunities for residents to access downtown, all without getting in a car. Shaded pedestrian connections to the Maine/Pacific entice pedestrians to the downtown. Multi-modal opportunities are available at the plaza to encourage exploration.

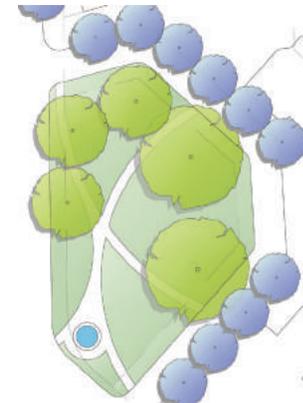


Figure 2.6: Civic Green. The Civic Green serves the southern portion of Baldwin Park residents, local retail along Maine and Pacific, and is a key green space in moving people from the transit center to the downtown. A fountain has been proposed to at the south western corner to entice those from the transit center walk to lead them to Ramona.



Figure 2.7: Pocket Park. The pocket park is a bread crumb within the journey of introducing Ramona Boulevard retail and serving as a respite area along the Health Loop.



Figure 2.8: Neighborhood Park. The proposed Neighborhood Park should provide “close-to-home” areas for play, rest, people watching and exercise. Heavily shaded and safe sidewalks, bike paths, crosswalks and connections to larger Health Loop system should be established.

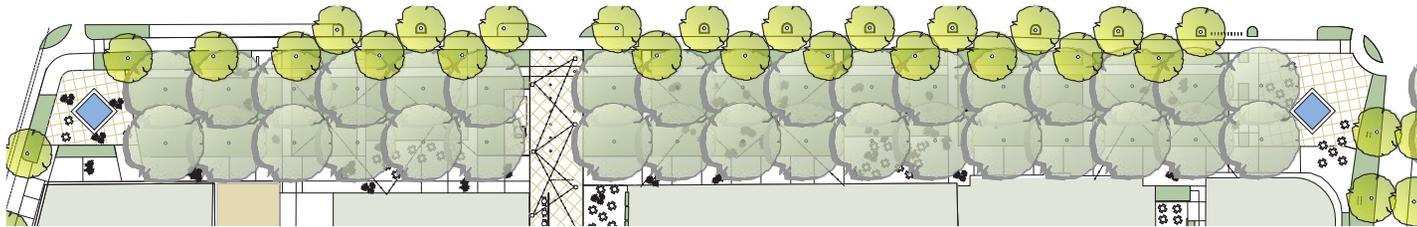
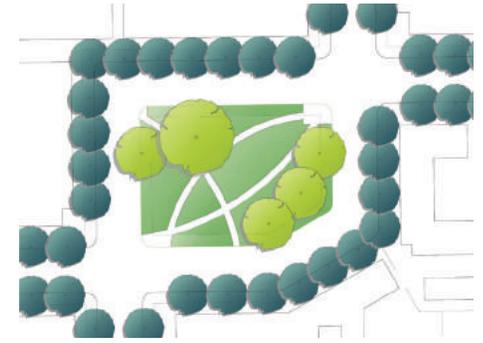


Figure 2.9: Promenade.

The promenade is a flexible public linear space along Ramona. A double row of light airy canopy trees, in contrast to the Ramona street trees, serve as the backbone of the space. Sustainable understory planting areas and soft porous paving surfaces shall make garden rooms for flexible use. Adjacent property owners could encroach into the promenade to improve and offer mean-

ingful outdoor development thereby in increasing public utilization of the public promenade. These improvements can include moveable flex furniture such as dining tables and chairs, light play such as bocce ball, corn hole or other flexible gaming uses, decorative catenary lighting, portable heating elements, and other city approved elements forming a dynamic use of the open space.



The promenade shall have the ability to stage temporary events, such as farmer’s markets or craft fairs, cultural events, food truck rallies, and the flexibility to accommodate small music venues and other forms of street entertainment.



Health Walk Loop

Capitalizing on the added pocket parks system is a system of tree lined streets. These canopy covered streets provide many benefits beyond a lovely view. Their presence improves air quality, heat island effects, reduces noise, helps conserve energy, calms traffic and suggests wayfinding. All these benefits improves walkability within the study area. Adding to the street connectors are small pocket parks offering places of rest, contemplation and small active uses of exercise. The loop connects many of the surrounding residential areas with the retail and dining core. Bicycle use and other forms of transportation are encouraged in health loop with the addition of wide walks and dedicated bike lanes.

Figure 2.10: Health Walk Loop.

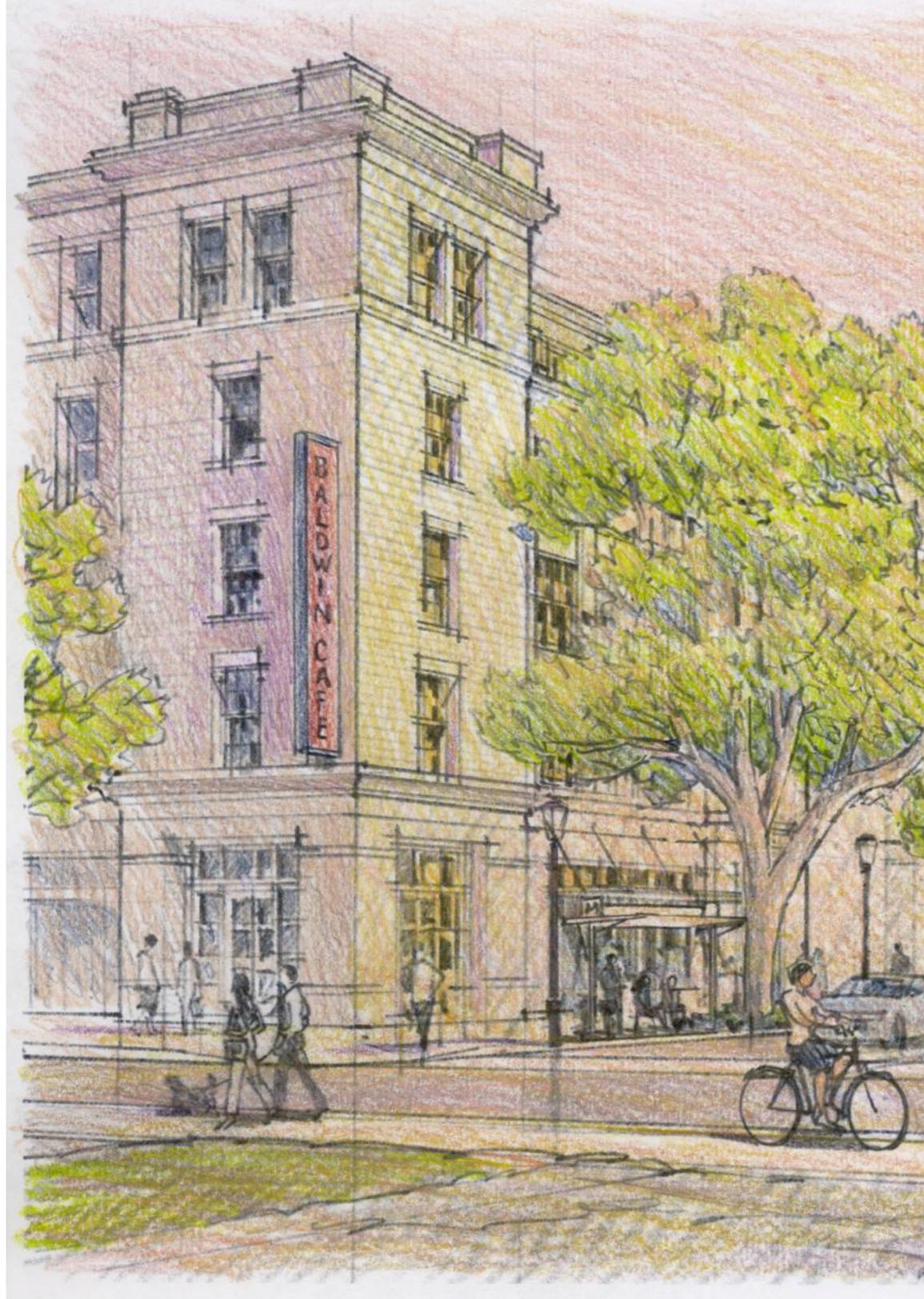
The spatial organization of landscaping is carefully integrated into the design of the street, the promenade, building enclosure and frontages to create an iconic street for Downtown Baldwin Park.

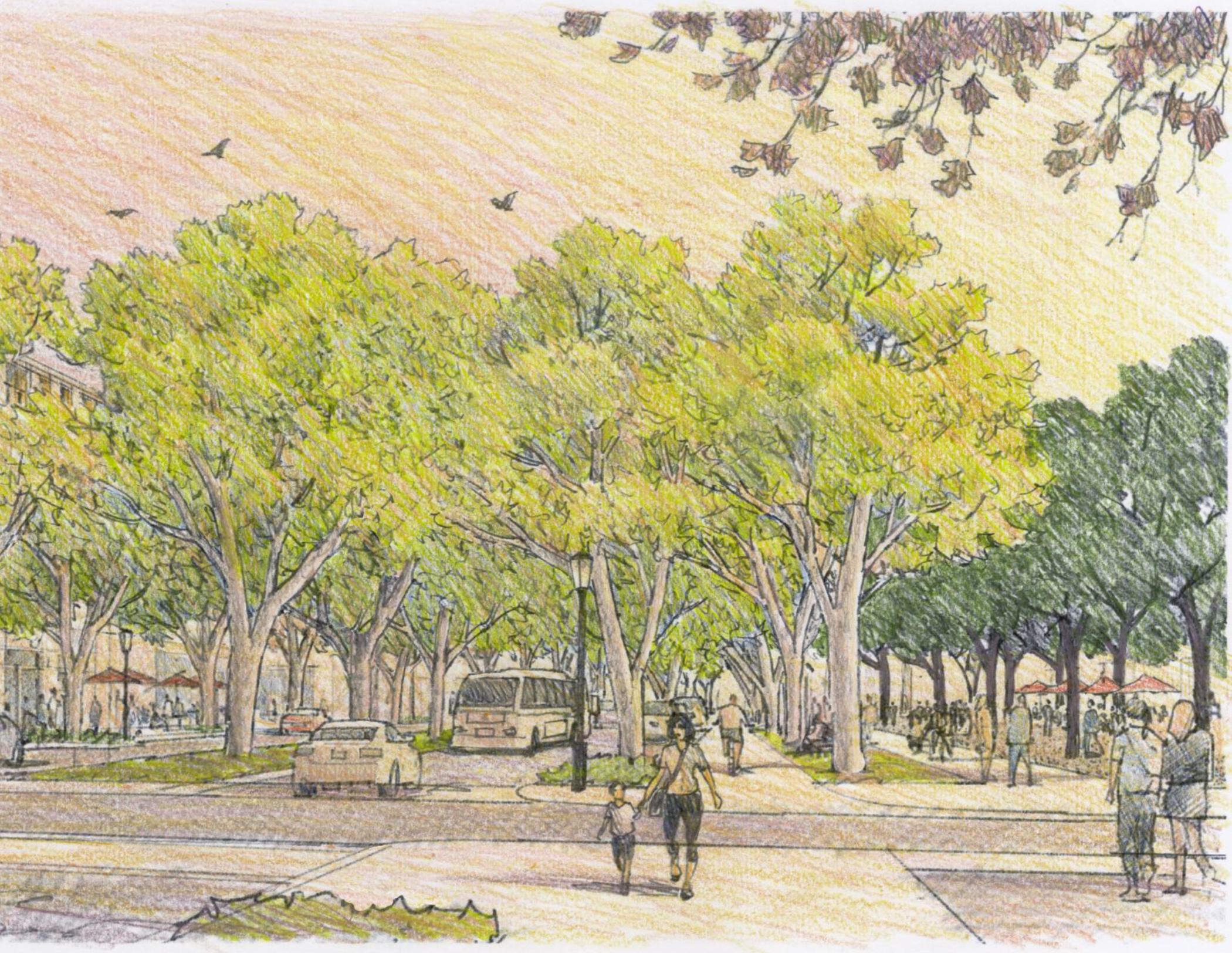
Create enclosure and definition — The three dimensional mass of each building defines the public realm. The common building line creates continuity of frontage and provides definition and enclosure to the Ramona Boulevard public realm. Taller buildings line up along the wide stretch of Ramona Boulevard frontage with reduced heights in the rear where the building meets the residential neighborhoods.

Embrace the sidewalk with building fronts — Pedestrian comfort is principally a function of spatial definition — how places are shaped. Streets need good edges to succeed. Active building frontages closer to the sidewalk edge with storefront windows make walking more interesting, safe, and comfortable.

Enhance human comfort — Rows of shade trees of consistent size and alignment bring order to the street, visually subdivide the large street space, define the pedestrian space, calm the traffic, protect the pedestrian from cars, and provide a consistent canopy for shade. The accent trees along the promenade provide color, human scale, and more shade. The palm trees at entrance of Downtown accentuate the iconic image of the corridor. Understory landscaping visually softens the streetscape.

Put wasted pavement to better use — Once the streetcar line was removed from Ramona Boulevard the excess right of way was reconfigured to a multiway boulevard with four central lanes carrying faster moving traffic and the local lanes with parking on either side supported local access. Parking analysis shows a very low use of local lanes and angled parking. On the south side of Ramona Boulevard from Maine Ave to Bogart Avenue, the two rows of angled parking are proposed to be replaced with a multi-purpose promenade. Protected bike lanes, parallel parking, and wide sidewalks are proposed. In other stretches of Ramona Boulevard, the angled parking will be replaced with infill buildings pulled closer to the sidewalk to activate the street's edge. The phased redesign of Ramona Boulevard will have a visual and experiential quality of a vibrant signature corridor that serves mobility needs while also sustaining economic prosperity and social life. The promenade, wide sidewalks, bike lane, parallel parking mid block crossings, landscaping, lighting, increased mobility options will all be coordinated in a phased manner as urban redevelopment occurs along Ramona Boulevard.





3. Character and Intensity

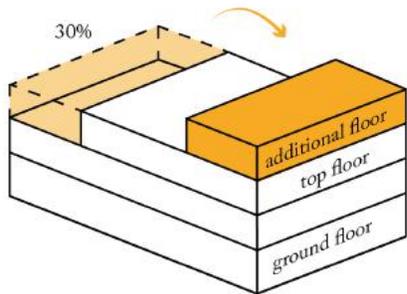
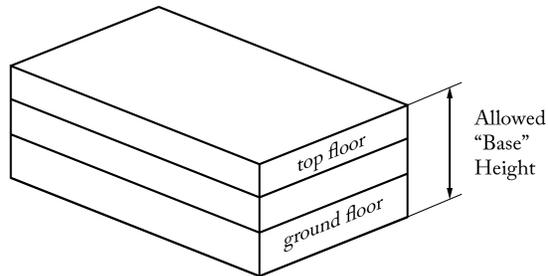


Figure 2.11: Average Height.

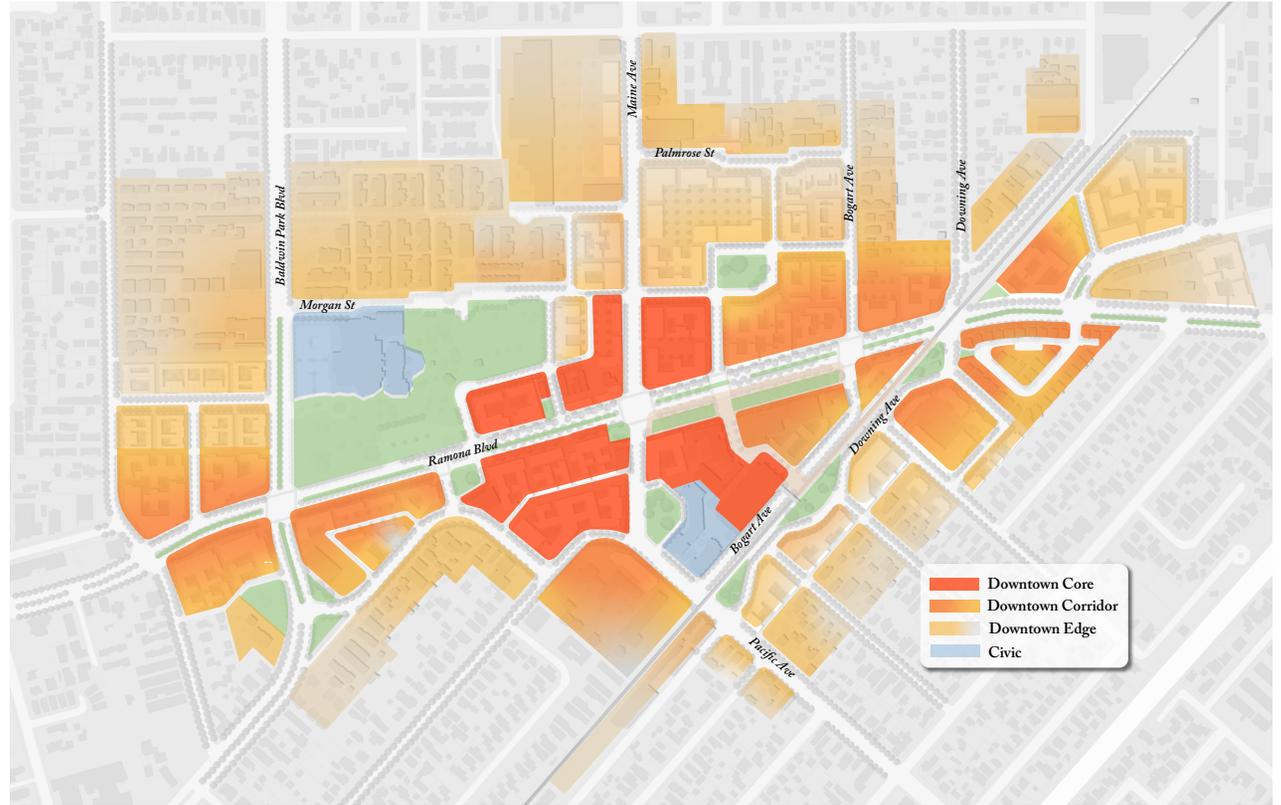


Figure 2.12: Development Character and Intensity Map

The Proposed Character and Intensity Map implements the vision of the Downtown Specific Plan and identifies the type of environment envisioned for downtown corridors and neighborhoods.

Downtown Core

The Downtown Core is the intersection of Ramona Boulevard and Maine Avenue — the two most significant corridors in downtown. The Downtown Core allows the highest intensity in Downtown within a walkable urban setting.

Downtown Corridor

Outside the Downtown Core, the parcels along key corridors such

as Ramona Boulevard and Main Avenue will have active uses at the sidewalk level with residential or commercial uses at the upper levels. A continuous building frontage will provide definition and enclosure to the Ramona Boulevard and Maine Avenue public realm. Taller buildings line up along the wide stretch of street frontage with building heights stepping down in the rear where the building meets the residential neighborhoods (see figure 2.11).

Downtown Edge

The Downtown Edge zone serves as a buffer between the Downtown Core and Corridors and the stable residential neighborhoods around downtown.

Civic

The Civic zone includes City Hall, Arts and Recreation Center, and the Community Center at Morgan Park.

4. Incremental Development



Figure 2.13 Near Term public improvements coordinated with private development.



Figure 2.14: Long term aspirational built out scenario.



Figure 2.15: Incremental near term improvements to Ramona Boulevard.

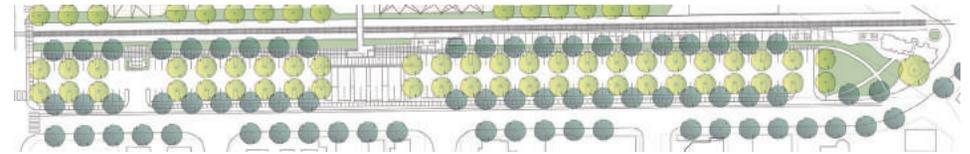


Figure 2.16: Near term improvements to parking area at Transit stop.

The adjoining diagrams show a possible scenario of how the study area might develop over time:

Near Term

The 3-5 phase would include all public improvements. This would include the “interim scenario” of enhancing Ramona into a multi-modal street. It will also include the streetscape improvements to generate a rich, verdant street network throughout the downtown.

This would also include the preservation of historic buildings within the downtown.

Long Term

This would include the completion of Ramona Boulevard into an iconic street along with the completion of the Promenade as a unique public space within the downtown.

In the longer term, when Metrolink adds another line, Downing Street could be relocated closer to the tracks and the first few lots facing the Metrolink tracks could be assembled into larger parcels to accommodate new mixed-use infill development that will serve as a transition between the Metrolink station and the stable residential neighborhood to the south.

B. Prosperous Downtown

The Downtown Plan is a roadmap for shaping a resilient, vibrant, and inclusive downtown. It is a strategy for future growth grounded in the activation and enrichment of the public realm. Building on ongoing planning efforts to make Downtown streets safer, this plan explores how to better connect Downtown to its surrounding neighborhoods and the region as whole. These activations, through arts, culture, entertainment, and economic development, celebrate Baldwin Park's diversity while promoting a more livable, welcoming, and inclusive environment for all.

Four main themes provide a framework for downtown's preservation, growth, and reinvestment. This framework was developed with the input of citizens, city policymakers, developers, mobility partners, and businesses, during a period of recovery and uncertainty.



1. Framework

Resilient

This Downtown Plan was prepared during COVID-19 pandemic. Downtown Baldwin Park is at an inflection point with national and regional trends showing:

- Shifts to remote work and office market downturn
- Historic unemployment and public health crisis
- Impact of e-commerce and shift to “experiential retail.”

The City leadership sees the Downtown Plan as an obligation and opportunity to respond forcefully to the challenges of global pandemic, to consider and explore near- and long-term responses. The Downtown Plan is a timely and best opportunity for the City to craft a renewed vision and code for the downtown, and the revenues from the investments it will attract will allow the City to continue providing core services to the entire City.

Flourishing

Over the past 10 years, a huge driver of growth in the downtown area has been residential development. Residential development can continue to anchor downtown's growth. New infill residential in the City will help:

- Strengthen the City's tax base;
- Support new and existing retail and restaurants;
- Promote an active urban character; and
- Potentially mitigate traffic impacts by locating a portion of housing near transit.

Downtown Baldwin Park has the potential to be a thriving residential center, a space for entrepreneurship and innovation, and a hub for entertainment, arts, and play. To achieve that goal, Baldwin Park must invest heavily in its streets, public spaces, connect small businesses and entrepreneurs to capital, and focus on creating a unique and inclusive downtown experience.

Retail and Restaurants help to define the area. The Plan recommends:

- Targeting high quality, small chain and independent

restaurants. There is an opportunity to develop a “restaurant cluster.” Experience and place centered around food can generate more tax revenues than the current mix of service businesses.

- Adding specialty or local goods stores will support the downtown as a “destination” with longer stays and increased pedestrian activity.
- Reduced parking requirements supported by shared parking facilities would encourage longer stays.
- Low rents and other business growth assistance in early stages would encourage and support independent businesses.
- Maintain at least one grocery store in the downtown area. Encourage center owner to redevelop and upgrade.
- Improve the diversity of food, arts and culture to reflect the unique demography of the City.
- Build a network of institutional partnerships between existing cultural and recreational assets and local restaurants, and promote coordination on events and other arts and culture offerings.



Inclusive

Downtown can continue its strong residential growth trend by bringing more units to the market which are affordable to a wider range of incomes, and appropriate for a variety of family sizes. Re-focusing on creating more affordable, diverse housing products (i.e. townhomes, condos, apartments) for households at different points in their life-cycle will grow the downtown as a diverse and inclusive residential neighborhood.

The plan outlines clear strategies and incentives to support the growth of new small scale manufacturers and budding entrepreneurs on their journey from conception to brick-and-mortar. This includes specific opportunities for business planning assistance, mentorship and coaching, and funding identification. The City could work with existing property owners to fill currently vacant office spaces or identify alternate uses if the space is no longer viable. The City should also support the growth of small business and retail through incentives that facilitate the retro-fitting of ground floor spaces from larger-format into smaller spaces that are more appropriate for modern retailers and restaurants. Enlivening these ground floor spaces will serve to reinforce the built fabric of the City.



Creative

Arts & Entertainment are one of the downtown's strongest assets. Heighten that experience with festivals, performances, and public art. Downtown Baldwin Park's identity and brand could be defined within the region as an unconventional, inclusive, and unforgettable destination.

Building on its strong arts and culture backbone, the city, using strategic public space investments, can create a series of interconnected spaces with intergenerational recreational opportunities. These investments should be aligned with ongoing support for the arts, public space and alley activations, and a consistent active program calendar for the Downtown's streets. Spaces must be routinely programmed to stay active.



Maker Space Incubator – 12,000 to 15,000 sf

Maker Space have been described as “Hot Sauce, Handbags and Hardware.” Many of these businesses have a craft production process and a direct-to-consumer component. They might be working in wood, leather or jewelry or food products. Could also be working in hardware production. These are businesses that may be ready to make the leap from a home garage or kitchen to a small production and sales space.

Early stage businesses typically:

- Employ 1 to 5 people
- Require between 500 to 800 square feet of space
- Require the ability to have a studio or production space as well as a retail storefront

Many hold classes for the public regarding their craft area of expertise. Often sponsored by a library or community college.

2. Branding Downtown



Place-branding benefits quality of life of residents, enhance the businesses climate, and attracts more tourists and visitors to Downtown Baldwin Park.

Branding incorporates integrated strategic actions for shaping distinctive, compelling, and rewarding places and experiences; and managing and communicating Downtown's competitive identity message. The integrated brand is based on the community's vision for Downtown and assists decision makers in setting priorities for capital investments, budgeting, and guiding development of the place for long-term success.

Branding Downtown as a place will involve efforts and investments in infrastructure, landscape, and buildings (hardware); events, arts, culture, and entertainment (software); and organizational structure like a Business Improvement District.

3. Wayfinding

There is a symbiotic relationship between Downtown's brand and way-finding system. The goal of the Downtown way-finding design system is to aid the user in orienting themselves in the place and then in navigating to a specific destination.

The entrances to the Downtown District, significant edges around public spaces, paths (Ramona Promenade and links to station); and nodes (Maine Avenue and Ramona Boulevard intersection) are potential locations for way-finding signs. These elements control and facilitate all movement throughout the Corridor for both people and vehicles.

Architecture, landscaping, lighting, art, and technology all play a significant role in the vision for the Downtown way-finding system. The framework for visibility and access begins when a developer evaluates and selects the project site based on proximity to the Promenade, adjacent retail, parks, and transit services. The architecture then responds to the context. For example, exposing the retail while striving for privacy for residential uses.

Landscape and lighting elements define paths, identify nodes, and collectively these elements give character to the Downtown District. The landscape design will show the way by channeling traffic and the presence and type of light will reinforce the message after the sun goes down.

Signage will provide direction, information, and identification. In addition, regulatory signs such as "no parking" and "no exit" will establish rules and order. Smartphone and the Global Positioning System (GPS) have put powerful way-finding tools into the hands of almost every person. In the future, digital solutions for way-finding could become more ubiquitous and offer another platform to guide people and enhance their experience in the Downtown area.



Figure 2.17: Wayfinding Signs.

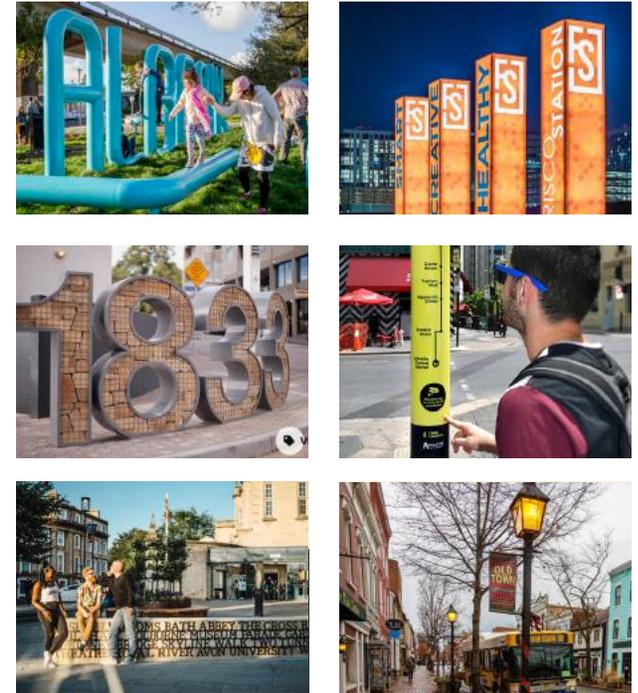
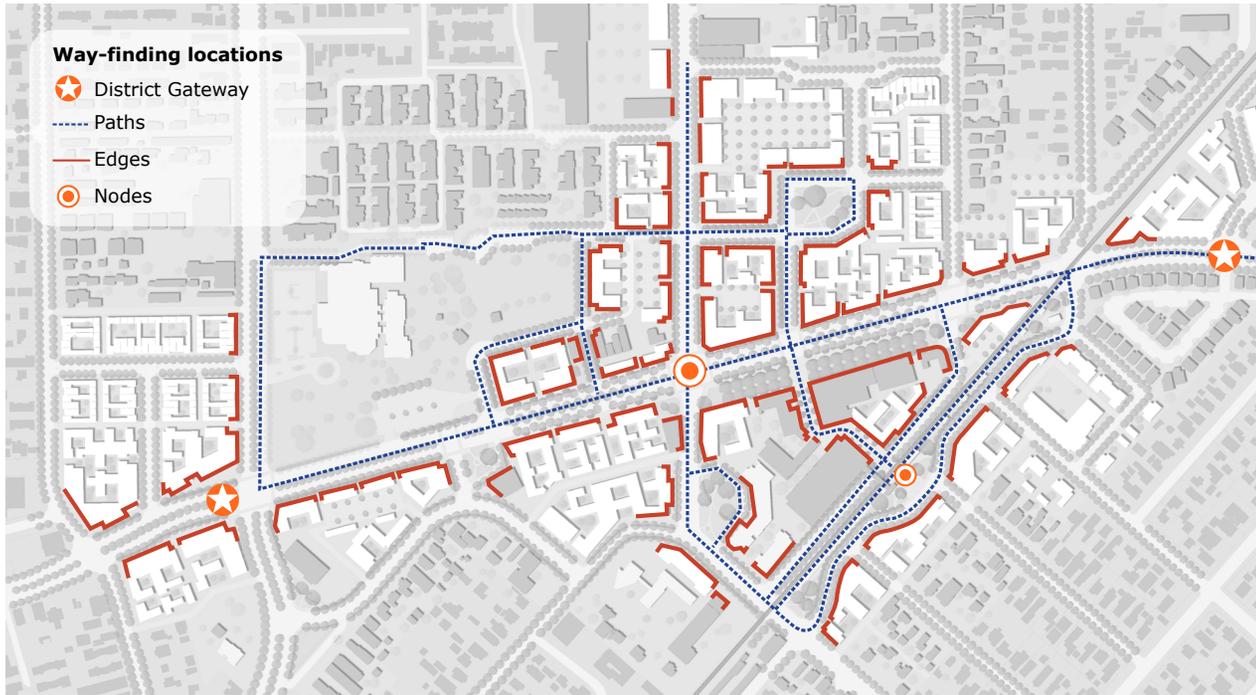
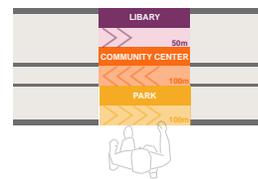


Figure 2.18: Wayfinding Map.





4. Public Art

Public art is work produced by an artist that is installed in a publicly-accessible space. Baldwin Park's Art in Public Places Program requires all new development, exterior modifications, additions, remodeling with a valuation exceeding \$50,000 to allocate 1% of total valuation for public art. A five-member Cultural Affairs Commission provides direction, oversight, and review of public art.

The public art program in the Downtown area will be guided by the following principles:

- **Creative:** Residents and visitors will engage in creative and cultural discovery through art. The artists is encouraged to experiment with new concepts to produce engaging public projects.
- **Diverse:** The public art can take on many forms including but not limited to sculpture, murals, street and graffiti art, video, and digital media. Public art can be permanent or temporary. Public art can be conceived as "permanent" installation or as a shorter-term, "temporary" work. Temporary public art would encourage greater variety and complement the permanent collection, while the turnover from temporary projects would facilitate renewed public interest and create more work opportunities for artists.



Community Fabric: A public art marquee made of a stainless steel cable mesh will be suspended across Ramona Boulevard. Colorful plates with image cut-outs integrated into the mesh represent individual community members.

- **Contextual:** Public art creates and shapes a sense of place. It is intended to be site-specific, integrated into its environment and enhancing its surroundings. The public can connect with the art in engaging educational and interpretive programs that strengthen the everyday experience of public art. The public art will be inclusive of Baldwin Park's rich history and deep diversity, through both the local stories told through public art, and the artists commissioned for public projects. Public art is also a platform for local artists that creates valuable opportunities for both emerging and established local professional artists.
- **Inclusive:** Public art is designed for publicly-accessible spaces, and is intended to engage the public. Public art is created for and installed in inclusive, barrier-free sites that are publicly-accessible, such as parks, trails, streets, community centers, or privately-owned publicly accessible spaces.

5. Events and Festivals



Baldwin Park is a vibrant community that hosts many local and regional events each year—ranging from music concerts, and food festivals, to parades, art exhibitions, and family fun activities. Building on this momentum, the Downtown Plan recommends an enhanced public realm to inspire private landowners, community members, artists and public agencies to craft creative ways to use underutilized spaces, streets and other public open spaces. Some strategies are temporary for the interim period before larger development projects or capital improvement projects are completed. Creative placemaking is intended to activate public spaces and underutilized spaces throughout Downtown Baldwin Park, to engage community members and visitors, and to provide opportunities for short-term improvements that enhance community quality of life.

As Downtown area continues to thrive, events and festivals enrich Downtown’s quality of life and boost economic prosperity. Community events and festivals are fun activities for locals and visitors that reinforce the identity of the Downtown area, stimulate the growth of tourism and businesses, and provide free marketing and advertising.



Figure 2.19: Public Realm Activation Map.

Event or Festival	Location	Attendance
Lunar New Year Celebration	Performing Arts Center	600
Spring Egg Hunt Extravaganza & Arbor Day Celebration	Morgan Park	2,000
Summer Concerts in the Park	Morgan Park	4,000 to 15,500
Downtown Street Market	Morgan Park, Maine Avenue	55,000
Pride of the Valley 5K Run	Morgan Park	1,500
Día De Los Muertos	Performing Arts Center	3,000
Senior Health & Safety Fair	Community Center	900
Celebrate Baldwin Park Carnival	Morgan Park	3,000
64th Anniversary Parade	Baldwin Park Boulevard	500
Tree Lighting Ceremony	Community Center	2,000
Art Exhibits	Performing Arts Center	300-500

Table 2.1 Events and Festivals. Downtown Baldwin Park hosts a variety of year-round events and festivals throughout the City.



Examples of strategies to activate the public realm.

C. Accessible Downtown

Despite the numerous bus stops and transit services available, the Downtown Specific Plan area has been designed to prioritize vehicle travel over other modes of transportation. Ramona Boulevard, a major regional transportation corridor for automobile travel is the backbone of the Downtown street system and influences the types of activities and uses along the corridor. Wide streets and travel lanes, large surface parking lots, limited pedestrian and bicycle facilities and amenities, and the lack of streetscape improvements give little consideration to those that want to use the streets to walk, cycle, shop, or simply to sit and enjoy downtown Baldwin Park.

Transit Services are currently provided by the Metrolink commuter rail station, four different Foothill Transit bus lines, and two Baldwin Park-operated circulator bus services that provides access to a variety of points in Baldwin Park. The Metrolink commuter rail station is a regional transportation hub for the commuting public; however, pedestrian and bicycle connectivity to the station is limited.

Most roadways in the Downtown area provide continuous sidewalks; however, the sidewalks tend to be narrow with limited or no shade, and the distance between pedestrian crossings are long, making walking through the plan area uncomfortable. High vehicle speeds, vehicle congestion, and the lack of comfortable and connected bike facilities within the Downtown area discourages bicycle and e-bike travel and is a hindrance to growing



Figure 2.20: Street Network Map

ridership. In addition, future transportation trends need to be considered to prepare for the ever-changing mobility needs of residents and visitors.

The Downtown Specific Plan aims to transform the area to include vibrant, attractive, and revitalized streets that provide safe, accessible, and connected mobility options for all users.

1. Safe and Connected Street Network

The overall street and block design, urban form, buildings, and landscape influence the choices people make to walk, bike, take transit, or drive. In general, more compact and connected street networks tend to have significantly higher levels of people walking and biking and fewer vehicle trips as compared to disconnected, non-grid street networks. A successful

mobility framework:

- Provides the maximum choice for how people will make their journeys;
- Takes full account of the kinds of mobility a development will generate; and
- Makes clear connections to existing routes and facilities.

To improve connectivity, the Downtown Specific Plan creates a network of smaller blocks with more street intersections to create a more walkable urban environment. As parcels redevelop within the Specific Plan area, establishing these new local street connections provides alternate routes for shorter trips and improves the efficiency of automobile operations. Figure

2.20 illustrates the proposed streets and redesign of the roadway network within the Specific Plan. As the figure illustrates, the new street layout provides a high level of connectivity with short blocks that provide multiple routes for movement through the Downtown.

2. Complete, Context Sensitive Street Design

Complete streets shift of the focus of streets from moving vehicles to moving people by prioritizing space for all people who use the street, including walkers, bicyclists, motorists, and transit riders. In July 2011, the City adopted a Complete Streets Policy, which was considered to the most progressive in the country by the National Complete Streets Coalition. The City followed up in May 2012 by adopting a Manual for Living Streets Design, to provide direction to design and/ or change streets for health, safety, livability, and sustainability, for people of all ages and physical abilities, and to accommodate all modes of travel.

To embrace the City's complete streets vision and policies, the Specific Plan envisions a series of modifications to make streets more comfortable for all users. In the Plan Area, modifications to several existing arterial and collector streets (Ramona Boulevard, Maine Avenue, Pacific Avenue, and Baldwin Park Boulevard) will be made to make streets more comfortable for all users. Designs for a series of new internal mixed-use streets will also be introduced within the Plan Area to connect various amenities in the area. Table 2.2 outlines recommended street configurations, detailed cross-sections are provided in Section 4, Code.

Street	Extent	Street Configuration	Multi-modal Facilities
Ramona Boulevard	La Rica to Park Place	<ul style="list-style-type: none"> Redesigned as a narrower four-lane gateway green corridor with a wide landscaped median. Where bus pockets are not present, space is provided for on-street parking areas that can be alternatively used for parklets or as a “flex zone” for loading/unloading or curbside rideshare hailing. Existing parking lots will be reconfigured to recreate Ramona Blvd into an active corridor serving retail, commercial, office, and public facilities along the street. 	<ul style="list-style-type: none"> From Baldwin Park Blvd to Downing Ave, the proposed redesign of the corridor as a complete street with bike facilities, a wide promenade, rich landscape of trees and wayfinding signage, the corridor will be transformed into a picturesque, inviting urban boulevard where vehicles and pedestrians can co-exist. The proposed cross-section includes a protected Class IV cycle track and wider pedestrian realm. The bus stations will be equipped with landscape elements such as shelter, signage, bench and trash cans.
Baldwin Park Boulevard	Park Shadow Court to south of Sterling Way	<ul style="list-style-type: none"> The proposed cross-section maintains the existing roadway width and number of lanes and includes a planted median between directional travel lanes. The outside lane is narrowed to allow for on-street parallel parking or a “flex zone” for bicycle facilities, loading/unloading zones for buses, or curbside rideshare hailing. 	<ul style="list-style-type: none"> Wide pedestrian sidewalks and landscape is recommended to create a more inviting, comfortable pedestrian environment. The layout of sidewalks, flex zones, and parking creates a corridor that is inviting and accessible to all users.
Maine Avenue/ Pacific Avenue	Los Angeles Avenue to Ramona Boulevard	<ul style="list-style-type: none"> To build off the City’s current beautification project on Maine Avenue north of Ramona Boulevard, it is recommended that Maine Avenue and Pacific Avenue through the Specific Plan be reconfigured into a two-lane roadway with on-street buffered bike lanes. On-street parking areas on both sides of the road can also be used as a parklet or outdoor seating area to attract retail patrons, create spaces for the community to gather, and create a comfortable walking experience. 	<ul style="list-style-type: none"> Wide, landscaped lined sidewalks are proposed along with seating spaces. This separation between vehicles and pedestrian will provide a more comfortable experience for all users. The proposed cross-section incorporates a buffered Class II bike lane on the northbound and a Class II bike lane on the southbound.
Bogart Avenue	Ramona Boulevard and Pacific Avenue	<ul style="list-style-type: none"> The proposed cross-section envisions Bogart Avenue into a two-lane neighborhood connector with eleven-foot travel lanes. A proposed parking strip on one side of the road can also be used as a parklet to encourage a comfortable walking experience or as a “flex zone” for rideshare loading/unloading zones. The southern portion of the corridor is recommended to include a wide landscape buffer between the Metrolink tracks and the downtown area. 	<ul style="list-style-type: none"> The 10-foot sidewalk is maintained, and tree-lined buffers incorporated within the on-street parking to provide a more comfortable walking experience. The proposed cross-section incorporates shared lane marking (Class III bicycle facilities) that indicate to drivers that the road is a bicycle route.
Downing Avenue	Ramona Boulevard and Pacific Avenue	<ul style="list-style-type: none"> The proposed cross-section envisions Downing Avenue into a two-lane neighborhood connector with twelve-foot travel lanes with on-street parking areas on both sides. The on-street parking areas can also be loading/unloading zones buses or curbside ride-hailing. 	<ul style="list-style-type: none"> The existing sidewalks are proposed to be widened to provide additional space for pedestrians. The proposed cross-section incorporates shared lane marking (Class III bicycle facilities) that indicate to drivers that the road is a bicycle route.

Table 2.2: Proposed Street Configuration.

Proposed New Neighborhood Streets

To improve connectivity, the Specific Plan creates a network of new streets that spurs economic redevelopment and helps to create a more walkable and bikeable environment. These new neighborhood streets are intended to provide local access and provide

increased pedestrian access to local businesses and residential developments. On-street parking, wide pedestrian sidewalks, and landscape on these streets would help create a more vibrant downtown environment.

Light, Quick, and Cheap Transformation Toolkit

A series of quick and low-cost strategies, programs, and activities together with long term investment in public spaces through creative partnerships that foster creative entrepreneurship and consistent programming can make the downtown more inviting and enticing.



Market

Food truck

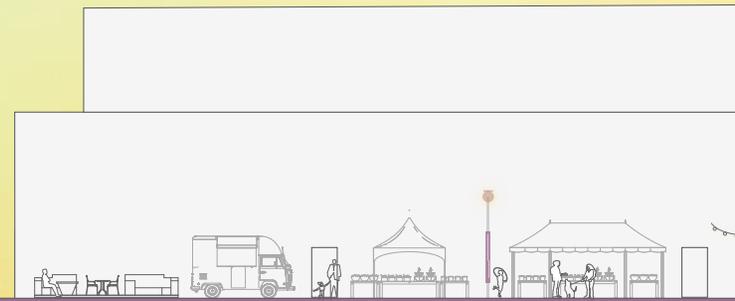
Interactive fountain

Play space

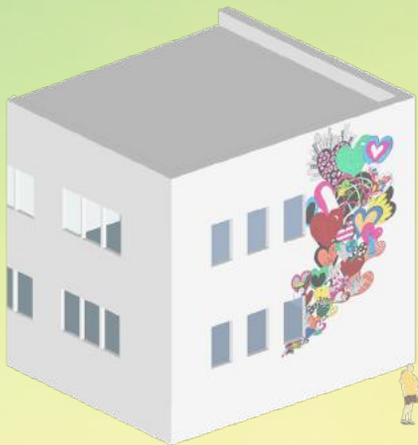
Outdoor film & music



Ramona Boulevard



Promenade



Mural



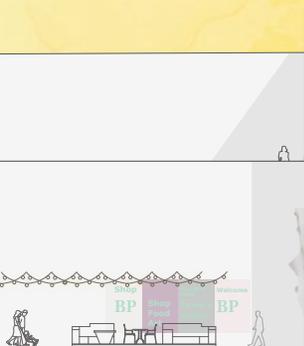
Climbing



Mobility hub



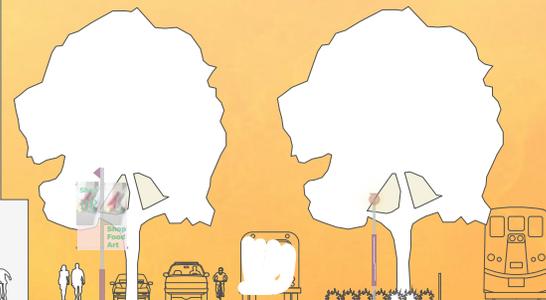
Parklet



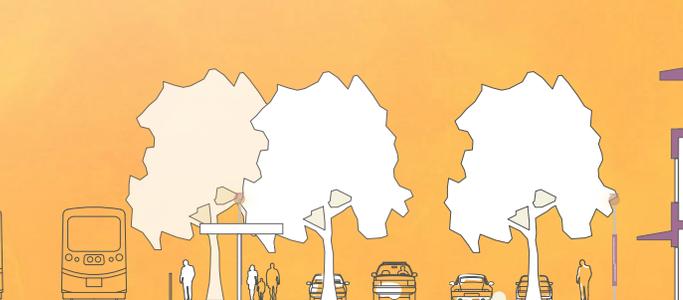
Paseo



Bogart Ave



Station



Downing Ave

3. Prioritize and Encourage Tranist Ridership

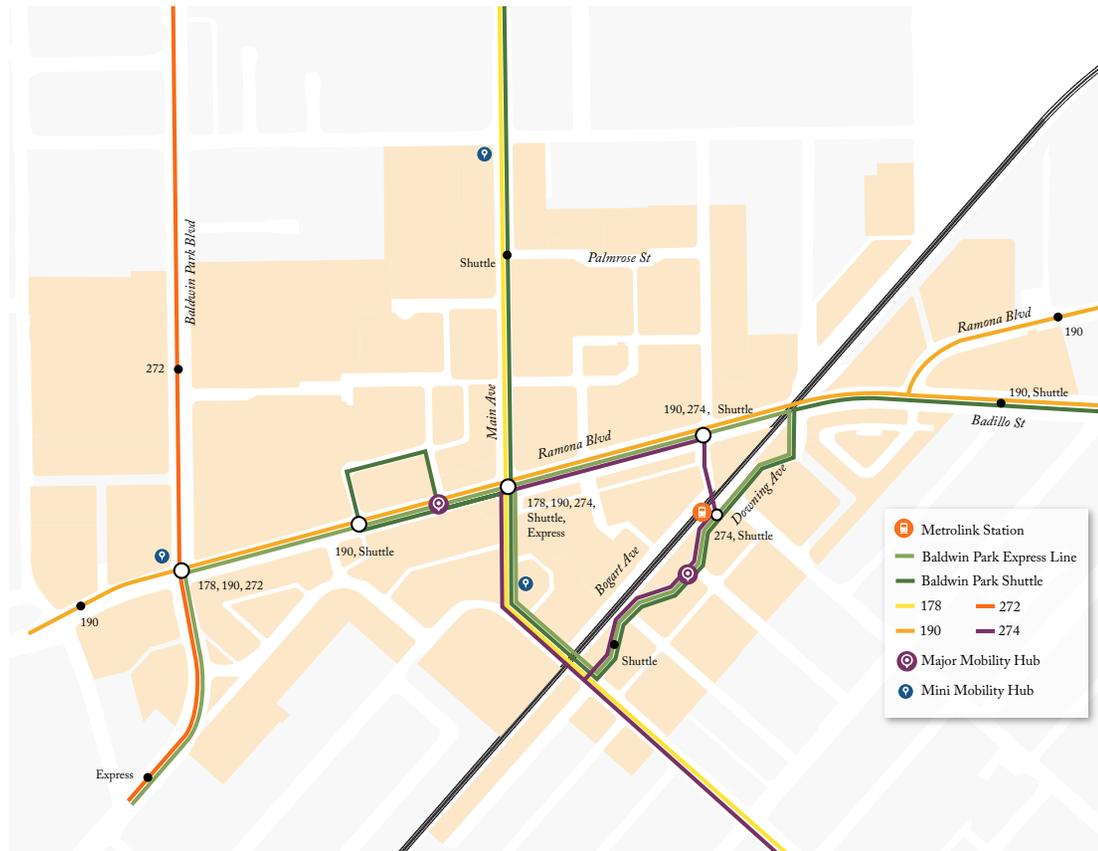


Figure 2.21: Proposed Transit Map.

Providing convenient, connected, and comfortable multimodal access to bus stops and stations, helps make public transportation a viable and attractive transportation option. It is expected that bus routes will remain largely as today; however, the Specific Plan envisions a variety of reconfigured bus services, and amenity and connectivity improvements to prioritize and encourage public transit ridership. The Specific Plan encourages and enhances accessibility to local and regional public transportation by improving connectivity throughout Downtown Baldwin Park, as illustrated with the development of complete streets. Additional strategies to improve first mile/last

mile connections include streetscape improvements and installing signage and wayfinding to direct riders. Figure 2.20 illustrates recommended transit route improvements and new stop locations.

Foothills Transit

The Specific Plan recommends installing bus stops on Pacific Avenue north and south of the Metrolink Station for Foothills Transit Route 178 to reduce the circuitous routing of the line to the Metrolink Station. The proposed stops would require pedestrian and bicycle connections and an



enhanced crossing to the station.

Foothills Transit Route 178 is also recommended to be evaluated for rerouting service north on Maine Avenue to Los Angeles Avenue, instead of traveling along Ramona Boulevard to Baldwin Park Boulevard. The reroute could have stops located on Pacific Avenue to tie into the Metrolink Station, provide a stop at Ramona Boulevard so passengers can transfer to other routes, and tie into Baldwin Park Shuttle stops on Maine Avenue.

Baldwin Park Shuttle

The Baldwin Park Shuttle is a local circulator route that provides important mobility services to key activity centers within Baldwin Park. Altering the Teal Line's route to travel north on Pacific Avenue to Ramona Boulevard would remove circuitous travel to the Metrolink Station. To accommodate service at Park Plaza, it is recommended to add a stop on Maine Avenue north of Ramona Boulevard. The addition of a stop on Maine Avenue south of Ramona Boulevard would also provide additional connectivity to Foothill Transit. This reroute would also provide opportunities to connect to the recommended mobility hub at City Hall.

Altering the Pumpkin Line's route to travel south on Pacific Avenue to Ramona Boulevard, instead of traveling on Bogart Avenue. The rerouting of the Pumpkin Line would require bus stops to be added on Pacific Avenue. The rerouting can provide opportunities to connect to the mobility hub at City Hall as well as provide better connections to Foothill Transit bus stops on Ramona Boulevard.

Metrolink Station Access



The Specific Plan recognizes that Metrolink Station access is a key element to the success of this Plan. In addition to upgraded pedestrian and bicycle facility connections on Ramona Boulevard, Bogart Avenue, Downing Avenue, and Pacific Avenue, the Specific Plan proposes converting the alley that connects the Transit Center Garage to Ramona Boulevard into a paseo. Currently, persons exiting the Transit Center Garage must walk through a typical commercial alley to reach destinations along Ramona Boulevard. By upgrading the alley into a “pedestrian-priority” pathway, the City can create unique public spaces and entice passengers of the Metrolink line to walk to Downtown Baldwin Park. The paseo can be designed to permit easy loading and unloading for trucks at designated hours.

The Specific Plan recommends that the City partner with Metrolink to evaluate opportunities to provide a more convenient and user-friendly experience for riders. It is recommended that the City work with Metrolink to conduct a study to determine the feasibility of relocating the platform to the north (closer to the corner of Ramona Boulevard) or to the south (adjacent to Pacific Avenue). Moving the platform to either side can provide opportunities to enhance the station and provide better pedestrian connectivity. Working with Metrolink, the City should also evaluate the potential for installing a pedestrian at-grade crossing to connect the station to the Transit Parking Garage across Bogart Avenue.



Figure 2.22: The platform is only accessible from Downing Avenue with no opening on Bogart Avenue. Currently, the station has a single track. Metrolink has plans to add another track. The City and Metrolink should examine the feasibility of providing access to the Station from Bogart Avenue. The path next to the parking structure provides an opportunity to link Ramona Boulevard and the Downtown area to the station with an active, safe, comfortable, and well designed paseo.

4. Mobility Hubs

Mobility hubs are places where different modes of travel converge seamlessly. Mobility hubs can range in size from a large transit center with stops for multiple transit stops, multi-modal parking, and other services, to a curb-side bus station with space for bike parking and ride-share pick-up. In addition to the physical facilities, mobility hubs can also provide technologies and programs such as real-time traveler information, real-time ridesharing, and dynamic parking management strategies. Components to consider for Mobility Hub location include:

- Proximity to key transportation infrastructure and services;
- Easily accessible on foot or bicycle;
- Residents with low levels of mobility accessibility;
- Mixed land use; and
- Potential for future growth.

The Specific Plan recommends that mobility hubs be established at the existing bus stops at the Metrolink Station, near City Hall, and at Morgan Park. These hubs would provide mobility options to residents, employees, and visitors in the Plan Area and increase connectivity to transit. The Metrolink mobility hub will provide mobility options to residents, employees, and visitors in the Plan Area; provide multimodal connectivity to transit; and decrease dependence on vehicle travel. As shown in the conceptual layout of the mobility hub, improvements could include provide transit informa-

tion, e-bike and e-scooter share storage, designated loading/unloading space for rideshare services, and connectivity to bus stops.

As development occurs, smaller-scaled mobility hubs (that just include bike parking, connections to bikeshare hubs, scooter-share, and ridesharing opportunities) could be implemented to further expand transportation options in the Specific Plan. The City should consider opportunities to convert or relocate existing bus stations in the Plan Area to mini-mobility hubs which could provide connections from the Plan Area to the Transit Center. Figure 2.21 illustrates the location of the proposed mobility hub locations and Table 2.3 outlines recommended mobility hub amenities.

Mobility Hub Amenity	Major Hub		Mini Hub		
	Metrolink Station	Morgan Park	City Hall	Maine Ave. & Palm Ave.	Baldwin Park Blvd. & Ramona Blvd.
Transit Stop Shelter and Bench	●	●	●	●	●
Wayfinding Signage	●	●	●	●	●
Real-Time Transit Information	●	●	●	●	●
Bike Rack/Storage	●	●	●	●	●
Bikeshare Hub	●	●	●	●	●
Scooter-share Hub	●	●	●	●	●
Bike Repair Stands	●	●	●	●	●
Rideshare Pick-up/Drop-Off Zone	●	●	●	●	●
Carshare Program Parking	●	●	●	●	●
Electric Vehicle Charging Station	●	●	●	●	●
Microtransit	●	●	●	●	●

● Recommended ● Not Applicable

Table 2.3: Potential Mobility Hub Amenities.



Figure 2.23: Proposed Metrolink Station Mobility Hub.

5. Walking and Biking

Multimodal connectivity is an important component of mobility where traffic networks are accessible and interconnected among different modes. This includes automobile, pedestrians, bicycles, and public transit. A well-connected multimodal network allows people to travel from one place to another by providing multiple travel options in different modes. Key components of network connectivity are route completeness, network density, route directness, access to destinations, and network quality.

The Specific Plan envisions a network of complete streets and green infrastructure improvements to provide enhanced pedestrian and bicycle connectivity, while still providing automobile capacity on key corridors. Recommended improvements include:

- Ramona Boulevard is transformed into a picturesque downtown passage that incorporates a range of mobility options, with active frontages, wide sidewalks, bicycle accommodations, human scale design features, and a rich landscape of trees and greenery. The existing bike lane on Ramona Boulevard is upgraded to an 8-foot Class IV separated cycle track that provides riders with a designate space to bike through Downtown Baldwin Park.
- Maine Avenue and Pacific Avenue are reconfigured into complete streets that incorporate a wide pedestrian realm and bicycle accommodations. New bicycle lanes on Maine Avenue and Pacific Avenue will provide sepa-

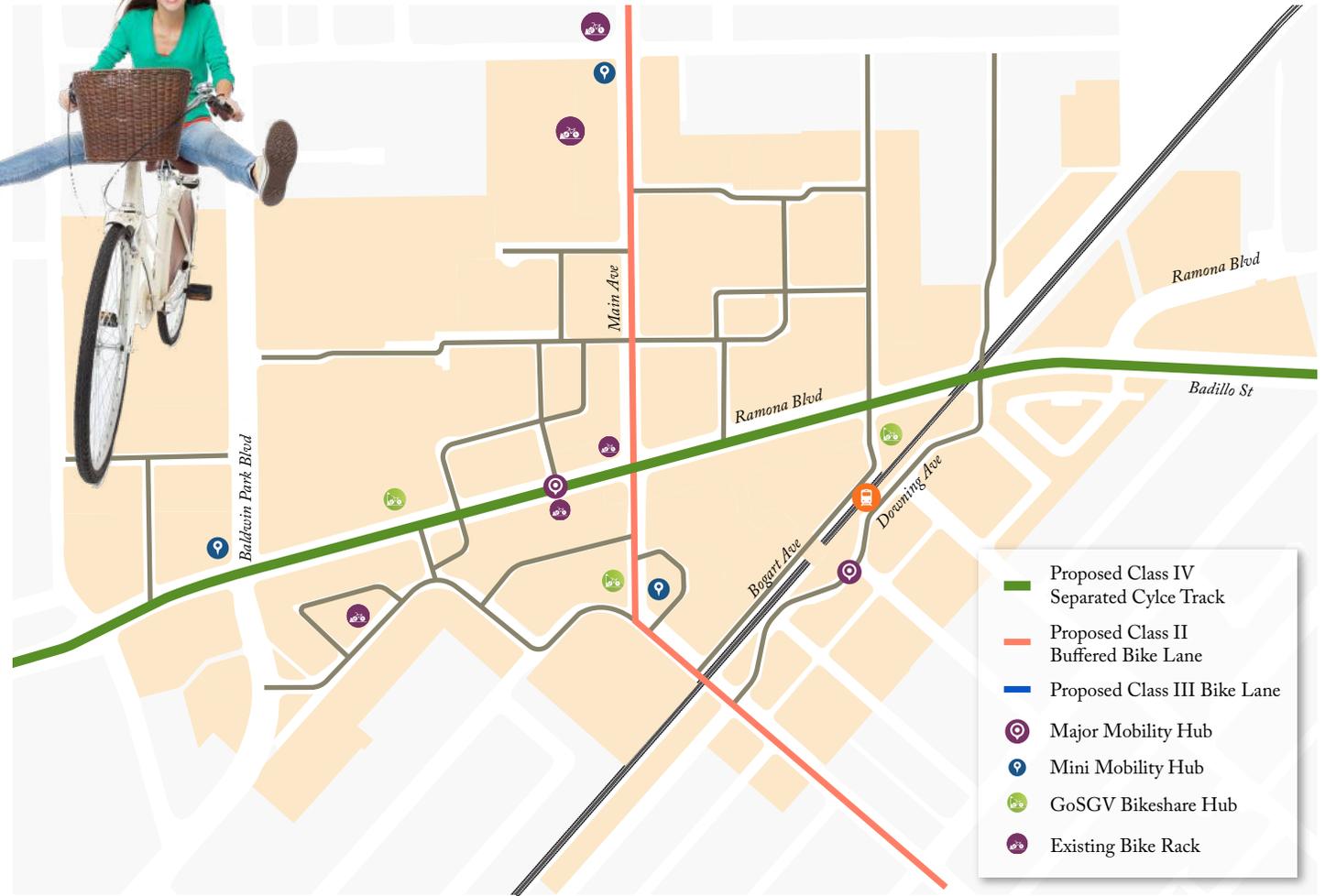


Figure 2.24: Proposed Bike Plan.

- Existing sidewalks are recommended to be widened and landscaped throughout the Specific Plan. Installing trees and landscaped areas along streets can also provide shade for pedestrians and help create a more comfortable walking environment for users of all ages and abilities.
- A network of Class III bike routes, where bicyclists share the right-of-way with motor vehicles, to connect local roads to enhanced bike facilities on Ramona Boulevard, Maine Avenue, and Pacific Avenue are incorporated throughout the Specific Plan area.
- Proposed on-street parking areas can alternatively be used for parklets or outdoor seating area to create active frontages that attract patrons, create community gathering spaces, and encourage residents, employees, and visitors to walk and bike.
- Pedestrian and bicycle wayfinding and route signage should also be incorporated into the design of streets and public spaces.

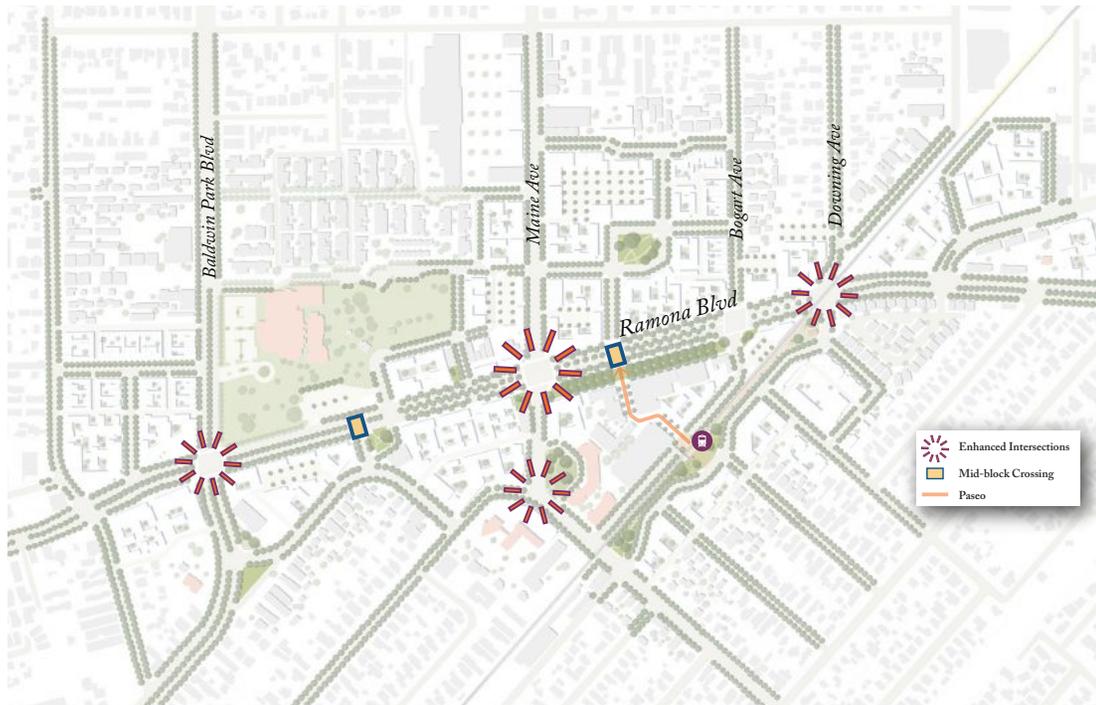


Figure 2.25: Enhanced Intersections and Mid-block Crossings.

Parklets and Public Space

Current public parking areas along Ramona Boulevard provide numerous opportunities to convert unused parking spaces into unique public areas, such as a promenade or parklet that can host farmers market, space for food trucks, or outdoor seating area for restaurants and retail stores. In addition, portions of Maine Avenue, Pacific Avenue, Cesar Chavez Drive, and Sterling Way could also temporarily be closed to vehicle traffic for special events.

Intersection Improvements

The Specific Plan recommends improving street crossings for the dual objectives of

slowing (and thus disincentivizing) passing through-traffic and of improving safety conditions for pedestrians. Safe and convenient pedestrian crossings at intersections and midblock locations should be promoted through design elements that shorten crossing distances, increase pedestrian visibility, and reduce motorist speeds. The Specific Plan envisions a mid-block pedestrian crossing on Ramona Boulevard east of Maine Avenue to improve connectivity across Ramona Boulevard and to the Metrolink station. Existing crosswalks on Maine Avenue, Ramona Boulevard, Baldwin Park Avenue, and Pacific Avenue are recommended to be upgraded to provide increased visibility of pedestrians. Potential improvement could include converting the crossings to raised crosswalks, converting to a high-visibility crosswalk pattern, installing flashing lights, and other traffic calming and intersection improvements. Table 2.4 provides a summary of potential intersection improvements.

Intersection	Potential Improvement Ideas
Ramona Blvd/ Baldwin Park Blvd	<ul style="list-style-type: none"> Converting the crossing to a high-visibility crosswalk pattern or raised crosswalk. Install curb extensions to shorten crossing distances and improve visibility. Evaluate signal timing to ensure adequate pedestrian crossing timing or to incorporate a Leading Pedestrian Interval signal timing. Install advanced limit lines indicating where motorists should stop when a pedestrian is crossing the street.
Ramona Blvd/ Cesar Chavez Dr	<ul style="list-style-type: none"> Enhance pedestrian and bicycle crossing efficiency and safety, by incorporating traffic calming and intersection improvements (such as a high-visibility crosswalk, planted curb extensions, and increased pedestrian and bicycle crossing timing).
Ramona Blvd/ Maine Avenue	<ul style="list-style-type: none"> Converting the crossing to a high-visibility crosswalk pattern or raised crosswalk and installing other traffic calming and intersection improvements. Install planted curb extensions to shorten crossing distances and improve visibility. Evaluate signal timing to ensure adequate pedestrian crossing timing or to incorporate a Leading Pedestrian Interval signal timing. Bicycle-supportive design treatments such as bike boxes and bicycle signals are encouraged at intersections. Incorporate bike lane transitions that allow cyclists to easily move from on-street facilities to the cycle track. Install advanced limit lines indicating where motorists should stop when a pedestrian is crossing the street.
Ramona Blvd/ Proposed Paseo	<ul style="list-style-type: none"> Evaluate the feasibility and need for a mid-block pedestrian crossing on Ramona Boulevard east of Maine Avenue.
Ramona Blvd/ Downing Avenue	<ul style="list-style-type: none"> Enhance pedestrian and bicycle crossing efficiency and safety, by incorporate traffic calming and intersection improvements (such as a high-visibility crosswalk, planted curb extensions, and increased pedestrian and bicycle crossing timing).
Maine Avenue/ Pacific Avenue	<ul style="list-style-type: none"> Converting the crossing to a high-visibility crosswalk pattern, installing flashing lights, and other traffic calming and intersection improvements. Install curb extensions to shorten crossing distances and improve visibility. Upgrade curb ramps to ADA standards.
Maine Avenue/ Downing Avenue	<ul style="list-style-type: none"> Evaluate the feasibility and need for a crossing on Pacific Avenue north of Downing Avenue to provide additional crossing options and connectivity to the Metrolink Station.

Table 2.4: Potential Intersection Improvements..

SHARED PARKING

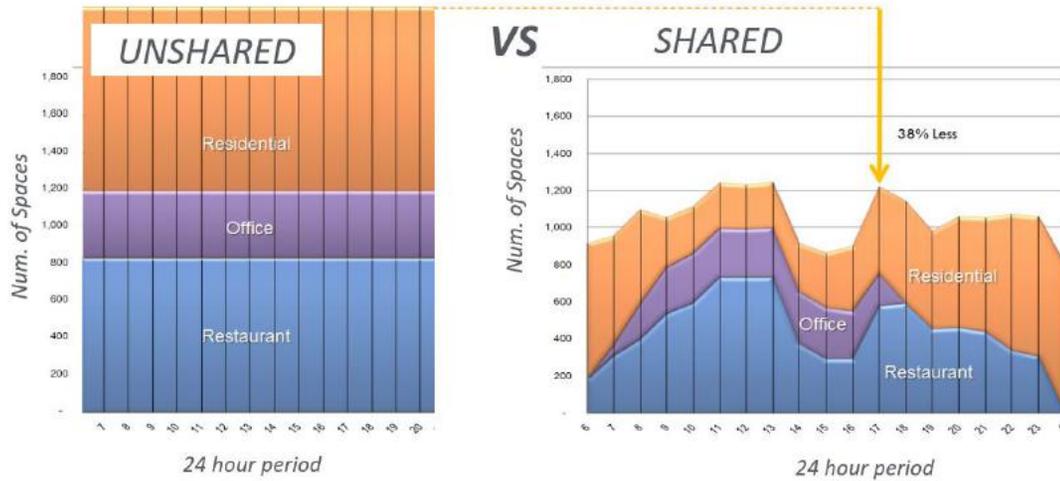


Figure 2.26: The graph shows reduced number of parking spaces required in a shared parking model versus an unshared model where each business needs to provide its own parking.

7. Parking

The Parking Management Plan includes recommendations for the City to consider in managing parking effectively and facilitating a walkable “park-once” environment. Based upon initial analysis, there is an opportunity to promote more efficient parking management by sharing the existing parking supply in the Specific Plan area. The recommendations outlined in the Parking Management Plan aim to have the public parking supply managed at an approximate 85 percent utilization to optimize usage of this public resource. These parking management measures may promote the use of transportation services, programs and incentives to reduce the parking demand for office, residential, and retail uses in the project area. Recommendations include:

- **Adopt a Parking Occupancy Target.** Parking occupancy target should be set to emphasize efficient use of resources and ensure parking availability for employees, residents, and visitors to the Specific Plan area. The public parking supply should be managed to achieve approximately 85 percent utilization to optimize usage of this public resource.
- **Shared Parking for Mixed Use Developments.** Incentivize development to share parking, particularly developments with different peak parking periods. An example would be an office building adjacent to a hotel, where hotel patrons could use the office parking during evening hours when its demand is highest. Shared parking between different land uses may apply to minimum parking requirements as required by the City’s zoning regulations. Whenever possible, new and existing development should coordinate with the City to provide parking facilities that can be shared between uses by the public, promoting a “park-once” district for those shopping, working, or taking transit.
- **Unbundled Parking.** Parking within the project area may be unbundled (i.e., the cost for a parking space is separated from the cost of renting or purchasing a unit). This provides a financial incentive for those who choose not to own a car. This is an efficient and fair practice, since occupants are not forced to pay for parking they do not need and can adjust their parking needs over time.
- **Wayfinding Signage.** The Specific Plan area has opportunities to improve wayfinding signage for off-street public parking locations and the Transit Center Parking Garage. Access from Ramona Boulevard to the Transit Center Parking Garage should be a pleasant

walking experience with wide and well-lit sidewalks and pedestrian-scaled wayfinding signage. In addition, the provision of directions and routing for vehicles will help direct drivers to parking facilities with the highest availability of spaces.

- **On-Street Spaces.** On-street parking spaces adjacent to a development (i.e., along property frontage) should be considered towards meeting minimum parking requirements for retail uses.
- **Bicycle Parking.** Incentivize bicycle parking spaces as part of new development within the project area. Bicycle parking may be provided through secure facilities such as bike lockers or indoor bike storage rooms, or through bike racks available for public use.
- **Convert Underutilized Parking.** Parking occupancy throughout the Specific Plan area should be monitored. If there are underutilized parking lots, the City may convert the spaces to open space, residential, office, and other uses.
- **Promote Transportation Demand Management (TDM).** The City can reduce parking demand by providing residents and workers in the Specific Plan area with transit benefits, access to car-share vehicles, bike parking, and other TDM strategies that would curb demand for parking. This would decrease parking demand, allowing for a reduction in parking ratios and greater increase in density in the Specific Plan area.



Creative use of underutilized parking spaces.





A SMALL TOWN FEELING

BALDWIN PARK

"USE YOUR BRAIN
BEFORE YOU
MAKE UP YOUR MIND"

"THE KIND OF COMMUNITY
THAT PEOPLE DREAM OF
RICH AND POOR,
BROWN, YELLOW, RED, WHITE,
ALL LIVING TOGETHER"

Ramona Blvd

Ramona Blvd

Downing Ave



3

"IF THIS PLACE
WAS GOOD ENOUGH
FOR ME
TO GROW UP IN
THEN, IT IS
GOOD ENOUGH
FOR MY CHILDREN"

Policy



This section lays out the policies and short and long term actions necessary to implement the vision for Downtown Baldwin Park. The three main focuses of the vision are to enhance the:

1. **Place:** Vibrant and active public realm defined by contextual infill and supported by resilient infrastructure.
2. **Prosperity:** Diverse economy that supports local businesses and promotes fiscal health.
3. **Mobility:** Enhanced access with contextual travel options and parking management.

For each of the three focus elements this chapter features goals, policies, and actions.

Goals — Goals are long-range, broad & comprehensive targets. Goals are not necessarily measurable or achievable; rather, they describe a desired end-state condition for Downtown.

Policies — Policies describe context & rationale of desired outcomes. Policies are focused & specific.

Actions — Actions are specific proactive steps to achieve the goals. They are the critical link between long-range planning & current-decision making.

A. Place

The Downtown vision is to reimagine and reinvent public spaces as the heart of every community. Strengthening the connection between people and the places they share. More than just promoting better urban design, the community vision for downtown facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define the downtown and support its ongoing evolution.

The placemaking focus is on specific quality of life outcomes at specific scales and time periods. Smaller scale tactical projects can be carried out with limited resources. Coordinated and incremental phased improvements build trusts and partnerships and attracts investment to carry out the larger scale improvements.

1. Animating the Public Realm

Goal: An active and inclusive public realm that promotes civic engagement and health.

The design of the public realm is essential to public health and safety, to encourage walkability, promote active lifestyles, and provide the physical environment needed to support a high quality of life. The public realm consists of the city's streets and public spaces; and it is defined and shaped by the buildings that line those public spaces.

Streets and public parks, open space, and trails are free and abundant as the air we breathe. To will this public space into existence and to democratize our progressively privatized areas of downtown, we must defend existing public space, advocate for more of it, and reclaim space that has been squandered by neglect or lack of vision.

a) Streets As Places

Most Downtown streets have been designed with the needs of drivers and automobile traffic put first. This traffic-centered conception of streets has led to the creation of dysfunctional places. The needs of people who want to use streets in other ways – such as for walking, shopping, cycling, using wheelchairs, or sitting and watching the world go by – have been given relatively little consideration. The social and economic value of streets as places of community interaction, as well as conduits for traffic – is being rediscovered.

The City has adopted complete streets policy that ensure that all users benefit. Recent public and private infrastructure projects have incorporated Complete Streets approach. Along similar lines, the vision for Downtown Baldwin Park calls for a balanced allocation of area for protected bikes and a safe, comfortable, and engaging place for people to walk, sit, and shop, while maintaining the same number of vehicular through lanes carrying traffic on Downtown streets.

56 Downtown Baldwin Park **Specific Plan**

Placemaking is a collaborative process seeks to use restore existing natural and built assets, and integrate arts and culture into community revitalization, to shape the public realm and transform downtown into a unique, lively, and resilient places that people want to live, work, play, and learn in.



Figure 3.1: Public Realm Plan. Integral to achieving the desired built environment is a coherent, well-designed network of streets and public open spaces that weaves together downtown assets and providing greater access for people of all ages and abilities.

b) Parks, Open Spaces, and Trails

Parks, open spaces, and trails provide an opportunity to exercise, access sunshine, nature and fresh air, and encourage people to walk or bike. They can have a significant impact on people's stress levels and overall mental health, particularly in busy areas like Downtown. Public open spaces, whether playgrounds, picnic fields, trails or even just engaging streets, can help build community by giving neighbors a realm in which to get to know each other.

The greatest opportunity for public space exists in reimagining the streets and trails as linear public space corridors that connect a range of new smaller parks and open spaces that provide safe, comfortable, and inviting walking and biking experiences.

The vision for the Downtown identifies a range of public and private open spaces connected through trails and walkable streets.

Policies and Actions

- P1.1 Expand and maintain an enhanced, interconnected system of public parks, trails and open space in Downtown area.**
- A1.1a Introduce additional public spaces, such as promenade, neighborhood and pocket parks, plazas, and parklets on public land.
 - A1.1b Enhance and connect public parks, open spaces and trails serving residents and visitors, connecting existing parks and the other Downtown assets through paseos, promenades, trails, and enhanced sidewalks.
 - A1.1c Incentivize private developers to contribute to the improvement of the existing public realm, or to provide new publicly accessible spaces in their development projects.
 - A1.1d Coordinate public realm improvements with new development projects for efficiency and potential time and cost savings.
 - A1.1e Allow parklets on streets to provide visual interest and expand the useable area of the sidewalk.
- P1.2 Incorporate trees, green infrastructure, and shade strategies in the public realm design to support walking and cycling, and outdoor recreation and dining.**
- A1.2a Implement the streetscape recommendations for Ramona Boulevard, Maine Avenue, Pacific Avenue, Bogart Avenue, and Downing Avenue.
Establish a detailed implementation program that sets timeframes given available funding and community priorities. Improvements can be phased, but priority should be given to Ramona Boulevard and Downing Avenue to re-establish the connection between Downtown and the Station.
 - A1.2b Provide Downtown street trees as shown in the Code, Figure 4.7.
 - A1.2c Continue to implement the Way-finding signage program for the Downtown area, providing signage oriented to pedestrians.
 - A1.2d Continue to provide and identify funding for public bike racks and lockers.
 - A1.2e Revise the Quimby Fee for Downtown projects to improve Downtown parks and public plazas and provide funding for development of cultural amenities.
 - A1.2f Incorporate universal design principles in the public realm, encouraging its use by people of all ages and abilities.
 - A1.2g Enhance existing, and introduce new activities and events that will lead to greater activation and use of public spaces by people of all ages and abilities.



2. Contextual Infill

Goal: A sense of place reinforced with balanced historical preservation and thoughtful transitions to context.



The building mass steps back from Ramona Boulevard corridor to the lower intensity residential neighborhoods.

Downtown development and design will serve Baldwin Park's diverse needs, contribute to improved conditions for all, and enhance downtown and its neighborhoods' authentic, creative, and dynamic local character. The neighborhoods within Downtown will vary in physical character and built form, creating interest while contributing to the overall Downtown identity.

Downtown is a collection of distinctive areas, each with a unique function and physical character; with the intensity of uses and activity increasing from the edge of Downtown to the core. The Downtown Core at the intersection of Ramona Boulevard and Maine Avenue will support the highest intensity development. Development along the frontage sites along Ramona Boulevard will define this signature corridor with thoughtful transitions as the downtown edge meets the adjacent residential neighborhoods.

Form-based standards based on community vision for desired character of Downtown will shape new development.

The Specific Plan seeks to:

- Preserve the historic buildings, cultural enclaves, and civic institutions within downtown's built environment;
- Shape a downtown built environment that increases housing options, equitable prosperity, arts and culture, and mobility needs; and
- Rationalize and simplify existing land development regulations to achieve predictable and context sensitive results.

Policies and Actions

- P1.3 Conserve the commercial character and scale of the Downtown area, including, while creating places of enduring quality that are uniquely fit to their time and place.**
- A1.3a Develop and adopt a form-based development code that supports existing commercial uses and encourages expansion while permitting infill development with context sensitive architecture, urban design, and landscaping.
- A1.3b Introduce new infill buildings and renovate existing buildings in a manner that enhances Downtown's walkable urbanism with interconnected streets lined by buildings that engage, frame, and activate the street.
- P1.4 Orient the new buildings and their frontages to the streets, parks, and open spaces and be respectful of the scale of the existing residential context.**
- A1.4 Develop and adopt a form-based development code that requires the highest standards of context sensitive architecture, urban design, and landscaping.
- P1.5 Remove regulatory and procedural barriers to good design.**
- A1.5 Develop and adopt a Form-Based Code for the Downtown area that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.
- P1.6 Expand the inventory of publicly accessible community gathering spaces so that businesses and residents are within a short walking distance of a park or recreational area.**
- A1.6a New buildings should incorporate public realm improvements described in the Downtown Vision and integrate such improvements into their existing context in a way that enhances Downtown's public space network.
- A1.6b Allow parklets on streets to provide visual interest and expand the useable area of the sidewalk.
- P1.7 Encourage green projects and practices.**
- A1.7 Incentivize sustainable living and business practices, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.
- P1.8 Provide high quality housing for current and future residents with a diverse range of income levels.**
- A1.8a Provide for quality housing at a range of income levels and price points, emphasizing housing product that captures the underserved multi-family market.
- A1.8b Support workforce and market rate units that will expand and diversify Downtown's housing stock, and support growth in Downtown employment.
- A1.8c Provide flexibility in development standards to encourage and facilitate nontraditional housing types and options, including single room occupancy, shared housing, co-housing, and cooperative-housing.
- P1.9 Downtown will enhance and protect existing historic and cultural landmarks and resources in coordination with new development.**
- A1.9a Conduct a Historic Resources Survey for the entire Downtown Specific Plan area.
- A1.9b Prior to completion of the Historic Resource Survey, applications for demolition permit and development proposals involving structures over 50 years in age will include a historic, technical assessment or "Phase I" prepared by a City-designated historic professional.
- Upon review of the "Phase I" historic assessment, the Community Development Director may request additional documentation in the form of a Phase II study. If the Director determines a potential Historic Resource is present, but not formally designated as a landmark or already on a State or Federal register, the development proposal shall be reviewed by the Planning Commission for compliance with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.*

3. Resilient Infrastructure

Goal: Compact development that incorporates sustainable practices and infrastructure.

The purpose of this section is to summarize the existing and planned infrastructure facilities and provide recommended infrastructure upgrades for the Baldwin Park Downtown Specific Plan area. The recommended upgrades are based on comparing the existing facilities and their capabilities/capacities with the proposed development within the Specific Plan area. The proposed development within the Specific Plan area is assumed to be at maximum “build-out” condition. The recommendations provided in this section will serve as a guide for future improvements to the infrastructure within the Downtown area.

a) Water System

There are three water purveyors providing water services in the city of Baldwin Park:

- Valley County Water District (VCWD),
- San Gabriel Valley Water Company and
- Valley View Mutual Water Company.

VCWD is the water service provider for Downtown Baldwin Park. There are potable water lines under almost all streets and alleys within the Specific Plan area. The sizes of the potable water lines vary from 4 to 12 inches. Most of the pipes are ST (steel pipe) with the exception of a few Poly Vinyl Chloride (PVC) pipes. Figure 3.2 shows the layout of the existing water lines.

Although the proposed growth will create an increase in the water usage and fire flow demand, the existing water lines will be able to handle the increment after the development. The Specific Plan recommends existing 6-inch ST water line on Bogart Avenue from Clark Street to Ramona Boulevard be upgraded to 8-inch ST as shown in Figure 3.2.

VCWD will evaluate all new development that will occur in the future using a more detailed hydraulic analysis. The VCWD analysis will supersede the recommendations herein, and VCWD will ultimately decide whether the water system infrastructure is required to be upgraded.

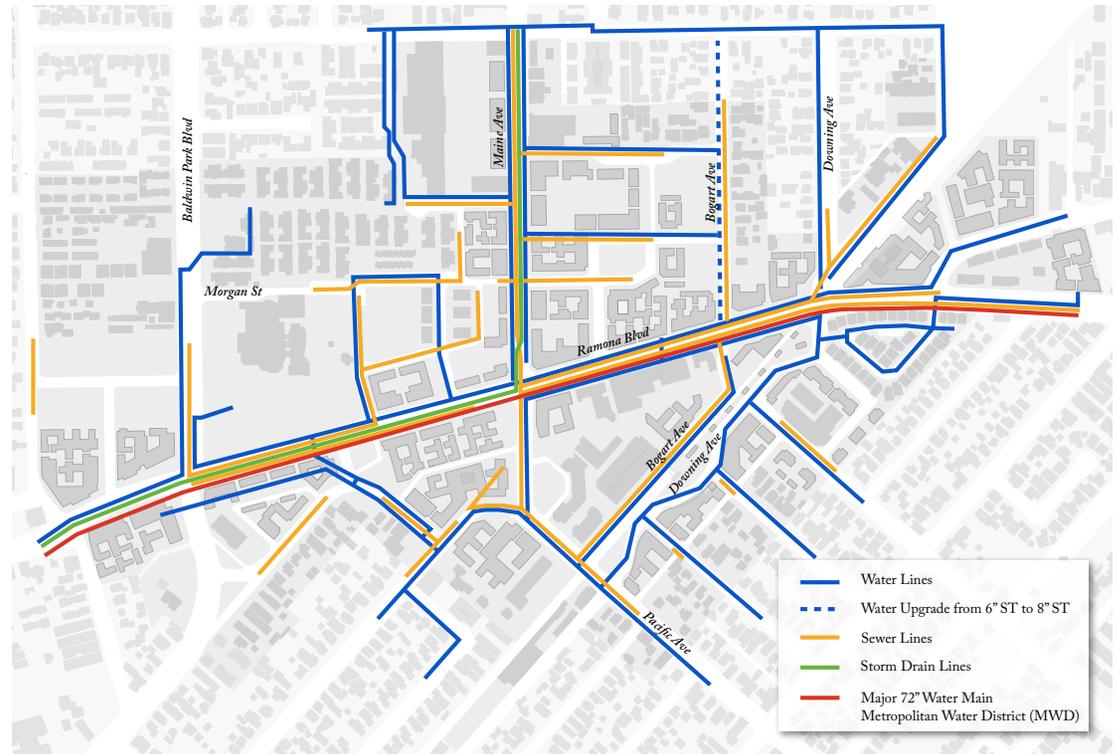


Figure 3.2: Wet Utilities Map.

b) Sewer System

The sewer lines serving the Specific Plan area are owned and maintained by the City of Baldwin Park Department of Public Works, with the exception of the 15-inch Baldwin Park trunk sewer, which is owned and maintained by the Los Angeles County Sanitation District. The sewer lines within the area are mainly Vitrified Clay Pipes (VCP), mostly 8 inches in diameter. The sewer lines are all under the major streets with smaller lateral lines connecting directly to the residential building or businesses (Figure 3.2).

There are two major sewer trunk lines within the Specific Plan area, one of them is the 15-inch VCP in Maine and Pacific Avenues, and the other is the 15-inch VCP in Baldwin Park Boulevard. Both sewer trunk lines flow from north to south. The sewer trunk lines will not require any upgrades to accommodate the new development. Furthermore, the rest of the sewer mains are 8 inches in diameter or larger, which are more than adequate to handle the increased sewage discharge created by the new development.

The City's Department of Public Works is planning to conduct a detailed sewer capacity study in the next 3 years. The study will provide a better and more detailed understanding of the impact of the new development to the existing sewer infrastructure.

The Los Angeles County Sanitation District will be involved in reviewing all new sewer infrastructure upgrades as the City's Department of Public Works will be sending new or updated tentative tract or parcel maps for the district to review.

c) Stormwater System

The stormwater system serving the Specific Plan area is maintained by the Los Angeles County Flood Control District (LACFCD). The storm drain system within the Specific Plan area consists of mostly underground Reinforced Concrete Pipes (RCP) ranging from 36 to 63 inches (Figure 3.2).

The proposed development in the Specific Plan area will generate little or no increase in the runoff to the existing drainage system, since more than 90% of the existing Specific Plan area is already impervious. It is predicted that the new development will not directly trigger any need for upgrading the City's existing storm drain major backbone facilities. In addition, the requirements for percolation and on-site detention for new development will stabilize and/or even reduce runoff in the area. At the present time, there are no plans to upgrade the existing storm drain system within the Specific Plan area.

Green Infrastructure

Low impact development (LID) is an approach toward development that seeks to mimic the natural processes occurring on a site during smaller and frequent storms which combined produce the majority of runoff from a site. LID practices can greatly improve stormwater quality by encouraging processes, such as sedimentation, filtration, or evapotranspiration, which reduce the pollutants present in urban runoff. LID also seeks to preserve a site's pre-development hydrologic pattern by minimizing impervious surfaces, capturing the low intensity events that contribute to erosion, and providing a measure of control over the larger events, which can cause both erosion and flooding. LID facilities are most effective when dispersed throughout a site to address runoff at its source. Draining sidewalks to vegetated filter strips, constructing parking lots with permeable pavement, and outletting roof leaders to the surface of a bioretention area can all provide treatment and attenuation of stormwater flows.

All new development in the Specific Plan area will:

- Prepare a hydrology study to demonstrate that building sites are free from flooding hazard;
- Mimic the site's pre-development runoff by choosing the appropriate LID practice;
- Demonstrate that any proposed improvement, including filling, does not raise the flood level upstream or downstream of the project; and
- Prepare National Pollution Discharge Elimination System reports, such as the Water Quality Management Plan, Standard Urban Stormwater Management Plan, and Storm Water Pollution Prevention Plan to ensure the quality of water is preserved and adverse environmental impacts are minimized.





Figure 3.3: Dry Utilities Map.

d) Electric System

Southern California Edison (SCE) provides electrical power service to the City of Baldwin Park. SCE sets their own service standards (with the involvement of the Public Utilities Commission) and facility improvement strategies. Currently, there is a network of power grid lines that supply sufficient electrical power service to the Specific Plan area. There is no major deficiency or functional problem in the power supply facilities within the Specific Plan area. The specific locations of the existing underground and overhead electrical lines are illustrated in Figure 3.3.

With the coordination of the City, the decision to upgrade the power supply facilities and the number of the upgrades (if any) to meet the demand of future development will be decided by SCE after developers have submitted their building plans. Demand for services and the ability to serve new developments are generally determined on a case-by-case basis. SCE has developed several energy-efficiency programs for residential, non-residential, new construction and low-income subscribers. These programs include rebates and cash incentives for completion of energy-efficiency projects in residences and businesses, providing energy-efficient solutions for new developments as well as programs that aid low-income customers to purchase energy-efficient refrigerators and outdoor lighting. SCE will continue to promote the resourceful use of energy, and in turn, a reduction in electrical use and electricity. All new development will be required to place the power and telecommunication services underground.

e) Gas System

The Southern California Gas Company/Sempra Utilities (The Gas Company) is the gas service provider for the Specific Plan area. Currently the gas pipelines are in all major streets in the area, specific locations of gas pipelines are illustrated in Figure 3.3.

The Gas Company is a public utility company; therefore the analysis on the capacity and capability to meet future demand will be conducted by The Gas Company with coordination with the City upon submittal of building plans by developers. The Gas Company participates in the California Energy Star® New Homes Program Version 3, a performance-based program that provides builders with incentives for developments that use at least 15% less energy than the California 2008 Building Energy Efficiency Standards.

f) Telecommunications System

Verizon is the provider of both local and long distance telecommunications in the Specific Plan area (Figure 3.3). Verizon Communications will assess the demand for services and the ability to serve new developments on a case-by-case basis. The capacity and capability analysis for meeting future demand within the Specific Plan area will be conducted after building plans are submitted by developers. An upgrade of the existing telecommunications infrastructure to have the capability of providing high speed internet for future developments will include the placing the aerial telecommunication lines underground, and providing fiber optic cables to replace of copper conduits.

Verizon Communications will coordinate with the electrical service supplier (SCE) to share the utility trenching cost by utilizing a joint trench. In most cases, SCE will dictate the layout of the trench, and the telecommunication lines would follow.

g) Cable Television System

The cable service provider for this area is Time Warner Cable. Most of the existing cable TV systems within the Specific Plan area are aerial facilities that share the power poles with the electrical system with a few existing underground conduits (Figure 3.3). New land uses resulting from the Specific Plan will consist of both commercial and residential development, therefore high speed internet and cable television services will be in demand. Similar to telecommunications system, Time Warner Cable will assess the demand for services on a case-by-case basis and ultimately make the decisions concerning upgrades for the existing cable TV systems to meet the demand of the future developments.

Also similar to telecommunications system, cable TV will most likely coordinate with SCE to conduct joint trenching, if new underground infrastructure is warranted, in order to lower the cost.

Policies and Actions

The Downtown Specific Plan policies and actions seek to ensure a reliable system that meets current and future needs and encourages conservation.

a) Water

P1.10 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the Downtown area.

A1.10a Continue to regularly update the City's capital improvement plan in order to effectively prepare for land use changes and new developments within the Downtown area.

A1.10b Construct, maintain, and revitalize distribution infrastructure as needed throughout the Downtown area in response to changes in demands and land use patterns.

b) Sewer

P1.11 Ensure that wastewater in the Downtown area is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.

A1.11a Continue to regularly update the the City's capital improvement plan to effectively prepare for sewer flows generated as a result of land use changes and new developments throughout Downtown.

A1.11b Construct, maintain, and revitalize distribution infrastructure as needed throughout the Downtown in response to changes in demands land use patterns and aging infrastructure.

c) Stormwater

P1.12 Utilize and maintain a robust stormwater conveyance system that protects the Downtown from flooding impacts and ensures that storm flows are efficiently routed to regional drainage.

A1.12a Continue to regularly update City capital improvement plans to ensure effective prioritization, funding, and construction of drainage improvements throughout Downtown.

A1.12b Enforce hydromodification control requirements on new developments, ensuring that increases in impervious surface do not result in increased peak flows and downstream scour.

P1.13 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are not degraded.

A1.13a Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations.

A1.13b Encourage the implementation of low impact design features for all new developments and redevelopments within Downtown.

D. Electricity and Natural Gas

P1.14 Ensure that all Downtown residents and businesses are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.

A1.14 Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner.

B. Prosperity

Goal: Attract new investment, support small businesses, and diversify and increase the local tax base.



The Downtown is a vibrant civic, cultural, transportation, shopping, entertainment and recreational center of Baldwin Park. Well-established residential communities surrounds the downtown area. The dense population base and reasonable household incomes supports retail and transit services. However, the mix of uses is weighted to non-vibrant services. Existing service and health-care uses have a low sales tax base and do not encourage long visits or multi-shopping trips. Additional “Food and Beverage” and “Specialty Retail” stores are desired.

Every year, nearly 1,800 households headed by young adults and older empty nesters relocates to Baldwin Park. These statistics indicate a stronger preference for particular types of experiential retail and commercial uses. The long term challenge is to make existing and future retail resilient to the shifts in shopper behaviors, generational preferences, and rise in e-commerce. Retail needs to offer something local and fresh with engaging customer experiences. To compete with the internet, both the store and the place around the store needs to be memorable.

Over 75% of the jobs in the downtown are in local mom and pop businesses. Development incentives can be provided to encourage provision and leasing of space serving the needs of local maker and arts/artist activities users on-site in new developments or repurposing of existing buildings. Zoning should permit flexible ground floor uses that allow light industrial/production and/or office use in addition to retail-related uses, so long as they interact well with the street and collectively add to create a lively, interactive, vibrant and culturally relevant public realm. These local businesses contribute to the economic and cultural vitality of Downtown and generate tax revenues. The local arts, cultural, retail, dining, and entertainment businesses in Downtown can draw from and in turn support downtown as a regional, multi-cultural entertainment, dining, and shopping destination.

This section lays out specific economic development initiatives to deploy in the Downtown Specific Plan Area. This section is informed by discussions with community members and economic development stakeholders to articulate the following economic development policies and actions in a manner that best addresses community needs and aspirations.

This section specifies policies and actions based on the four focus topics identified in the Downtown economic development vision: resilient, flourishing, inclusive, and creative.

Policies and Actions

Resilient

P2.1 Diversify the Downtown economy.

Demand for new retail space is likely to be minimal, and retail can be particularly vulnerable during economic downturns. Therefore, Downtown should consider diversifying its economic offerings, by attracting non-retail jobs, collaborating with regional health and educational institutions, and assuring that residents have pathways to a diversity of high-quality jobs.

A2.1a Enhance tax revenues through economic and development activity.

A2.1b Target high quality, small independent restaurants to develop a “restaurant cluster,” that both meet needs of a wide range of residents, satisfy latent demand of surrounding market, and complement smaller independent businesses.

Improve the diversity of food, arts and culture to reflect the unique demography of Baldwin Park. Invest heavily in its streets, public spaces, connect small businesses and entrepreneurs to capital, and focus on creating a unique and inclusive downtown experience. Experience and place centered around food can generate more tax revenues than the current mix of service businesses.

A2.1c Target specialty or local goods stores will support the downtown as a “destination” with longer stays and increased pedestrian activity.

P2.2 Protect and enhance existing retail base.

- A2.2a Providing business improvement opportunities, and improve access to retail consumers arriving by both private and public transit.
- A2.1b Encourage redevelopment of underperforming retail spaces to include mixed use in the form of residential development with a smaller retail footprint.
- A2.1c Develop design guidelines that promote walkability, to drive foot-traffic to retail and provide desirable streetscapes for residents and shoppers.

P2.3 Identify seed funding for catalytic early actions.

The City can prepare for implementing changes in the Downtown by identifying and evaluating key sources of funding that can support specific initiatives.

- A2.3a Set aside Economic Development Fund resources to jumpstart economic development activities in the Downtown area.

In the short term, the City can prioritize resources to fund programming and placemaking enhancements in the Downtown which catalyze its identity as a center for entrepreneurs. Such initiatives can include façade improvements, public programs (food trucks, street festivals, etc.), and district branding/marketing efforts.

- A2.3b Establish an EIFD/CRIA to fund Downtown infrastructure investments.

In the longer term, a District-wide EIFD or CRIA can be used to reinvest increases in land values (from future development and a value premium created by transit) into infrastructure improvements in the Downtown area.

- A2.3c Negotiate community benefits for economic development.

The City should leverage community benefit negotiations from developers to provide funding for, among other items, economic development initiatives in the Downtown area. For instance, these funds could help fund the Downtown's incubator space and/or programming.

P2.4 Ensure proposed developments are net fiscally positive.

Increase in developmental demand in the Downtown provides an opportunity for the City to be more selective. In addition to considering how an incoming project may contribute to the aforementioned initiatives, the City should set up its development approval process to assure how a project meets specific fiscal thresholds.

- A2.4 Develop and use a fiscal model to assess project revenue potential.

The City should assess potential Downtown development through a clear "scorecard" for fiscal performance and economic development benefit.

P2.5 Gauge participation in a Business Improvement District (BID) to provide high-quality district services.

Local investment in minor and major Downtown improvements, via the establishment of a Business Improvement District, can go a long way in supporting public funding and initiatives in the area. However, to assure support for such a self-imposed tax, local landowners must have an active role in its visioning and be committed to making the investment work.

- A2.5a Build a coalition of Downtown property owners to coordinate with the City's vision.

In the short term, the Baldwin Park Chamber of Commerce, partnering with the City could coordinate District-specific economic development initiatives, and assure they align with Citywide strategies. Once the coalition is established, the following Action (A2.5b) may be considered.

- A2.5b Establish the Business Improvement District (BID) for district maintenance and programming.

The BID can have the authority and responsibility to manage programming of events, maintenance and other identity-building activities within the Downtown, funded through the BID assessment. The BID can also be responsible for marketing the District to other businesses, through establishing a website or other proactive outreach efforts.

Flourishing

P2.6 Create an innovative and flexible land use framework.

A2.6 Allow for the proliferation of uses and amenities, that in turn support the branding of the Downtown District.

P2.7 Improve and expand Downtown marketing and branding efforts.

A2.7a Target people and organizations, employers, entrepreneurs, and institutions interested in downtown's cultural and entertainment offerings, and looking for accessible commercial space near high-quality public amenities and transit.

A2.7b Develop a design identity to brand Downtown.

The City can cultivate a coherent feel to the District through small design interventions, such as threshold signage, street signs, a distinct color palette, lighting, or public art. The City can also encourage creative uses, while taking care to coordinate such efforts under a cohesive identity.

P2.8 Install wayfinding signs to guide pedestrians, bicyclists, motorist, and transit users to major destinations, parking areas, nodes, and points of interest.

A2.8a Identify simple ways to improve existing signage in the near term, such as by identifying the location of confusing or missing signage. Make such improvements and continue to evaluate signage needs.

A2.8b Provide Downtown maps at transit stops, paths, and nodes where pedestrians need to make decisions on routes to destinations.

- *Way-finding signs should be synced with development of destinations with flexibility to add more destinations on signs when necessary.*
- *Architecture, landscaping, lighting, art, and technology should facilitate orientation and guide people to the various destinations of interest.*
- *Way-finding signs will be aesthetically consistent, easy to see, positioned to promote safety, and be made of durable materials that are easy to maintain.*
- *Signs should be well-lighted, but not illuminated so that they are overly visual intensive or distracting.*
- *Material and paint selections should be durable and graffiti resistant. Regulatory and other traffic signs shall be high intensity reflective sheeting.*
- *Provide adequate resources for the on-going management and maintenance of signs.*



P2.9 Improve Downtown district amenities.

A2.9a Pilot tactical urbanism to “activate” precise Downtown spaces.

The City can pilot low-cost, temporary interventions that will help bring new uses and activities to the area. This can take a variety of forms, such as food trucks, street fairs, or installation art pieces.

A2.9b Pilot a façade improvement program for businesses.

The City can pilot a façade improvement program, potentially funded through CDBG (if available), to help local businesses coordinate and improve the appearance of their businesses, in line with the design principles of the area.

Inclusive

- P2.10 Create more affordable, diverse housing products for households at different points in their life-cycle.**
- A2.10a Rezone opportunity areas to allow dense residential development and encourage infill on smaller lots.
To accommodate Baldwin Park's growing population, downtown has an opportunity to absorb a significant portion of the projected total need for housing citywide, both subsidized affordable and market rate. As part of a development incentive program, clearly identified community benefits can be provided in exchange for increases in building intensity.
- A2.10b Target a variety of public funding sources and resources to promote development of income restricted accessible affordable housing for all family types in the downtown area.
- A2.10c Encourage housing and live-work spaces for artists.
Providing artists with affordable housing in Downtown area where they can live and work can strengthen the social cohesion and identity of Downtown. The artists can attract outsiders into Downtown with events and open houses that showcase their art. They could also take their art-making experiences out into the larger community.

Many artists find it difficult to take advantage of existing affordable housing programs due to often sporadic or unstable income, making it difficult to officially document for purposes of eligibility for affordable housing initiatives. Additionally, the predominant ranch housing type found in Baldwin Park is less suitable for creative people that prefer high-ceilings, light-filled rooms, at bargain prices.
- A2.10d Increase protections and assistance for low-income renters and other residents at risk of displacement.
- P2.11 Support the growth of new small scale manufacturers and budding entrepreneurs.**
Assist adults and youth in accessing training and job opportunities for living wage jobs. Provide opportunities for business planning assistance, mentorship and coaching, and funding identification.
- A2.11a Work with existing property owners to fill currently vacant office spaces or identify alternate uses if the space is no longer viable.
- A2.11b Incentivize retention and growth of commercial spaces suitable and affordable for makers, artisans, artists, and the arts.
- A2.11c Support the incubation and expansion of businesses owned by people of color and women in response to disparity.

	Citywide RHNA Allocations for 8 years (2021-2028)	Downtown Share of units 20 year projected growth
Very Low Income (0% - 50% AMI)	576 units	593 units
Low Income (50% - 80% AMI)	275 units	284 units
Moderate Income (80% - 120%)	263 units	271 units
Above Moderate (120%+)	887 units	914 units
Total	2,001 units	2,062 units

Table 3.1: A large percentage of the Citywide RHNA unit allocations will be accommodated in the Downtown Area at a faster pace than the rest of the City.

- P2.12 Reinforce downtown as a growing retail, dining, and entertainment destination for all.**
Downtown is a gathering place for Baldwin Park. Small, locally-owned retail businesses and businesses owned by people of color are located throughout the downtown area.
- A2.12 Attract and support businesses and patrons that complement existing and emerging concentrations of retail, dining, entertainment uses, and the creation of nightlife or cultural districts.

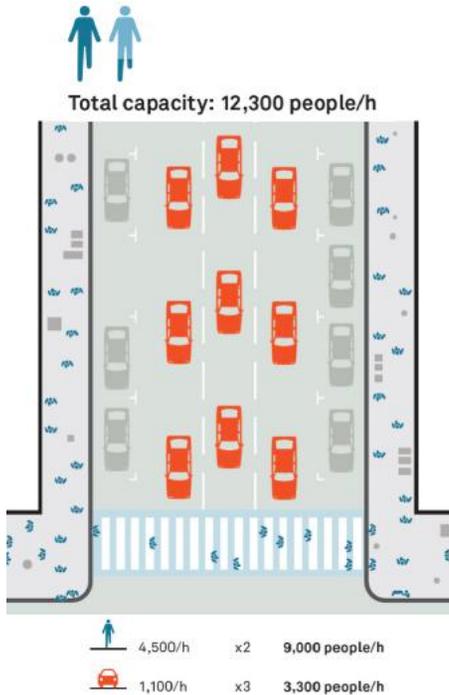
Creative

- P2.13** Expand places and spaces where community events and festivals can occur.
- A2.13a Develop the Promenade and Paseos and various parks and open spaces in the Downtown area.
- A2.13b Examine current zoning and permitting requirements with the objective of supporting and facilitating community events and festivals.
- P2.14** Facilitate use of vacant or underutilized space by arts and cultural groups.
- A2.14 Work with owners and the developers of empty tenant spaces and parking lots to encourage a variety of pop-up events, exhibits, performances, and temporary retail activities.
- Allow artists temporary and opportunistic use of spaces and venues such as vacant walls, storefronts, empty buildings, underutilized parking lots, and open spaces to visually activate and enliven the area.*
- P2.15** Facilitate creative expressions in the Downtown Area.
- A2.15a Encourage permanent and temporary art installations in parks, open spaces, and streets.
- A2.15b Collaborate with other community groups and non-profit organizations to maximize resources.
- A2.15c Explore naming rights, sponsorships and asset management opportunities to create ongoing revenue for maintenance and operations of existing public art.
- P2.16** Integrate public art into the development review and capital improvement program.
- A2.16a Continue to implement provisions for public art as a requirement for large development projects.
- A2.16b Work cooperatively with City Boards, Commissions, and Committees, and other public and private organizations promoting art and cultural activities throughout the City.

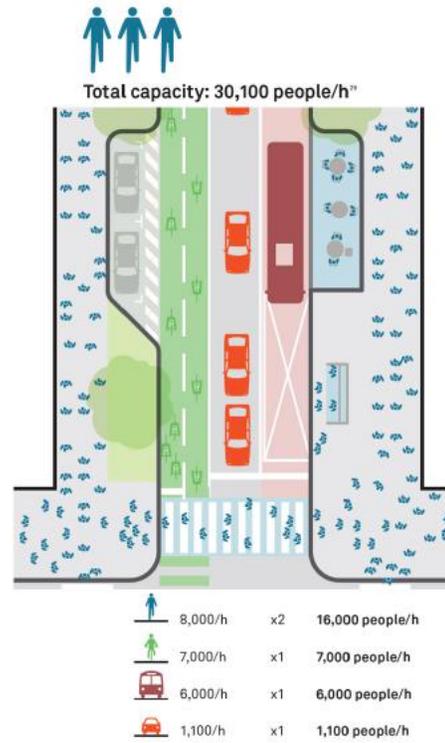




Moving Cars



Moving People



C. Mobility

Goal: Downtown Baldwin Park’s multimodal transportation system encourages the safe, convenient, and efficient travel of people and goods while supporting broader community safety, mobility, health, and economic development goals.

The City of Baldwin Park envisions for a multimodal transportation system that creates a safe, comfortable, connected, and inviting transportation network so people of all ages and abilities can efficiently and reliably get to the places that matter most to them. The policies and actions identified have been developed to shift the focus of travel in Baldwin Park from moving vehicles to moving people through a variety of modes – including walking, bicycling, and public transportation. The Mobility Element also supports and reflects the city’s Complete Street Policy and strategic goals and visions outlined in the city’s General Plan and complement the recently-adopted Vision Zero Policy.

At the core of the Mobility Element is revitalizing the downtown area by integrating transportation and land use to create more vibrant, attractive, and active streets and public facilities. Baldwin Park understands the importance of a well-connected mobility network to not only improve existing transportation needs, but also to support economic development and accommodate future increases in activities. While the Specific Plan focuses on downtown Baldwin Park, special consideration was given to connect to regional transportation facilities to ensure regional mobility needs for people living, working, and visiting Baldwin Park are addressed.

The mobility strategy for the Downtown Specific Plan includes:

1. **Connected and Complete, Context Sensitive Street Network:** Provide a safe, efficient, and accessible transportation system for users of all ages and abilities.
2. **Prioritize and Encourage Transit Ridership:** Offer a range of mobility options to connect to transit services and destinations within the city and the region.
3. **Connectivity for All Modes:** Increase mobility throughout area by enhancing travel options for each mode of travel.
4. **Future of Transportation:** Prepare for the emerging trends and the evolving mobility landscape.
5. **Parking Management:** Increase efficiency and utilization of public parking facilities.

1. Connected and Complete, Context Sensitive Street Network

A complete streets vision is a fundamental shift in how the city will plan and design the street system. Complete, context sensitive streets recognize that roadways are public spaces that serve all users (including those driving, those walking or riding a bike, and those on transit, plus elderly, children, families, and other groups) while integrating the street with the surrounding land uses. Complete streets recognize that each roadway facility within the city is unique given its geographic setting, adjacent land uses, functionality, and the desired use of that facility. By thinking “outside the pavement”, complete, context sensitive streets strive to balance the economic, social, and environmental objectives of the community with the operational needs of the roadway.

While many transportation projects have historically been vehicle capacity enhancing and traffic control focused, this Mobility Element supports a new paradigm to rethink about each project and explore a diverse range of potential solutions to enhance the mobility for all users of the street. Many of these projects will involve repurposing existing right-of-way rather than acquiring and constructing new right-of-way.



Policies and Actions

P3.1 Develop a comprehensive network of connected and complete, context-appropriate multimodal streets.

A3.1a Develop design standards for Complete Streets.

Use the guidance established in this plan, along with guidance from LA Metro, and NACTO.

A3.1b Design new street connections in the Plan Area.

Create a network of smaller blocks with more street connections to provide alternate travel routes, improve travel efficiency, and to make a more walkable and bikeable environment.

A3.1c Design new streets and implement improvements on existing streets in the Plan Area to serve users of all ages and abilities, while prioritizing modes and design features based on the context of the street.

A3.1d Enhance the bike and pedestrian preferred facilities as part of private and public developments, land transfers, maintenance activities, and other similar opportunities.

A3.1e Pursue funding for multimodal infrastructure projects that promote complete streets such as impact fees and local, regional, state, and federal grants.

A3.1f Monitor multimodal level of service methodologies and incorporate into impact assessments as appropriate.

A3.1g When performing street maintenance, consider safety improvements at all locations.

P3.2 Leverage the planned improvements and development projects to implement complete streets policies.

A3.2a Enhance the bike and pedestrian preferred facilities as part of development, private grants, signing of shared routes, maintenance activities, etc.

A3.2b As streets are improved or rehabilitated, incorporate the pedestrian and bicycle facilities to provide a complete street, consistent with the City's roadway design standards.

A3.2c Update development standards and require the provision of adequate bicycle and pedestrian access for new development projects.

A3.2d Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards.

A3.2e When performing street maintenance, consider safety improvements at all locations.

A3.2f Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

A3.2g Redevelop public parking lots for active spaces and new land uses.

2. Prioritize and Encourage Transit Ridership

Providing convenient, connected, and comfortable multimodal access to stops and stations helps make public transportation a viable and attractive transportation option. Improving walking and bicycling connections to transit increases the area transit stations serve, and transit enables bicyclists and pedestrian to combine trips and travel longer distances. This is referred to as First Mile/Last Mile (FLM), where a person must find transportation options to get to a transit station and from transit to their destination. The Mobility Element encourages and enhances accessibility to local and regional public transportation by improving connectivity throughout Downtown Baldwin Park.

P3.3 Increase multimodal connectivity and access to transit services.

- A3.3a Integrate multimodal and transit priority concepts (i.e., bus stop sign, bus priority lanes, etc.) into street designs to allow for safe, efficient, convenient transit movement through the Downtown area.
- A3.3b Create clear, direct, and short transfers between different modes and routes.
- A3.3c Create safe pedestrian and bicycle access from bus stops and mobility hubs to major destinations.
- A3.3d Create an attractive and comfortable network of transit stops that are well-designed, have enhanced amenities, are easy to navigate to, and complemented by clear wayfinding and user amenities.
- A3.3e Enhance and expand pedestrian and bicycle facilities and amenities to bus stops by providing wide sidewalks, bicycle facilities, landscaping, pedestrian scale lighting, enhanced paving, bicycle parking, high visibility crosswalks, and other urban design improvements.
- A3.3f Collaborate with Foothill Transit, Metrolink, and the Baldwin Park Shuttle to provide real-time transit information at the Metrolink station and key bus stops.

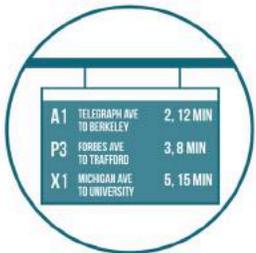
P3.4 Enhance connectivity and multimodal access to the Metrolink.

- A3.4a Facilitate walking and biking between the Baldwin Park Metrolink Station and nearby destinations through improved sidewalks, a pedestrian-priority pathway to Ramona Boulevard, and additional bike facilities.
- A3.4b Coordinate with Foothill Transit, Metrolink, and the Baldwin Park Shuttle to improve service and connections between routes.
- A3.4c Leverage new developments to create a compact, walkable and bikeable area to and around the Metrolink station.
- A3.4d Partner with Metrolink to evaluate the feasibility of relocating the station's platform to provide better pedestrian connectivity to destinations in the Plan Area.
- A3.4e Working with Metrolink, evaluate the potential for installing a pedestrian at-grade crossing to connect the station to the Transit Parking Garage across Bogart Avenue.
- A3.4f Coordinate with Metrolink to determine potential plans for widening the Metrolink line to include two tracks.

P3.5 Create a network of well-design mobility hubs to expand First and Last Mile connectivity.

- A3.5a Collaborate with Metrolink, Foothill Transit, Baldwin Park Shuttle, and SGVCOG to create mobility hubs at the Baldwin Park Metrolink Station and Morgan Park.
- A3.5b As development occurs, work with regional and local transit agencies, rideshare providers, micromobility providers, and SGVCOG to establish a series of smaller-scaled mobility hubs to expand connectivity.
- A3.5c Create safe pedestrian and bicycle access to mobility hubs from major destinations, especially those connecting to the Metrolink station.
- A3.5d Consider options and opportunities to partner with and support local businesses with connections to, or services at, mobility hubs.
- A3.5e Consider opportunities to convert or relocate existing bus stations in the Plan Area to create mini-mobility hubs which could provide enhanced connections from the Plan Area to the Metrolink station.

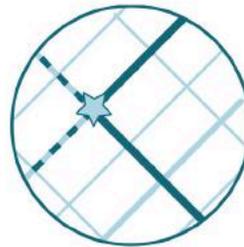
Creating a high-quality transit network



*Frequent,
Predictable,
Convenient*



*Complete Trips
Need Complete
Networks*



*Easy to Ride,
Easy to Run*

P3.6 Seek opportunities to streamline and improve transit service routing in and through the Downtown area.

A3.6a Coordinate with Foothill Transit, Metrolink, and the Baldwin Park Shuttle to improve service and connections between routes.

A3.6b Assess opportunities to improve the efficiency and ridership of Foothill Transit and Baldwin Park Shuttle routes by taking advantage of new streets proposed within the Plan Area, plus shifting route and station locations to better serve priority development areas.

A3.6c Coordinate with Baldwin Park Shuttle and Foothill Transit to evaluate potential service route enhancements and to upgrade amenities at bus stops, including converting bus bays into boarding bulbs.

A3.6d Consider integrating transit priority concepts (i.e., bus priority lanes, converting bus bays into boarding bulbs, integrating Transit Signal Priority treatments, or queue jump lanes) into street design to maximize service efficiency.

3. Connectivity for All Modes

A well-connected transportation network reduces network distances traveled to reach destinations and increases alternative options for traveling. In addition, a multimodal network promotes physical activity and increases access to opportunities that includes jobs, housing, education, recreation, and healthcare. The Mobility Element identifies policies and actions to increase connectivity for different modes of travel: walking, biking, transit, shared mobility, and driving.

P3.7 Enhance and upgrade multimodal facilities to provide convenient and safe facilities for all modes.

A3.7a Enhance transit amenities for safe and comfortable access to transit including waiting areas, seating, landscaping, lighting, shade and rain cover, trash receptacles, passenger loading zones, complimentary Wi-Fi, daily schedule information, and real-time transit arrival alerts.

A3.7b Enhance pedestrian amenities to key destinations by providing wide sidewalks, landscaping, pedestrian scale lighting, enhanced paving, high visibility cross walks, and other urban design improvements.

A3.7c Provide enhanced mid-block crossings on Ramona Boulevard, Maine Avenue, Pacific Avenue, and Baldwin Park Boulevard to reduce walking distances due to long blocks.

A3.7d Evaluate the feasibility and need for a mid-block crossing on Ramona Boulevard west of Pacific Avenue.

A3.7e Evaluate the feasibility and need for a crossing on Pacific Avenue north of Downing Avenue to improve connectivity to the Baldwin Park Metrolink Station.

A3.7f Coordinate with Metrolink to improve pedestrian crossings of the railroad tracks, such as the establishment of sidewalks and at-grade crossing control devices.

A3.7g Create streetscapes and public realms that encourage walking and biking.

A3.7h Coordinate planning and design efforts with the State Park Program Grant (SPP) Big Dalton Wash Trail Greenway improvements to ensure multimodal connectivity between the Specific Plan area and the proposed trail improvements.

- P3.8 Create well-designed spaces for a high-quality user experience for all modes.**
- A3.8a Provide streetscapes and public realms that provide safe and convenient routes for walking and biking.
- A3.8b Consider incorporating branding or marketing efforts with the wayfinding program.
- A3.8c Partner with local businesses to provide information about their services in the wayfinding program.
- A3.8d Reduce block lengths for shorter walking and biking distances.
- A3.8e Provide a diverse mix of uses that includes housing, employment, retail, and public spaces to create a vibrant urban environment.
- A3.8f Incorporate pedestrian and bicycle safety into plans, programs, and designs.
- A3.8g Incorporate designs that remove barriers to pedestrians, bicyclists, and persons with mobility limitation, connecting sidewalks to bus stops and pathways that do not require passing through parking areas or driveways.

4. Future of Transportation

The Mobility Element identifies policies and actions that would enable the City to prepare for emerging technologies in the transportation industry. The City’s approach should be to harness the technological innovation to achieve the overarching goals of creating an accessible, prosperous, resilient, healthy, safe and active community. Investments today will be the foundation for the future, and changes to today’s traffic problems may be able to set the stage for larger policies and fundamental shifts in the way people move.

- P3.9 Ensure new mobility services and options are accessible and safe for all residents, visitors and employees.**
- A3.9a Develop policies and programs for innovative transit and micromobility options such as microtransit, neighborhood electric vehicles, e-scooters, and others.
- A3.9b Develop clear policies around right-of-way and use of micromobilities within public facilities.
- A3.9c Expand the availability of shared bike, micromobility and microtransit options to offer a range of accessible mobility options.
- A3.9d Account for micromobility needs and infrastructure requirements into future mobility hub design.
- A3.9e Incorporate shared-use or flexible-use curbs (i.e., on-street space for vehicle pick-up/drop-off and deliveries) into updated street designs and new development projects.
- A3.9f Work with technological providers to ensure diversity in the new transportation system.
- P3.10 Invest in critical infrastructure and pilot programs to leverage new transportation technology.**
- A3.10a Conduct pilot programs for bikeshare, scooter-share and microtransit as feasible and appropriate.
- A3.10b Establish uniform and transparent data-sharing platform that would potentially assist mobility planning for all users and the City.
- A3.10c Develop policies for mobility devices that have shared use technology such as e-bikes.
- A3.10d Coordinate regionally to develop policies for connected and autonomous vehicle technology that protect vulnerable road users.
- A3.10e Take proactive approach to understand and guide development of connected vehicle and autonomous vehicle technology.

5. Parking Management

The Parking Element identifies policies and actions that would enable the City to prepare for emerging technologies in the transportation industry. The City's approach should be to harness the technological innovation to achieve the overarching goals of creating an accessible, prosperous, resilient, healthy, safe, and active community. Investments today will be the foundation for future and experiment with today's traffic problems may be able to set the stage for larger policies.

- P3.11 Increase efficiency of public parking facilities to improve utilization and minimize total parking areas.**
- A3.11a Minimize surface parking by implementing parking management strategies to facilitate a walkable “park-once” environment.
- A3.11b Adopt a parking occupancy target to manage the public parking supply and optimize usage of this public resource.
- A3.11c Incentivize new and existing developments to provide parking facilities that can be shared between uses by the public, promoting a “park-once” district for those shopping, working, or taking transit.
- A3.11d Establish framework for a comprehensive parking management plan, including elements such as valet/shuttles; remote parking; paid/time limited parking; smart parking and parking data; and safety and security.
- A3.11e Consider opportunities to provide real-time parking availability and wayfinding signage to direct drivers to parking facilities with the highest availability of spaces.
- A3.11f Incentivize bicycle parking spaces as part of new development within the Plan Area.
- A3.11g Convert underutilized public parking lots to open space, residential, office, and other uses.
- A3.11h Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques to reduce the percentage of users that drive or own vehicles.



Code

4

4.0 Introduction

Downtown Baldwin Park provides a range of living, working, and recreational options to suit diverse needs. The form and character of the different human habitats is conceived as a geography of diverse place types such as neighborhoods, districts, and corridors. The Urban Form Map shows a physical framework of place types that informs and guides the nature, form and character of the built physical environment.

The Downtown is built out with stable commercial and residential areas. Some of the vacant and underutilized sites in the Downtown area offers the greatest potential for preserving commercial development and attracting new growth.

Community preferences and directions throughout the visioning process guide the coding of the built environment — from a broad, citywide scale, to a detailed scale of individual downtown neighborhoods, blocks, buildings and physical character, consistent with the history and desired future of the place.

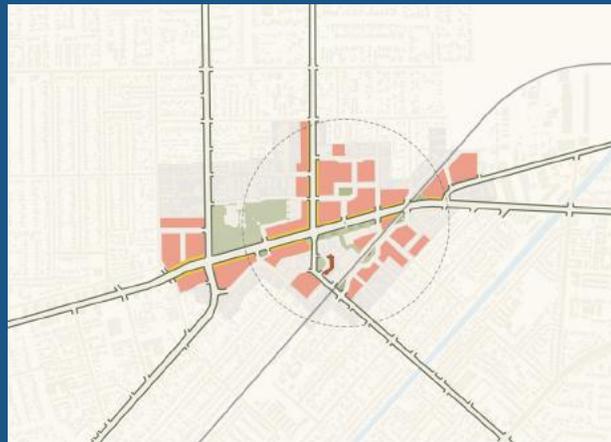


Figure 4.1: Downtown Baldwin Park Urban Form Concept

Form-Based Code

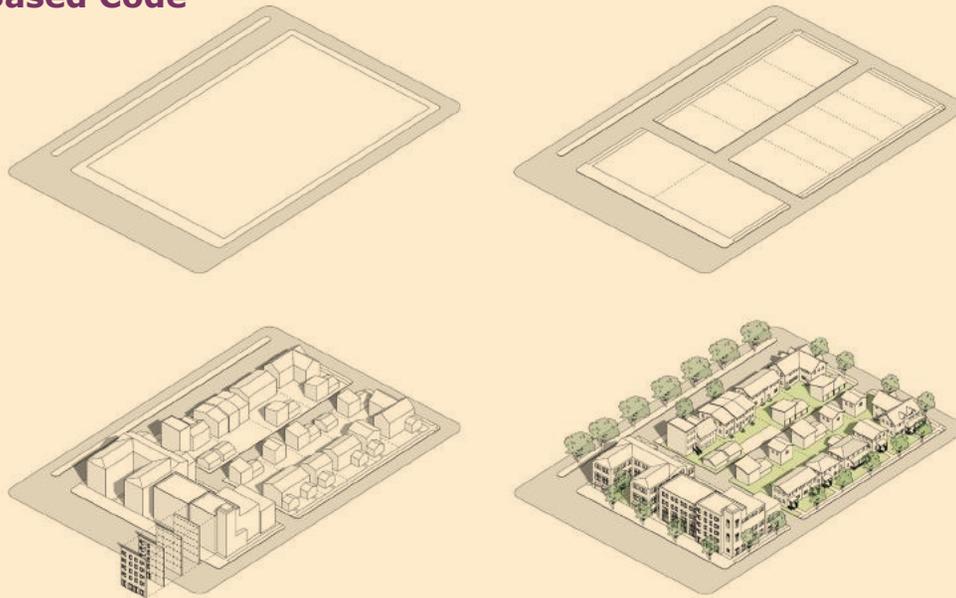


Figure 4.2: The standards are carefully calibrated for varying context offering a rich public realm and a variety of living and working environments.

The Downtown Baldwin Park Code is a form-based code (FBC). FBCs are an alternative to conventional zoning regulations. FBCs are purposeful place-based regulations with an increased focus on the design of the public realm: the public space defined by the exterior of buildings and the surrounding streets and open space.

FBCs are used to protect and preserve stable areas from incompatible development and to attract appropriate (re)development to transform areas at risk. This FBC reinforces the historical form patterns with the use of streets, frontages, buildings, and open spaces that are appropriate for Downtown Baldwin Park context.

A key difference between conventional use-based and FBCs is that FBCs do not determine entitlements through FAR or floor units per acre. The conventional density controls have failed to produce diversity in living and working arrangements in a contextual manner. Overly restrictive use and density regulations are common barriers to small-scale development.

The focus of this code is on the few but critically important urban standards that shape the public realm. These include design of streets and open spaces, setback, building height, building frontage at street level, parking, and access.

The properties in Downtown Baldwin Park are build-out. The vision for Downtown Baldwin Park calls for incremental and contextual infill development.

The regulations in this code focus on creating a unifying public realm and is intended to be lean and less regulatory on the private side. The Downtown Baldwin Park area is distinctively different than neighboring downtown or residential areas. The area will develop incrementally and more organically.

This code intentionally encourages improvisation and innovative infill development that creates a rhythmic patterns of existing and new buildings unified by a distinctive, vibrant, and walkable public realm.

The Development Code consists of the following sections:

4.0 Introduction: What is Form-Based Code?

4.1 Purpose and Applicability: The purpose, use, and applicability of the code.

4.2 Regulating Plan: A zone map that assign standards based on desired character and intensity.

4.3 Public Realm: Standards for subdivision, blocks, streets, and open spaces. Features a Public Realm Plan showing a range of open spaces; and standards for street types, Street Tree Master Plan, street furniture and outdoor seating areas.

4.4 Development Standards: Setbacks, height, parking standards, and access aimed at generating the individual buildings on a block that collectively with other buildings will shape the form of the public realm.

4.5 Frontage Standards: Standards for private frontages that provide a transition and interface between the street and the building.

4.6 Land Uses: Allowed and restricted land uses.

4.7 Signs: Design standards for signs.

4.8 Other Development Standards: Standards for on-site landscaping, lighting, drive-through, and solid waste.

4.9 Administration: Responsibility and authority to review and make final decision.

4.10 Glossary: General and land use terms defined.

4.1 Purpose and Application

4.1A Purpose

1.1A Intent

The Development Code implements the Baldwin Park Downtown Specific Plan's Vision, Goals and Policies. This Development Code is intended to facilitate the continuing evolution of the Plan Area into a place where:

1. A mixture of land uses including shops, workplaces, and residences are within walking distance of one another and produce an urban form that is inviting, comfortable, safe, and ecologically resilient;
2. Streets and open spaces promote vibrant, safe, healthy, and prosperous place; and
3. New infill and remodeled buildings work together with existing buildings to define the pedestrian-oriented space of the public streets within the specific plan area, and are harmonious with each other and the desired character of the specific plan area.

1.1.B Relationship to the Baldwin Park General Plan

The Downtown Specific Plan Code is consistent with the Baldwin Park General Plan currently in effect, as required by Government Code 65000, et seq., California Statute. The Downtown Specific Plan Code implements the General Plan's community supported goal 'to strengthen the economic vitality and aesthetic character of the downtown through the establishment of a mixed-use pedestrian district which builds on Livable Communities principles and techniques."

1.1.C Relationship to the Municipal Code

Chapter 153 of the Baldwin Park Municipal Code (BPMC) shall be referred to as the "Downtown Code." The Downtown Code provides all requirements for development and land use activity within the boundaries identified in Figure 4.3. Except as specifically referenced within the Downtown Code, the Baldwin Park Municipal Code requirements in place prior to the adoption of the Downtown Code are hereby replaced by Chapter 153.110.051.

4.1B Use and Applicability

1.2A Use of Downtown Code

The Downtown Code shall be administered by the Baldwin Park City Council, hereafter referred to as the "Council;" the Planning Commission, hereafter referred to as the "Commission;" the City Planner; and the Baldwin Park Planning Division, hereafter referred to as the "Planning Division."

1. **Responsibility for Administration:** The Planning Division shall be the primary body responsible for administering the Downtown Code subject to the provisions of Chapter 153.

1.2.B Applicability to Municipal Code

Property, including structures, land uses and physical improvements such as signs, landscaping, and lighting within the boundaries of the Downtown Code (Figure 4.3) shall comply with all applicable requirements of the Downtown Code as follows:

1. **Zoning District(s) Requirements:** All property subject to the Downtown Code shall comply with the relevant requirements of the applicable zoning district(s).
2. **Conflicting Requirements:** Where a requirement exists for the same topic, in both the Downtown Code and other sections of the Baldwin Park Municipal Code, the requirement of the Downtown Code shall prevail unless otherwise specified.



Figure 4.3: Downtown Boundary Map

- 1.2.B 3. Permit Approval Requirements:** Each structure and land use shall be constructed, reconstructed, enlarged, altered, or replaced in compliance with the following requirements:
- a. **Allowable use:** The land use must be allowed in the zoning district where the site is located (see Table 4.3).
 - b. **Permit and approval requirements:** Any and all permits or other approvals required by the Downtown Code shall be obtained before the issuance of any required grading, building, or other construction permit, and before the proposed structure is constructed and land use established or otherwise put in operation.
 - c. **Development standards and conditions of approval:** Each land use and structure shall comply with the applicable development standards of the Downtown Code for the zoning district in which the site is located.
- 4 Improvements, Modifications, or Expansions of Sites or Structures**
- a. **Improvements to Conforming Structures or Sites:** Applicants that involve an improvement to a conforming site, an existing conforming structure(s), or a modification/expansion of an existing conforming structure(s), sign(s) are subject to the applicable requirements of the Downtown Code.
 - b. **Improvements to Non-Conforming Structures or Sites:** Applicants that involve an improvement to a non-conforming site, an existing non-conforming structure(s), or a modification/expansion of an existing non-conforming structure(s), or sign(s) shall comply with the applicable requirements of Section 1.2C.
 - c. **Civic Buildings:** Applications that involve a civic building as defined by the Downtown Code shall comply with Section 1.2B.7.
- 5 Modification or Subdivision of Existing Parcel(s):** Applications involving the modification of an existing parcel or the subdivision of an existing parcel shall comply with the applicable requirements of the applicable zoning district(s) and Section 4.3 Public Realm (Subdivision, Streets, and Block Standards).
- 6 Approved Entitlements:** Entitlements approved prior to the adoption of the Downtown Code that have yet to be constructed are not subject to the Downtown Code. The entitlement(s) may not be extended beyond the four-year approval period and upon expiration, the owner must demonstrate substantial completion in constructing the approved structure(s) or the property shall then comply with the Downtown Code. Substantial completion means at least 90% completion of the approved structure(s) as determined by the City of Baldwin Park Building Official.

- 1.2.B 7 Civic Buildings:** Applications involving the modification or construction of a building for civic purposes as defined in Section 10.0 “Glossary,” shall comply with the following:
- a. Section 4.4 Development Standards and Section 4.5 Frontage Standards are not required of civic buildings.
 - b. All other sections of the Downtown Code apply.

1.2.C Non-conforming Lots, Uses, and Structures

- 1 Intent:** The regulations of this section are intended to:
- a. Recognize the interests of property owners in continuing to use their property for uses that were lawfully established.
 - b. Promote maintenance, reuse, and rehabilitation of existing buildings.
 - c. Place reasonable limits on nonconformities that have the potential to adversely affect adjacent properties.
- 2 Non-conforming Lots:** Lots which are non-conforming as to lot area or lot width may be adjusted or subdivided provided the resulting re-configuration brings the non-conforming lot into, or closer to conformity with the requirements of current applicable regulations.
- 3 Non-conforming Use:** Non-conforming uses are those that were legally established but that are not currently listed as permitted or conditionally permitted in the zoning district in which they are located or those that currently require a conditional use permit but at the time of their initiation did not require a conditional use permit. The following provisions shall apply to legal Non-conforming uses:
- a. No Non-conforming use shall be expanded or moved in whole or part to any portion of the lot or parcel upon which it is located or other structure other than that occupied by such use at the time it was established.
 - b. No Non-conforming use shall be changed to a different Non-conforming use.
 - c. If a Non-conforming use is discontinued or abandoned for a continuous period of 180 days or more, such use shall be deemed to have lost its Non-conforming status and shall not be reestablished.

4 **Non-conforming Structures:**

- a. **Additions:** A Non-conforming building or other structure may be added to, provided that an addition of 50% or more of the floor area existing as of the adoption of this Downtown Code shall trigger compliance with all Downtown Code provisions for the portion of the building or structure comprising the addition.
- b. **Repairs and Maintenance:** General non-structural repairs and normal maintenance necessary to keep a nonconformity in sound condition are permitted. Structural repairs to a legal non-conforming structure may be authorized by the Building Official if it is determined that said repairs are necessary to protect the health and safety of the occupants, public at-large, or adjacent property and the cost does not exceed 50% of the replacement cost of the legal non-conforming structure. Structural improvements required to strengthen unreinforced masonry structures in compliance with seismic safety standards shall be permitted without replacement cost limitations.
- c. **Replacement of Non-conforming Structures:** Any non-conforming structure that is involuntarily damaged by fire or other catastrophic event may be restored or reconstructed to its original condition provided that the cost of such restoration/reconstruction does not exceed 50% of the replacement value of the structure and that the restoration shall commence within one year from the date the damage occurred.

4.2 Zones and Regulating Plan

4.2A Zoning Districts and Overlays

4.2A.1 Purpose and Establishment of Zoning Districts and Overlays

This section establishes the zoning districts and overlays to implement the Downtown Specific Plan for property and rights-of-way within the Downtown Code boundaries. Property and rights-of-way subject to the Downtown Code shall be divided into the following zones and overlays, which shall be applied to all property as shown on Figure 4.4.

4.2A.2 Zoning Districts and Overlays

The Downtown Code is consistent with the Baldwin Park General Plan currently in effect, as required by Government Code 65000, et seq., California Statute. The Downtown Code implements the General Plan's community supported goal to direct majority of the new infill growth to downtown in a contextual manner.

4.2B Regulating Plan

4.2B.1 Purpose and Establishment of Regulating Plan

This section establishes the regulating plan, Figure 4.4, as the map that identifies and implements the various intentions and principles of the Downtown Plan. Table 4.1 defines the zoning districts, overlays and standards for site development, design and land use through the following:

- a **Zoning Districts:** Each zoning district is allocated standards in the following areas:
 - Building Placement
 - Allowed Development Standards
 - Allowed Frontage Types
 - Building Height and Size
 - Allowed Encroachments into Required Yards
 - Parking Placement and Site Access
 - Required Parking
 - Allowed Land Uses

- b **Shopfront Frontage Overlay:** This overlay requires buildings to have shopfront frontage and a minimum floor-to-ceiling height. This requirement is to accommodate ground floor live-work, commercial, retail or other such non-residential activity on streets where the vision expects active, pedestrian-oriented streetscapes.
- c **Spatial Enclosure Frontage:** Spatial enclosure is the three dimensional alignment of facades with one another in a coherent manner so as to define the public realm and create a sense of place. The spatial enclosure also projects the unique geometry of the streets and traffic flow vertically around the uniquely shaped parcels thereby promoting safe driving. This overlay requires the frontages of the parcels to be lined with building facades to shape and enclose the streets or open spaces.
- d **Regulating Plan Diagram:** Each zoning district and overlay established by the Downtown Code is identified on Figure 4.4 to show the boundaries of each zoning districts, overlay, and the parcels within each boundary. Figure 4.4 is established as the zoning atlas for all property within the Downtown Code boundaries.

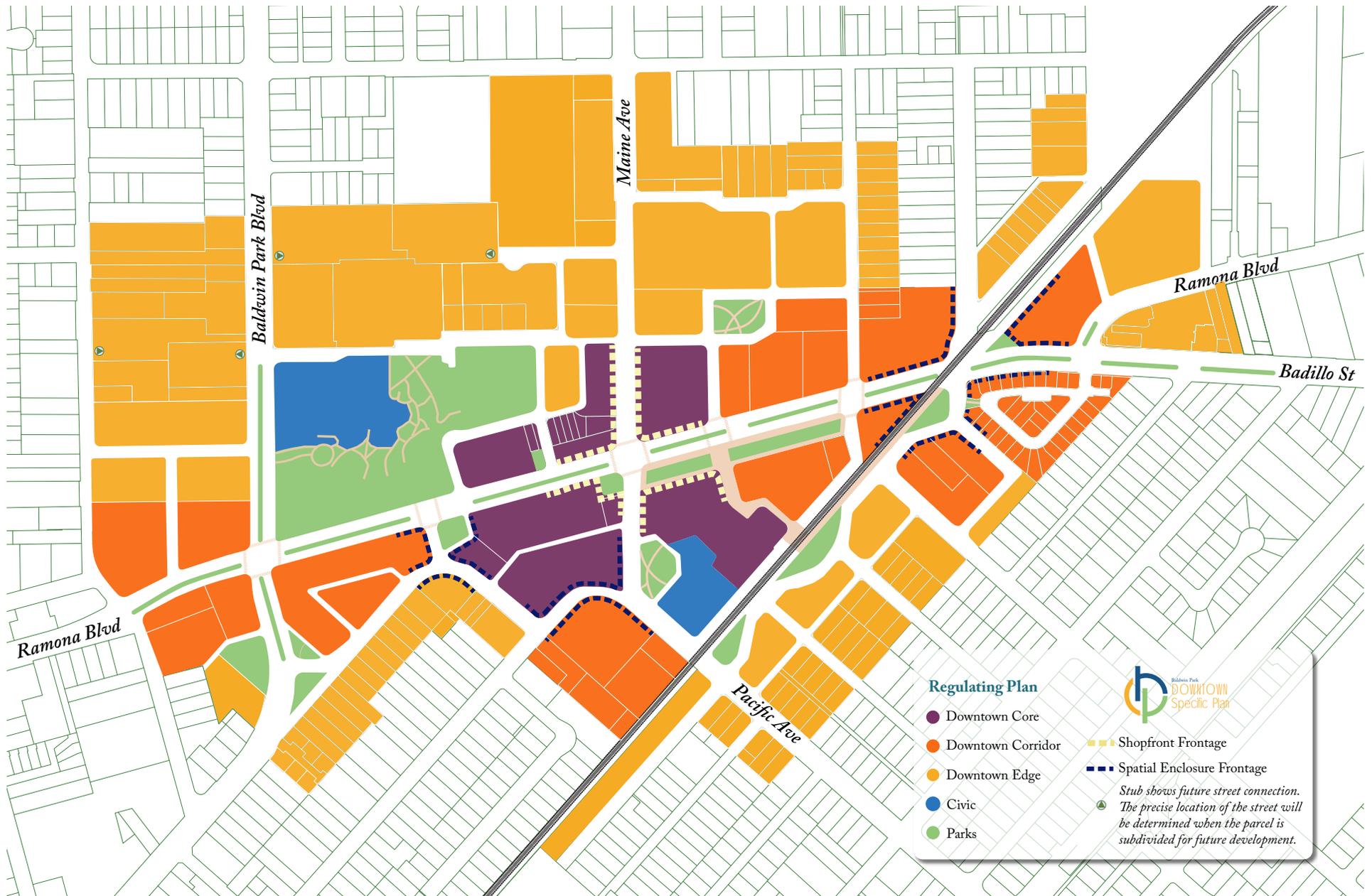


Figure 4.4: Regulating Plan

Zoning District	Downtown Core	Downtown Corridor	Downtown Edge
Intent			
Desired Form	New buildings are block scale, four stories (up to 50 feet), buildings close to property line, and active ground floor commercial activities on key streets.	New buildings are block scale, up to 3 stories (up to 35 feet) with provision for four stories element (up to 50 feet), buildings close to property line, and active ground floor commercial activities on key streets.	New buildings are house scale up to 2 stories (up to 25 feet) with provision for three stories element (up to 35 feet), buildings close to property line with active ground floor commercial activities on busy commercial streets.
Streetscape and Public Realm Improvements	Active streetscapes on Ramona Boulevard and Maine Avenue provide continuity with adjacent areas. Commercial frontages such as shopfronts, arcades, or galleries; wide sidewalks; and street trees encourage interesting, safe, and comfortable walking environment.	Ramona Boulevard is envisioned to be configured as a grand tree-lined street with commercial frontages, wide sidewalks, four travel lanes, two bicycle lanes and parking on both sides.	Active streetscape providing continuity with adjacent areas. Residential frontages and street trees encourage interesting, safe, and comfortable walking environment.
Parking	Parking consists of on-site spaces located either behind buildings or in above- or underground parking structure. On-street public parking spaces are provided. Parking ratios are lower due to available transit and shared parking options.	Parking consists of on-site spaces located either behind buildings or in above- or underground parking structure. On-street public parking spaces are provided. Parking ratios are lower due to available transit and shared parking options.	Parking consists of on-site spaces located either behind buildings or in above- or underground parking structures. On-street public parking spaces are provided.
General Use	Buildings are occupied with ground floor retail, cultural, entertainment, and office activity. Upper floors and the floor area behind shopfronts is flexible for a wide variety of office, lodging, or housing uses.	Buildings are occupied with ground floor commercial, retail, and office activity. Upper floors and the floor area behind shopfronts is flexible for a wide variety of office, lodging, and housing uses.	Buildings are occupied with residential uses with live-work uses if desired along key commerce frontages.

Table 4.1 Summary Characteristics of Zoning District

4.3 Public Realm

4.3A Blocks

4.3A.1 Purpose

The design of blocks influence the type of street network, building types, and the quality of urban space. Smaller blocks produce more intersections, therefore more human scale buildings, greater public realm and superior street network system. All blocks shall be designed per the applicable requirements identified in Table 4.2 to ensure that new and modified blocks result in walkable, interconnected streetscapes aligned by appropriately scaled buildings.

4.3A.2 Applicability

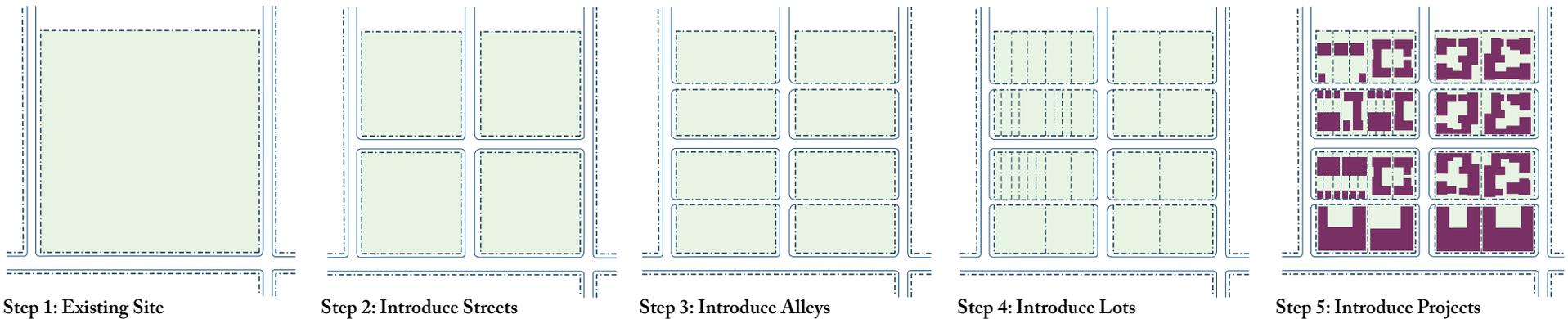
The standards shall apply to all new or modified blocks in the Downtown area.

4.3A.3 Streetscape Standards

- a New or modified blocks shall front a street (public or private).
- b New or modified blocks shall be subdivided to generate individual lots for buildings or open space as required by the applicable zoning district(s) and overlay(s) and in compliance with Section 4.4 Development Standards.
- c New or modified blocks may be designed in a variety of shapes. Individual block faces and the total block perimeter shall follow the standards established in the Table 4.2 below.

Zone	Face Length	Perimeter Length
Core	400 ft. max.	1,600 ft. max.
Corridor	600 ft. max.	1,800 ft. max.
Neighborhood	600 ft. max.	2,000 ft. max.

Table 4.2: Block standards.



Step 1: Existing Site
Sites that are 4 acres or larger in size or existing blocks with 700 feet of frontage on any side shall be subdivided further to create additional blocks per the requirements of Table 4.2.

Step 2: Introduce Streets
Sites being subdivided into additional blocks shall introduce streets as allowed in the applicable zoning district(s) and comply with the applicable block-size requirements of Table 4.2.

Step 3: Introduce Alleys
Access to new blocks and their individual lots is allowed primarily by alley or, side street, with a certain portion of lots allowed to access the lot via the primary street. The intent of limiting access to the rear or side of lots is to maintain the continuity of the streetscape without interruptions such as driveway access.

Step 4: Introduce Lots
Lots are introduced on each block to correspond with the selected building type(s) allowed by each zoning district.

Step 5: Introduce Projects
Each lot is to receive no more than one main building. The main building is then designed per the requirements of the applicable zoning district along with the allowed frontages and arranged to suit the particular organization of buildings desired for the block.

4.3B Streets

4.3B.1 Intent

The key to transforming the Downtown into walkable area is the introduction of an interconnected street network with streets that are sized appropriately for intended volume and safe traffic speeds. The principal characteristics and strategies of this kind of network are:

- a. Interconnected streets that serve all modes of travel, including walking, biking, taking transit, or driving.
- b. A diversity of context based street types, each designed according to the adjacent building intensities and uses and each with its own unique character.
- c. Streets that accommodate two-way traffic, facilitating navigation and safe traffic speeds, while eliminating traffic-related fatalities.
- d. On-street parking that provides convenient parking in front of businesses and residences, reduces the amount of required off-street parking, provides a barrier between vehicles in the travel lane and pedestrians on sidewalks, and provide a presence on the street that helps calm vehicular speeds.
- e. Appropriate lane widths, tight curb radii, and narrow street crossings that calm traffic and provide a more comfortable and safe environment for pedestrians, cyclists, and automobiles.
- f. Ample sidewalks, crosswalks, street trees, and generous streetscapes that provide shady, comfortable, and inviting places for pedestrians to walk, while defining the Baldwin Park Place District's unique and memorable sense of place.
- g. Streets that result in a reduced quantity and improved quality of stormwater runoff, and a diminished heat island effect.
- h. Energy-efficient, pedestrian-oriented lighting that generates an inviting and safe environment for pedestrians, cyclists, and commerce.

4.3B.2 Applicability

- a. The standards in this section apply to all new streets and to the substantial improvement of an entire block length of an existing street, subject to the review and approval of Public Works Director.
- b. Figure 4.5 shows the proposed street and block network applied to the entire Plan Area. Additionally, Figure 4.6 shows specific landscape characteristics for each street, differentiating it from other streets within the Plan Area, and contributing to the richness of the Downtown area's sense of place.

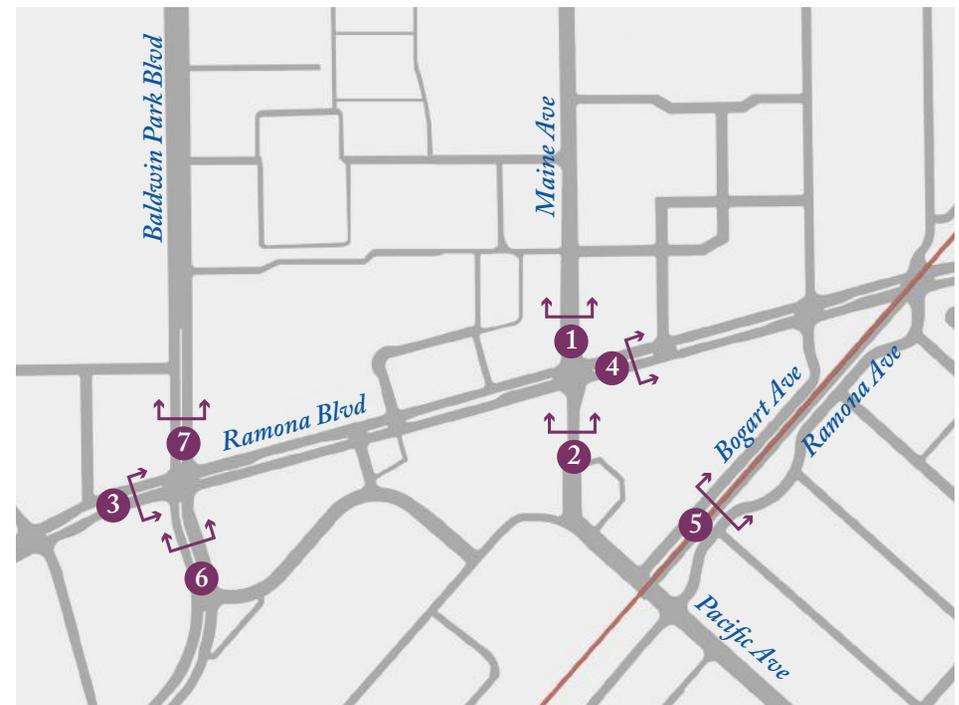
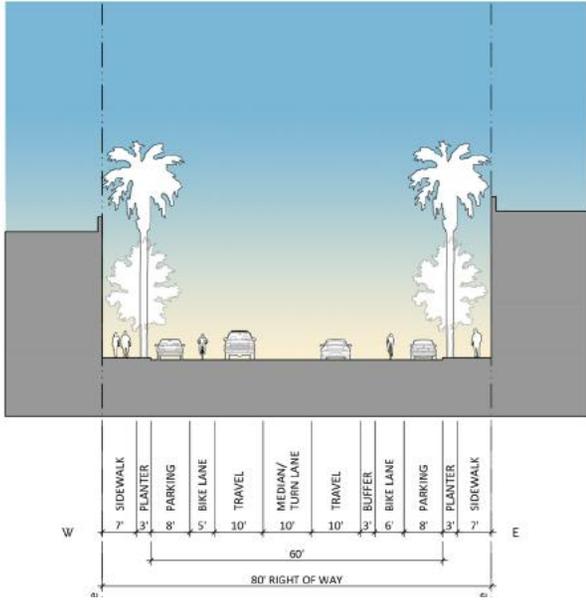


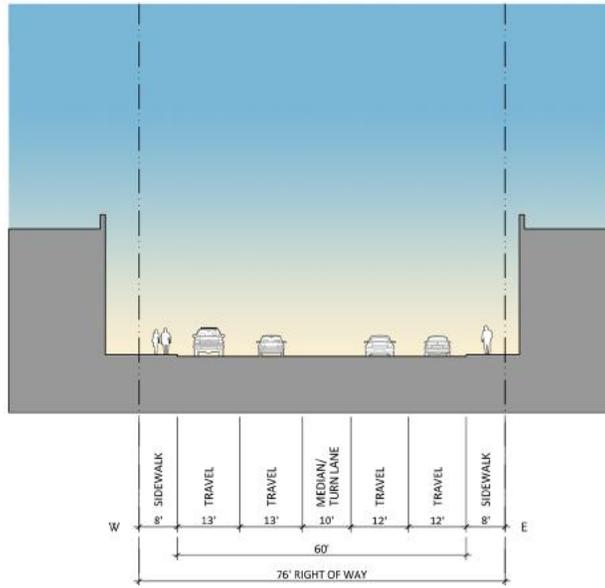
Figure 4.5: Street Network Plan

1 Maine Avenue

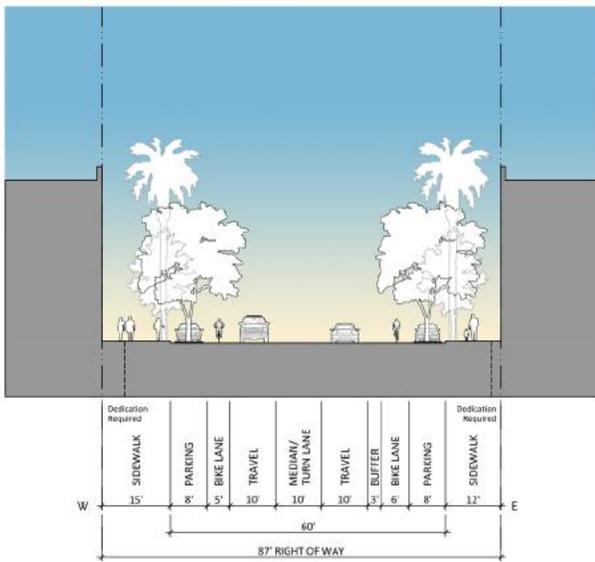


Existing Maine Avenue North

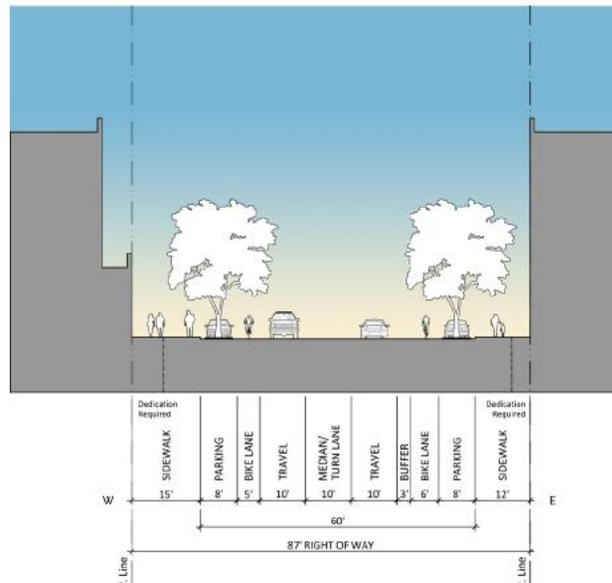
2 Pacific - Maine Avenue



Existing Pacific - Maine Avenue



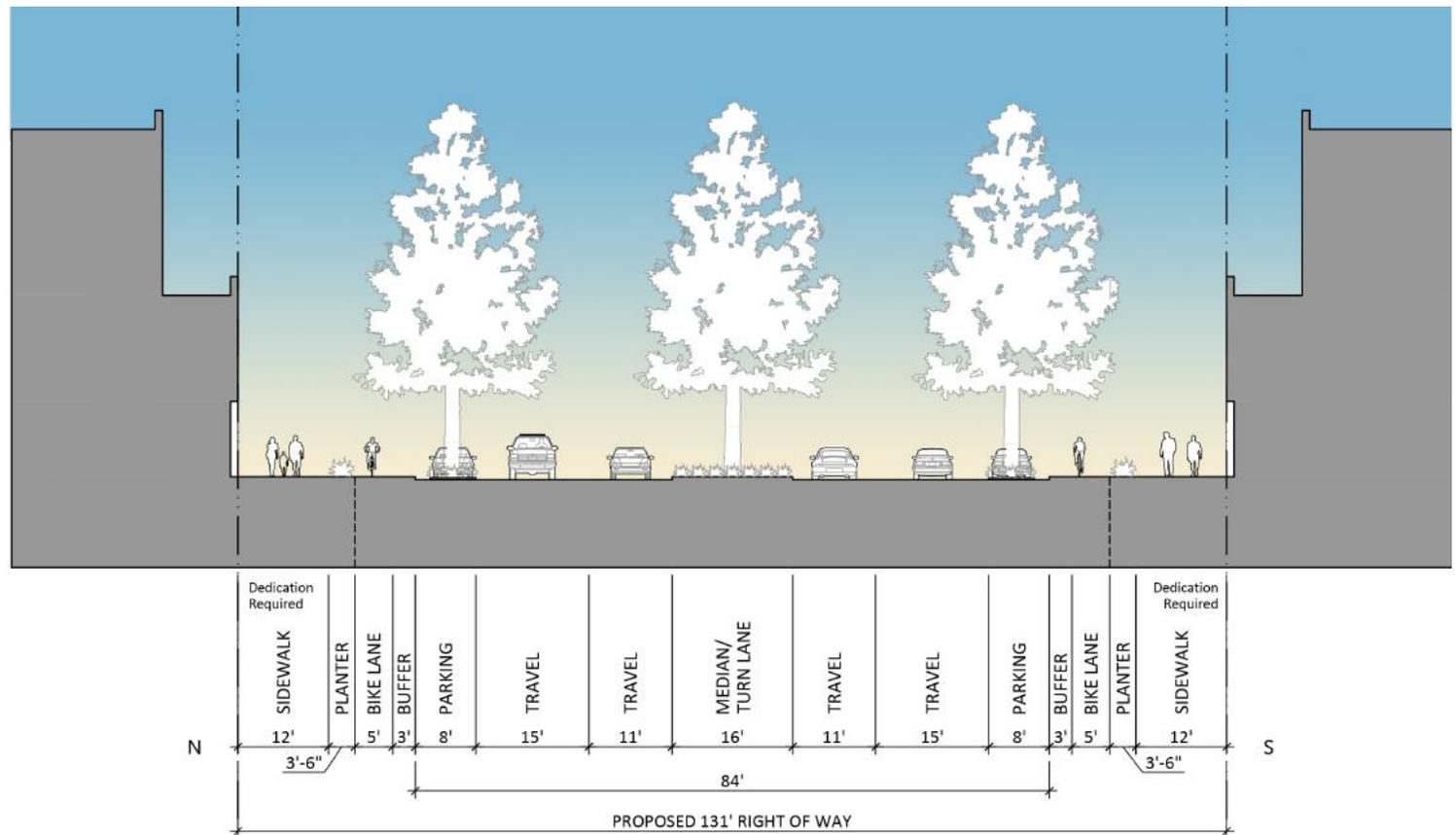
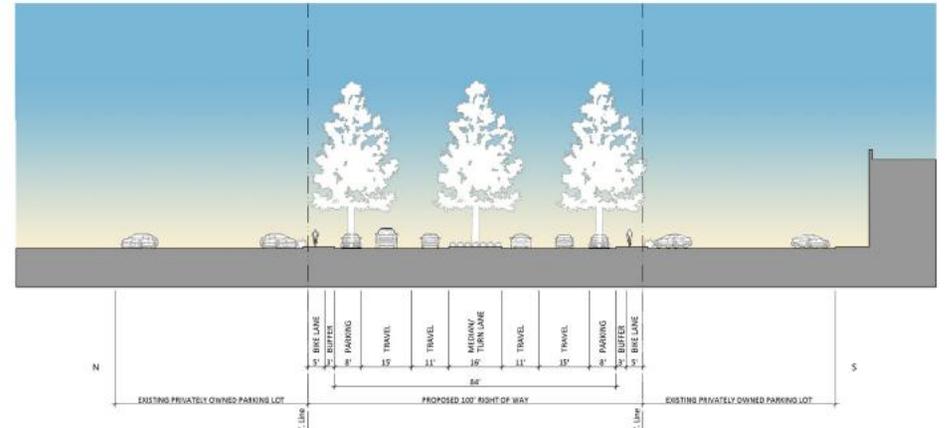
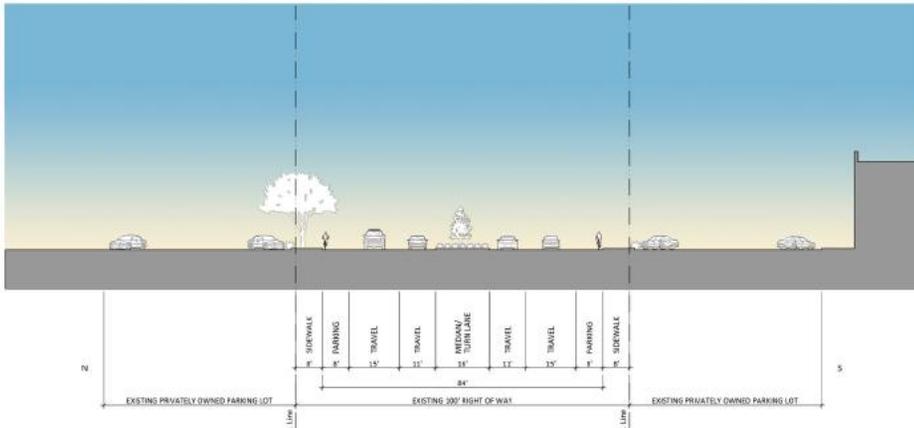
Proposed Maine Avenue North



Proposed Pacific - Maine Avenue

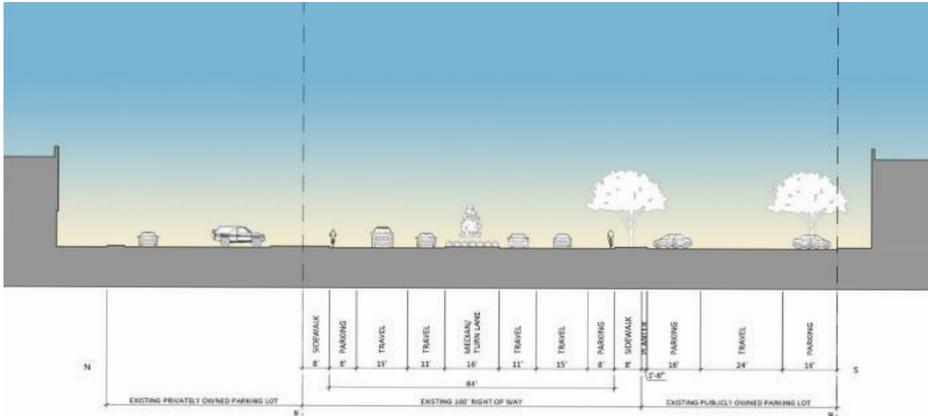
Figure 4.6: Existing and Proposed Street Design

3 Ramona Boulevard Entrance

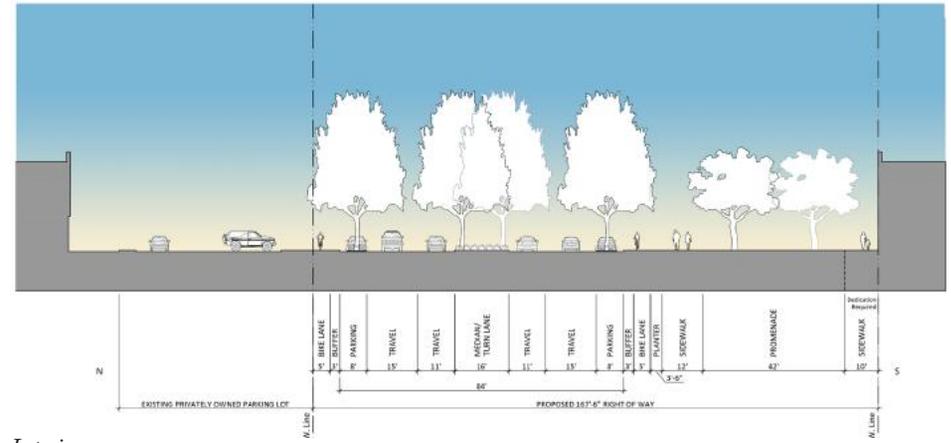


Proposed

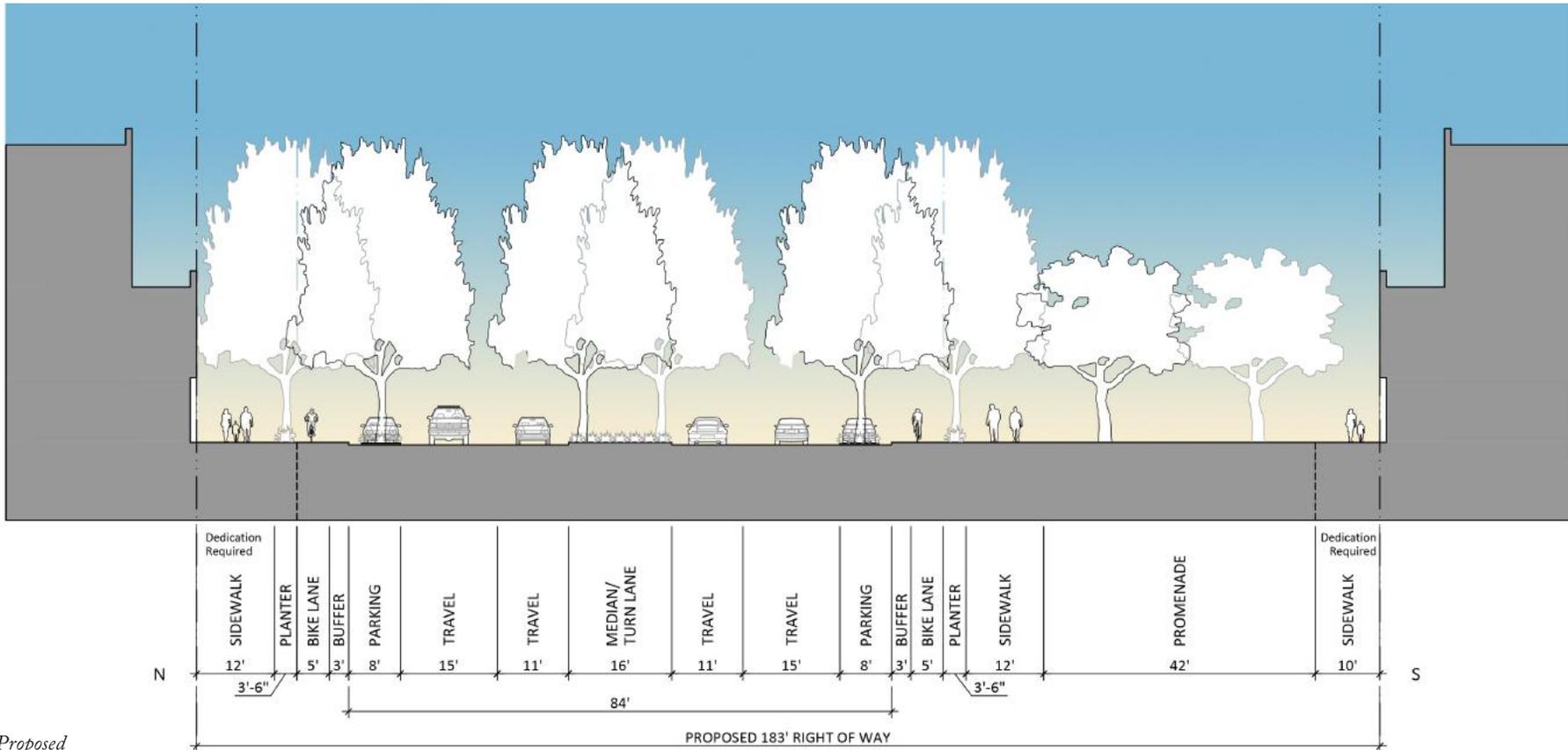
4 Ramona Boulevard Center



Existing

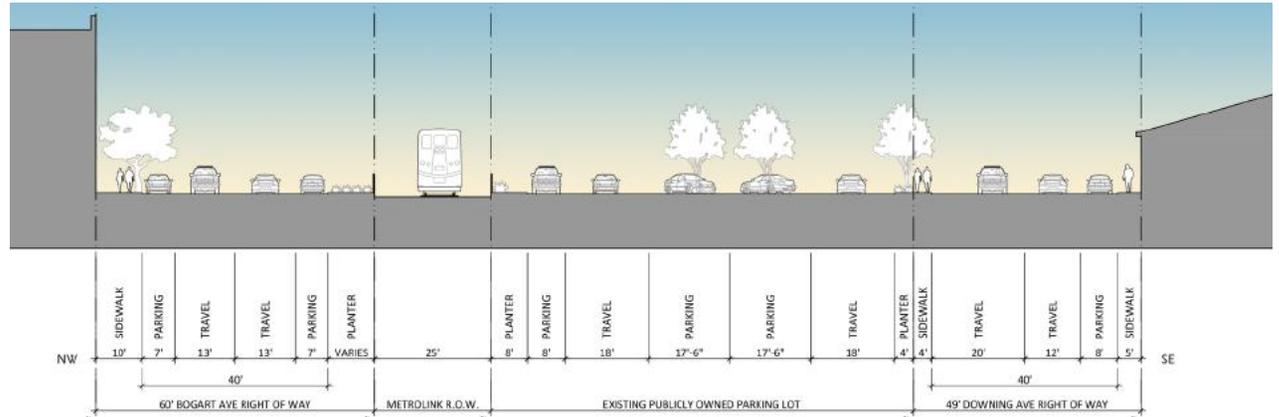


Interim

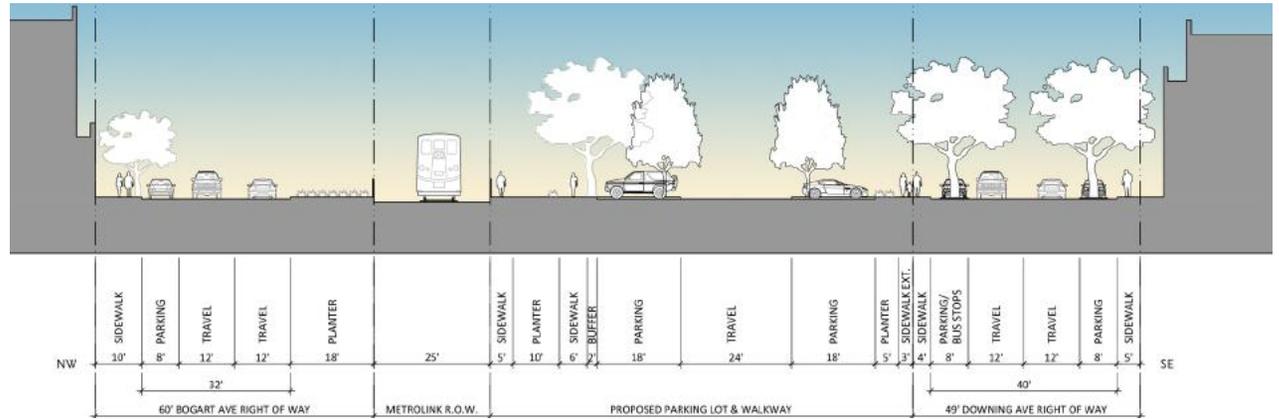


Proposed

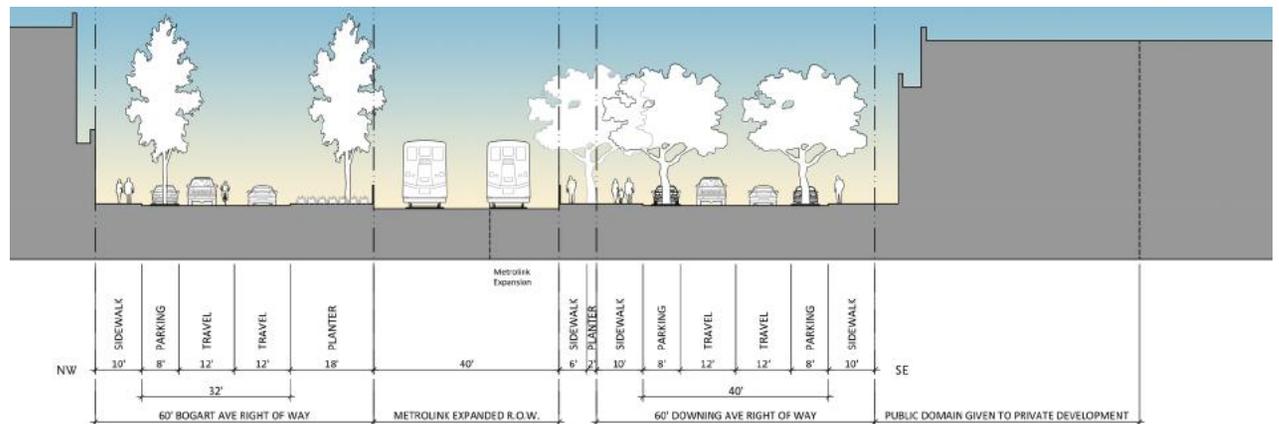
5 Bogart & Downing Avenue



Existing



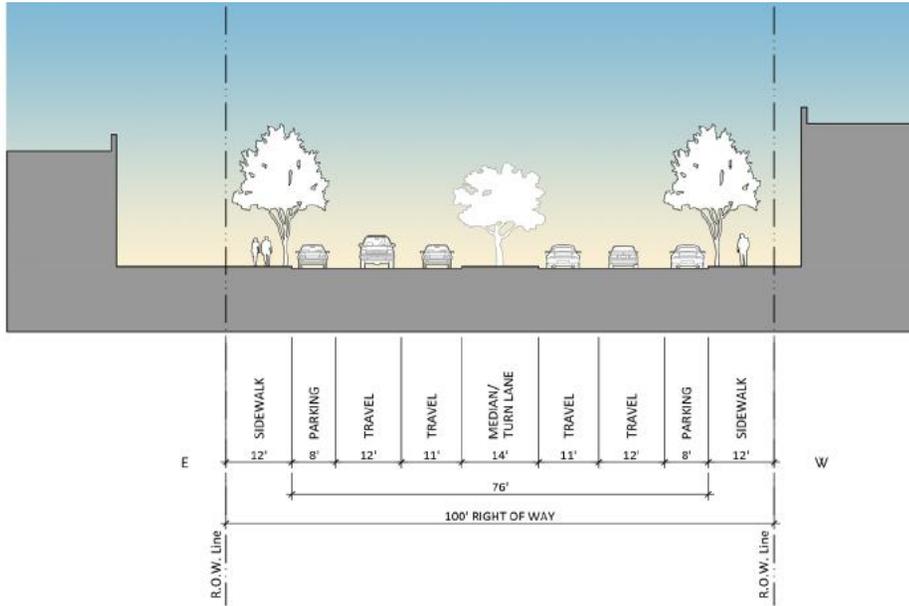
Interim



Proposed
90 Downtown Baldwin Park Specific Plan

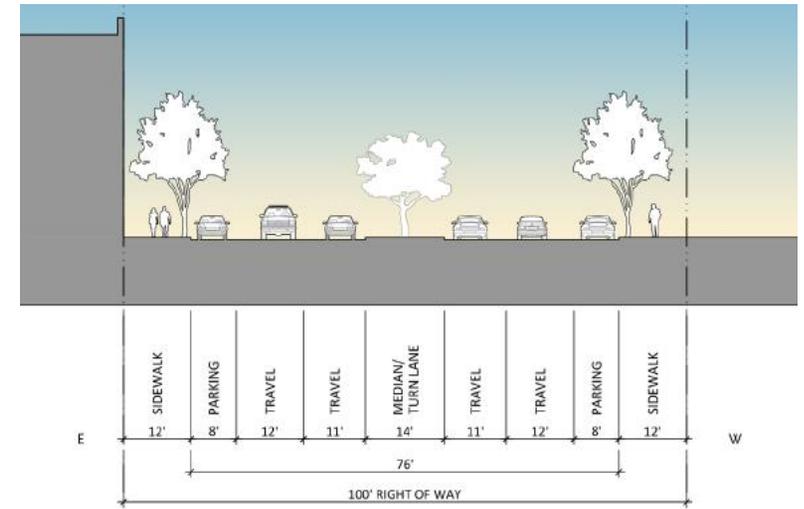
Figure 4.6: Existing and Proposed Street Design (continued)

6 Baldwin Park Boulevard South

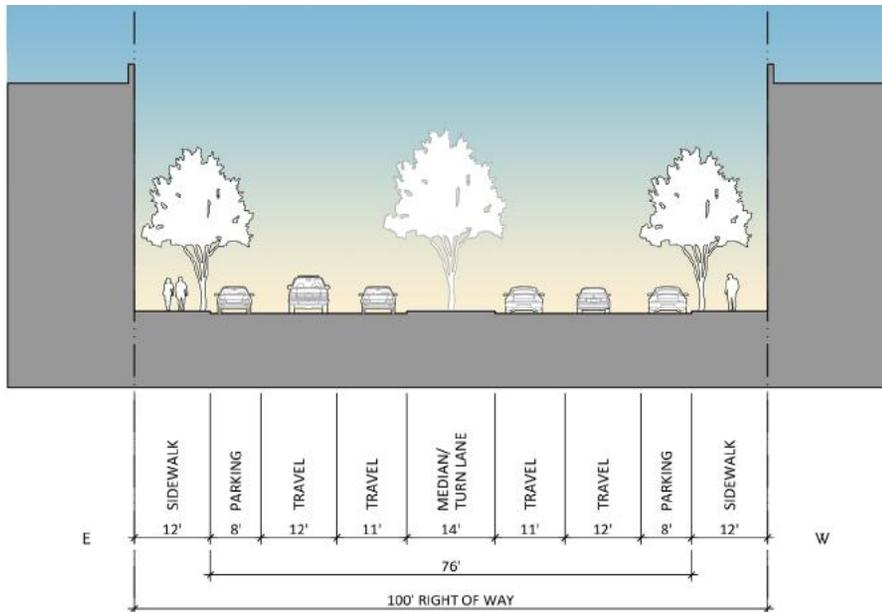


Existing

7 Baldwin Park Boulevard North



Existing (no change proposed)



Proposed

4.3C Street Trees

4.3C.1 Intent

The intent of Street Trees is to provide a comfortable, rich pedestrian experience with shade, planted edges in the public right of way, and increase environmental performance with low impact development strategies that absorb and clean urban runoff.

The Street Tree Master Plan (see Figure 4.7) locates specific tree species amongst the public realm's street network, open spaces, and greenways. Tree species are chosen for each type of thoroughfare and open spaces to support its unique aesthetic character, spatial quality, and environmental value. Tree selection considerations included the tree's shape, color, seasonal change, scent, size at maturity, drought tolerance, and resilience.

The numerous qualitative benefits from selecting a diverse street tree palette include shade for pedestrians walking along the sidewalk, a visual rhythm to reduce driving speeds along vehicular streets, and overall balance of the built environment. A street tree's environmental benefits include cooling the immediate area, local air quality improvement through carbon sequestration, and stormwater management which contribute toward pedestrian friendly urban character of Downtown Baldwin Park.

The street tree species shown in Figure 4.7 (Street Tree Master Plan) are conceptual and may be adjusted subject to Public Works Director and/or Community Development Director approval.



Cassia-leptophylla-tree-flowering



Chionanthus retusus



Ginkgo Street Tree



Gleditsia triacanthos inermis



Jacaranda-mimosifolia



Liquidambar



London-Plane-Tree



Figure 4.7: Street Trees Master Plan



Magnolia grandiflora



Pinus pinea



Quercus ilex



Quercus virginiana



Quercus virginiana



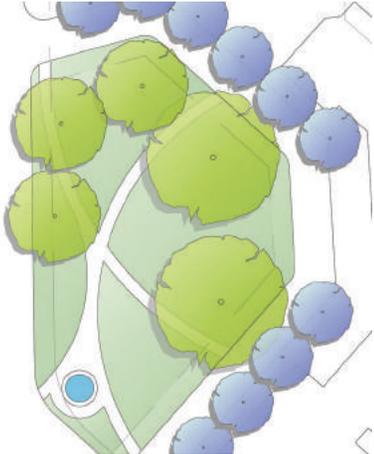
Syagrus romanzoffiana



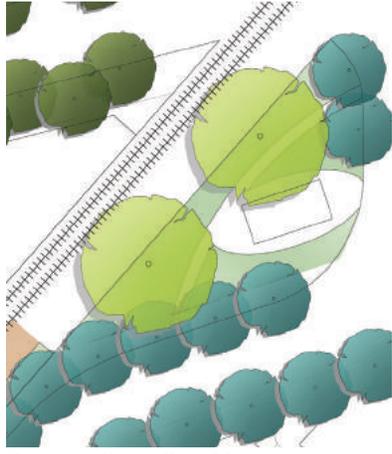
Tabebuia



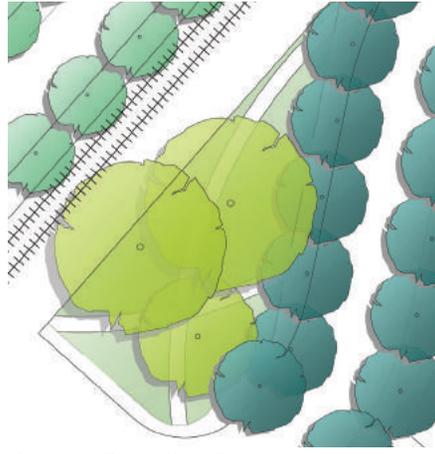
Zelkova



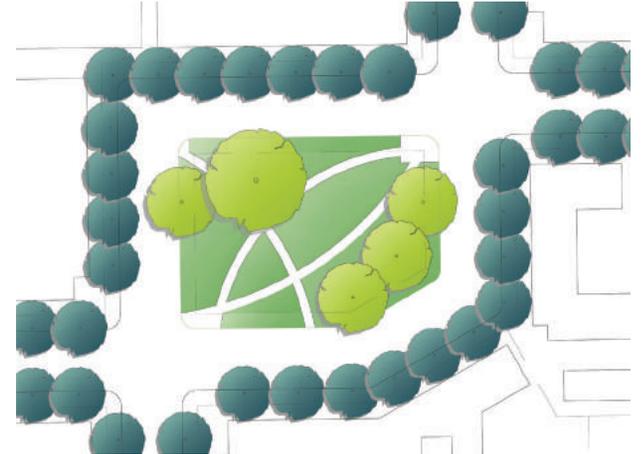
City Hall Green



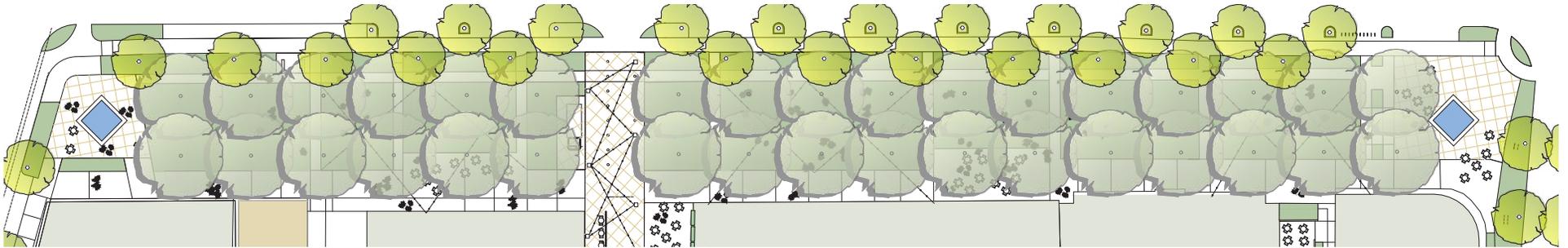
Downing Pocket Park North



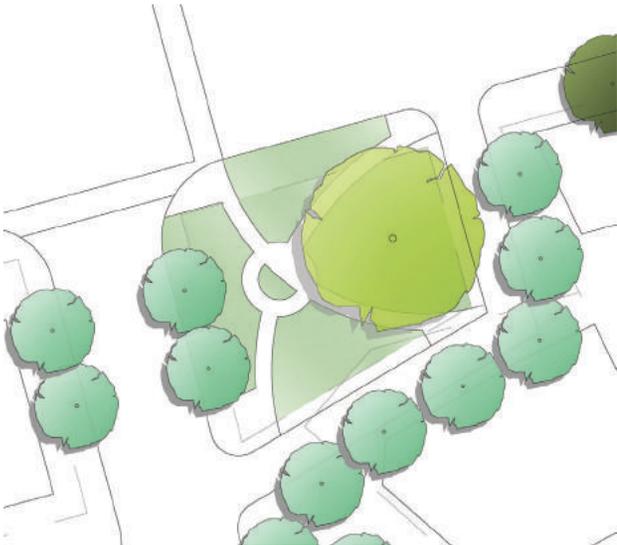
Downing Pocket Park South



Neighborhood Park



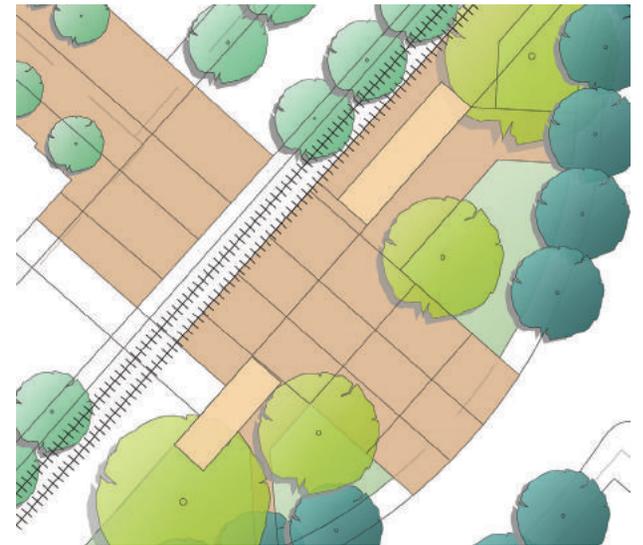
Promenade



Ramona Boulevard Pocket Park
94 Downtown Baldwin Park **Specific Plan**



Paseo



Station Plaza

Figure 4.8: Parks and Open Space Diagrams

4.3D Parks and Open Space

4.3D.1 Intent

This section establishes a range of open spaces specified based on location and characteristics such as size, landscaping, access, and frontage conditions needed to implement the intended form and character for Downtown. The Downtown Specific Plan vision seeks to establish a seamless weave of public and private open spaces at the regional, neighborhood, block, lot, and building level. The Development Standards include private open space requirements for different building types.

The intent of this section is to:

- a. To improve quality of life, instill civic pride, and sense of community.
- b. Provide places for diverse people to meet and interact thereby increasing social capital of the neighborhood.
- c. Increase property values and helps attract and retain knowledge workers and businesses.
- d. Provide venues for many arts and cultural programs which also promotes tourism.
- e. Through informal play and shared experiences with peers, open spaces inspire children to explore, discover, learn and become better stewards of the about natural environment.
- f. Promote walking, biking, and other physical activities essential for fitness and well being and to reduce diabetes, and heart and mental illness.
- g. Reduces the urban heat island effect. Trees in parks and open spaces sequester carbon and other pollutants from the area.

4.3D.2 Applicability

The standards shall apply to all new or modified blocks in the Downtown area. Additional Public Open Spaces can be integrated into this section as they are approved by the City.





4.3D.3 Park Types

I Ramona Boulevard Promenade

a Description

The Promenade is a linear open space that links various downtown assets. The promenade creates a vibrant place where people can live, work, and play. With the right mix of uses and activities, the Promenade can be a "celebrated place" of street culture, ethnicity, and artistic diversity.

Each of the Promenade's public spaces will have its own feel and scale. These spaces will provide a place to take time out from the clubs, dine outside, or queue for special performances. They also offer opportunities for public art and interpretive installations that are relevant to Baldwin Park's rich and diverse culture.

b Standards

- i **Size:** The promenade would be variable width and span the frontages along Ramona Boulevard. Generally this path should be at least 20 feet wide but can vary in width based on anticipated pedestrian and bicycle traffic and given varying site conditions.
- ii **Design:**
 - a) The design will create and provide for multiple zones of use within the promenade defined by the context of different uses and varying landscaping and materials.
 - b) The promenade will provide distinct marked paths for walking and cycling to separate use and promote safety.
 - c) The frontages shall have active edges such as front doors and windows.
 - d) The Promenade will consist of pedestrian scale pole-mounted lighting fixtures less than 18 feet tall that are part of a secondary lighting system used to supplement street lighting levels.
 - e) Integrate banners into the light fixtures to advertise events, festivals, and seasonal celebrations.
 - f) Pedestrian amenities such as benches, picnic tables, drinking fountains, exercise equipment, bike racks and playground equipment may be located at appropriate intervals along the Promenade.

II Morgan Park

a Description

Morgan Park is a community park offering playgrounds, open lawns, a splash pad & recreation center.

b Standards

i Size: 1 to 2 acres

ii Design:

- a) The presence of civic building complements and supports the open spaces, and reinforce the public nature of the space.
- b) A balance of drought-tolerant trees, plants, and groundcover shall provide significant shade.
- c) Morgan Park shall be visible from all sides. Pedestrians and motorists alike must be able see through the space to the opposite side.
- d) Use vegetation to support spatial definition, define views, or to enhance sense of place. Maintain required sight distances and visibility along streets and at curb cuts. Vines and shrubs should be used to screen parking, service, and loading areas from public view. When adjacent to pedestrian walks, plant materials should be appropriately scaled to minimize hiding areas or pockets.
- e) Furnishings such as benches, chairs, tables and drinking fountains are required.





III Neighborhood Park

a Description

A large green and landscaped area available for unstructured recreation.

b Standards

i Size: 0.5 acre to 1 acre

ii Design:

- a) To encourage maximum use, the open space circulation system shall integrate and connect with the circulation patterns of the neighborhood. The entrances and exits shall be easy to locate from inside and outside the open space. Primary access route through the open space shall be clearly identifiable, well maintained, and well lit.
- b) Visibility is an important design criteria for enhancing people's comfort and security. The open spaces shall be in the line of sight of adjacent land uses and activities to ensure visibility. The frontages shall have active edges such as front doors and windows.

Parks should encourage diversity in activities (passive and active recreation uses) to attract a range of users and provide facilities including restrooms, wayfinding, and bicycle facilities.
- c) All parking shall be located on-street. The location and design of open space shall facilitate walking and biking to the open spaces.
- d) Dense, visually impenetrable planting creates the opportunity for crime and shall be avoided.
- e) Lighting shall direct movement between destinations.

IV Plazas

a Description

Plaza is an urban public space that serves as a public gathering place or a place for celebratory events.

b Standards

- i **Size:** 0.25 acre to 0.5 acre
- ii **Design:**
 - a) Plazas are highly visible located at the intersection of important streets and enclosed by active building frontages.
 - b) Plazas are hardscape with little or no vegetation, usually requiring minimal maintenance.
 - c) Amenities may include pergolas, flexible gathering and event spaces, benches, chairs, tables (movable recommended), bike racks, and public art.
 - d) Infrastructure for special events, including water, power, and data, should be designed into the layout of select plazas.



V Paseos

a Description

Paseos are pedestrian-only pathways that make the block porous, and provide opportunities to create unique public spaces.

b Standards

- i **Size:** Variable linear space
- ii **Design:**
 - a) Paseos create short cuts through long blocks, and may connect interior courtyards to street frontages.
 - b) Use native plants to provide new bird and insect habitats, strengthening Baldwin Park's urban ecosystems. Edible paseo gardens can also be planted, incorporating herbs and vegetables. The simplest solutions are potted plant gardens and window boxes.
 - c) Well-lit paseos discourage crime, encourage pedestrians, and can introduce artful elements. Adding softer lights, creating spaces with lighting, and playing with lighting temperature can bring new life and atmosphere to an alley.
 - d) Amenities may include pergolas, flexible gathering and event spaces, benches, chairs, tables (movable recommended), bike racks, and public art.
 - e) Paseoes need to ensure emergency and maintenance vehicle access as appropriate.





VI Pocket Park

a Description

Pocket parks are urban open spaces on a small-scale and provide a safe and inviting environment for surrounding community members. They also meet a variety of needs and functions, including: small event space, play areas for children, spaces for relaxing or meeting friends, taking lunch breaks, etc.

b Standards

- i Size: Up to 0.25 acre
- ii Design:
 - a) The parks shall be accessible by both foot and bike.
 - b) Pocket parks shall strive to accommodate as many different users as possible, prioritizing the needs of surrounding neighborhoods. Pocket parks may include seating, play or fitness equipment, open lawn space, dog runs, community gardens, ecological/educational displays, and community bulletin boards.
 - c) Pocket parks may be designed to serve as stormwater retention and infiltration areas.



VII Private Open Spaces

a Lot Level

Each building type shall prescribe private open space. For example the open space for single dwelling is provided in yards, courtyard buildings includes courts, and flex buildings and tower may provide terraces.

b Within the building

In urban areas where private yard is not an option, balconies, patios, and roof garden allow residents access to open space, area for small-scale cultivation, recreation, and entertaining.

4.4 Development Standards

4.4A Purpose and Intent

This section establishes standards to ensure that development within the Downtown area promotes a safe, comfortable, and interesting walkable environment along the street by:

- Placing the buildings in the front and locating the parking behind the building;
- Providing access to adequate public and private parks and open space; and
- Providing contextual building scale and mass, and pedestrian access and visibility that establish a human scale to the street.

4.4B Applicability

All proposed buildings and related improvements shall be designed in compliance with the development standards of this Section for the applicable zone, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements.

4.4C Average Building Height

Building within the Core, Corridor, and Neighborhood zones may exceed the maximum allowed base building height by one story for up to 30% of the building footprint area provided an equal amount of building footprint area is one story shorter than the maximum allowed base building height (see Figure 4.9).

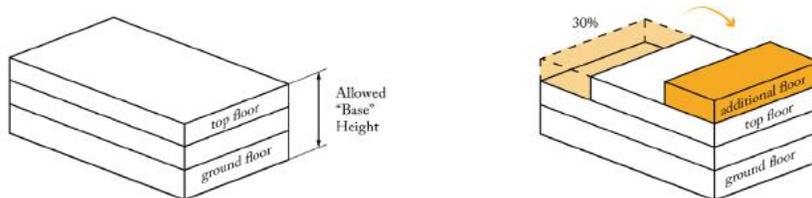


Figure 4.9 Average Building Height

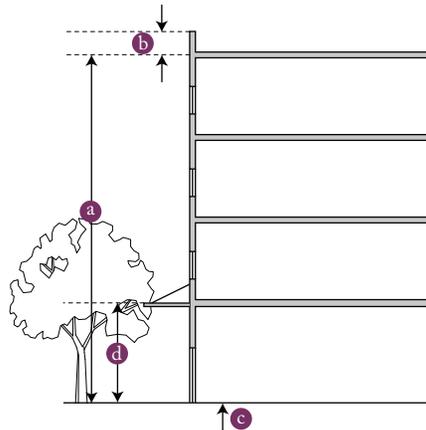
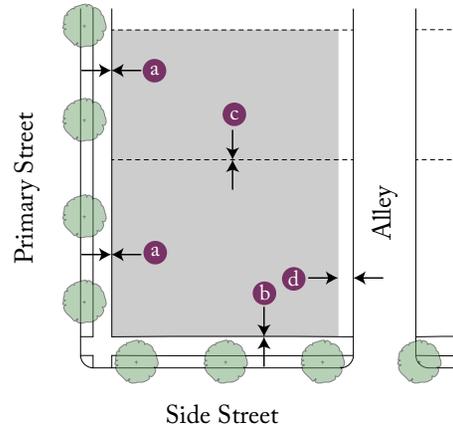
4.4C Downtown Core

1 Setbacks

- a** Primary Street Setback
- i Ground Floor non-residential 0 ft. min./5 ft. max.
 - ii Ground Floor residential 5 ft. min./10 ft. max.
- b** Side Street Setback
- i Ground Floor non-residential 0 ft. min./5 ft. max.
 - ii Ground Floor residential and upper floors 5 ft. min./10 ft. max.
- c** Side Yard Setback
- i Non-residential 0 ft.
 - ii Residential 8 ft. min.
- d** Rear Setback
- i With Alley 5 ft. min.
 - ii Without Alley 15 ft. min.

2 Heights

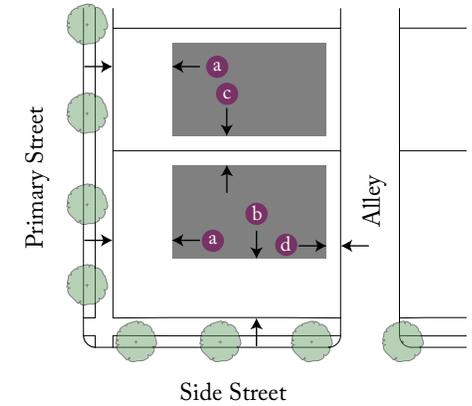
- a** Top of plate height 4 stories/ 50 ft. max. •
- b** Parapet height 4 ft. max.
- Pitch roof above top of building plate Allowed
- c** Ground Floor above grade
- i Non-residential 0 ft.
 - ii Residential 3.5 ft. min.
- d** Ground story floor to floor height
- i Non-residential 15 ft. min.
 - ii Residential 12 ft. min.



3 Parking Placement

On-site parking shall be located as indicated below and shown in the diagram on the right:

- a** Primary Street Setback
- i Podium/Surface 20 ft. min.
 - ii Subterranean 0 ft.
- b** Side Street Setback
- i Podium/Surface 20 ft. min.
 - ii Subterranean 0 ft.
- c** Side Yard Setback
- i Podium/Surface 5 ft. min.
 - ii Subterranean 0 ft.
- d** Rear Setback
- i Podium/Surface 5 ft. min.
 - ii Subterranean 0 ft.



4 Signs

Allowed Signage Types. A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

Sign Type	Encroachment
a Awning Canopy	Within 2 ft. of curb
b Window Sign	0 ft.
c Projecting Sign	3 ft.
d Wall	Sign Thickness
e Directory/Building ID Sign	Sign Thickness

5 On-site Open Space

- a One (1) or more of the Open Space Types listed below shall be provided on each lot and must be accommodated behind the Primary Street setback line.

Open Space type	Minimum Area	Minimum Dimensions
i Side Garden	15% of total lot area	20 ft. by 20 ft.
ii Courtyard		
iii Back yard		
iv Roof deck		

- b Residential projects without a back yard shall provide for each residential unit a private open space in the form of a balcony, door yard, or yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

6 Building Size and Separation

- a Buildings shall be designed according to the following building length and building separation standards:

i Building length along Primary Street	150 ft. max
ii Building length along Side Street	100 ft. max
iii Building separation along Primary Street	0 ft.

7 Frontage Elements, Encroachments, and Access

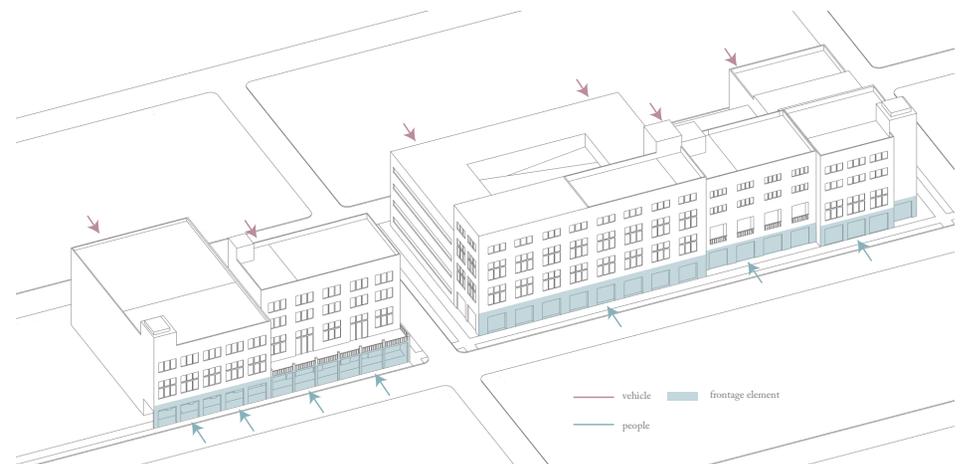
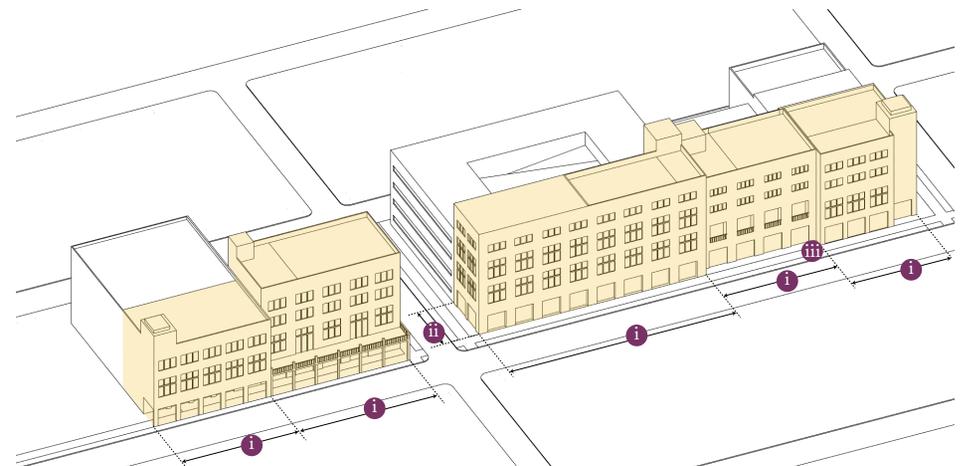
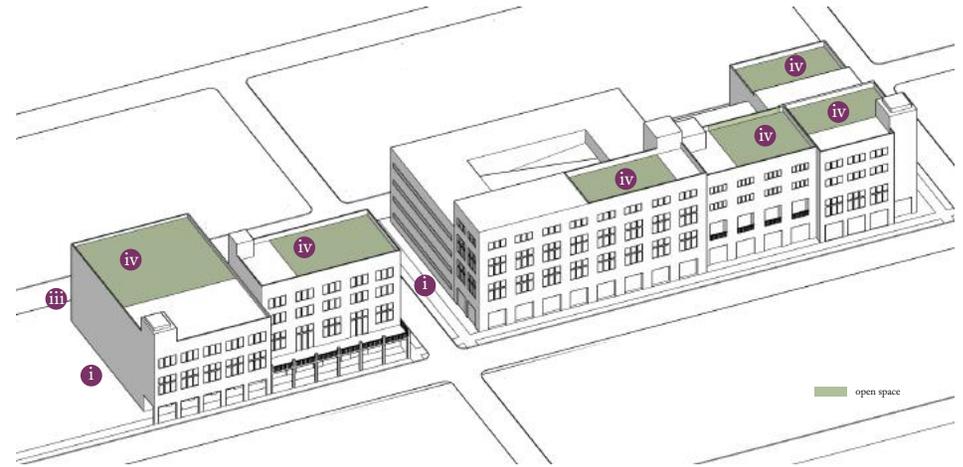
- a Required Frontage Elements: Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. These Frontage Elements may encroach into the Primary Street and Side Street setbacks as identified below.

i Arcade, Gallery	To R.O.W. line
ii Shopfront	0 ft.
iii Stoop	5 ft.
iv Door yard	To R.O.W. line

- b Optional Frontage Elements. The following elements may be provided on all Street- and Courtyard-facing facades, and may encroach into the Primary Street and Side Street setbacks or right-of-way as identified below.

i Balcony	3 ft. into R.O.W. or setback
ii Bay Window	
iii Awning, Canopy	Within 2 ft. of curb

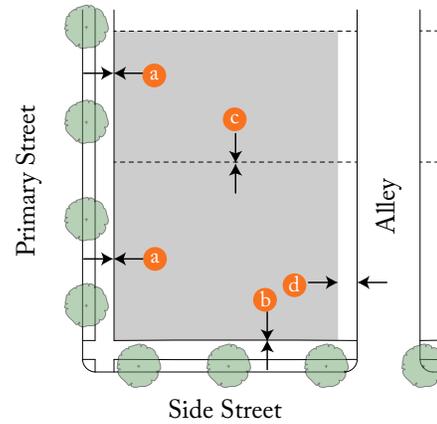
- c i Pedestrian Access: All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage element, lobby, or open space, such as a court. Upper floor uses may be accessed through an exterior or interior stair, or lobby.
- ii Vehicular Access: Parking shall be accessed from an alley. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible. Parking/service areas for corner lots shall be accessed from side street.



4.4D Downtown Corridor

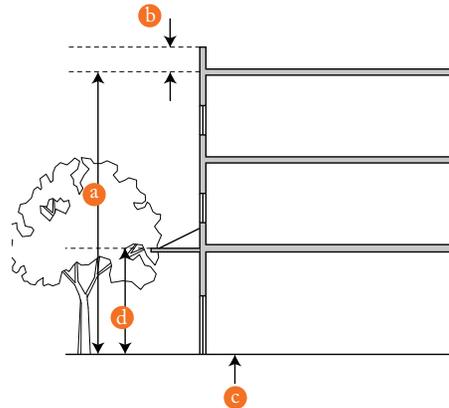
1 Setbacks

- a** Primary Street Setback
- i Ground Floor non-residential 0 ft. min./5 ft. max.
 - ii Ground Floor residential 10 ft. min./15 ft. max.
- b** Side Street Setback
- i Ground Floor non-residential 0 ft. min./5 ft. max.
 - ii Ground Floor residential and upper floors 10 ft. min./15 ft. max.
- c** Side Yard Setback
- i Non-residential 0 ft.
 - ii Residential 8 ft. min.
- d** Rear Setback
- i With Alley 5 ft. min.
 - ii Without Alley 15 ft. min.



2 Heights

- a** Top of plate height Average 3 stories/ 35 ft. max. •
- b** Parapet height 4 ft. max.
- Pitch roof above top of building plate Allowed
- c** Ground Floor above grade
- i Non-residential 0 ft.
 - ii Residential 3.5 ft. min.
- d** Ground story floor to floor height
- i Non-residential 15 ft. min.
 - ii Residential 12 ft. min.

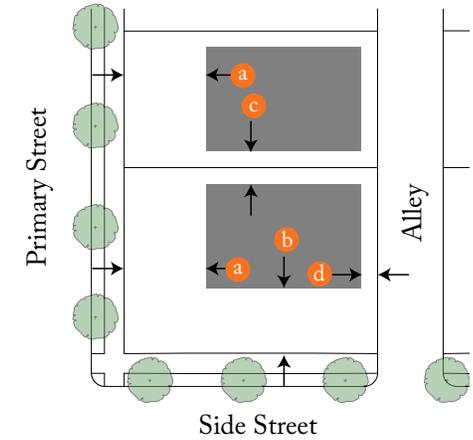


• Up to 30% of the building footprint area may be four (4) stories/45 ft. to top of plate, provided an equal amount of building footprint area is no taller than two (2) stories/25 ft. to top of plate (see Figure 4.9).

3 Parking Placement

On-site parking shall be located as indicated below and shown in the diagram on the right:

- a** Primary Street Setback
- i Podium/Surface 25 ft. min.
 - ii Subterranean 0 ft.
- b** Side Street Setback
- i Podium/Surface 20 ft. min.
 - ii Subterranean 0 ft.
- c** Side Yard Setback
- i Podium/Surface 5 ft. min.
 - ii Subterranean 0 ft.
- d** Rear Setback
- i Podium/Surface 5 ft. min.
 - ii Subterranean 0 ft.



4 Signs

Allowed Signage Types. A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

Sign Type	Encroachment
a Porch Sign	0 ft.
b Yard Sign	0 ft.
c Awning Canopy	Within 2 ft. of curb
d Window Sign	0 ft.
e Projecting Sign	3 ft.
f Wall	Sign Thickness
g Directory	Sign Thickness

5 On-site Open Space

- a One (1) or more of the Open Space Types listed below shall be provided on each lot and must be accommodated behind the Primary Street setback line.

Open Space type	Minimum Area	Minimum Dimensions
i Side Garden	15% of total lot area	20 ft. by 20 ft.
ii Courtyard		
iii Back yard		
iv Roof deck		

- b Residential projects without a back yard shall provide for each residential unit a private open space in the form of a balcony, door yard, or yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

6 Building Size and Separation

- a Buildings shall be designed according to the following building length and building separation standards:

i Building length along Primary Street	280 ft. max
ii Building length along Side Street	120 ft. max
iii Building separation along Primary Street	15 ft.

7 Frontage Elements, Encroachments, and Access

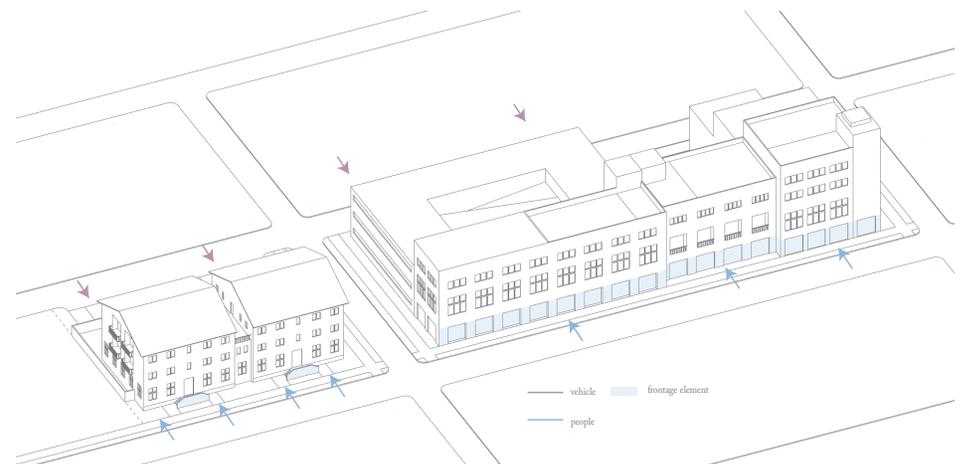
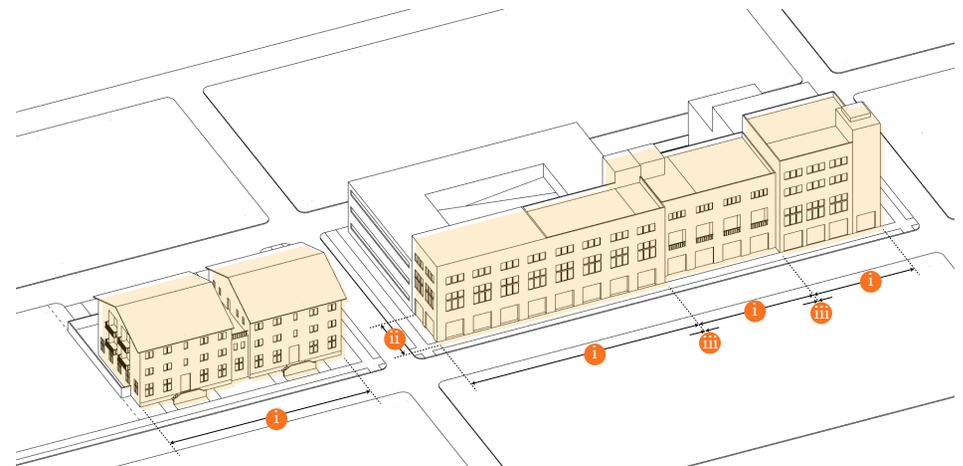
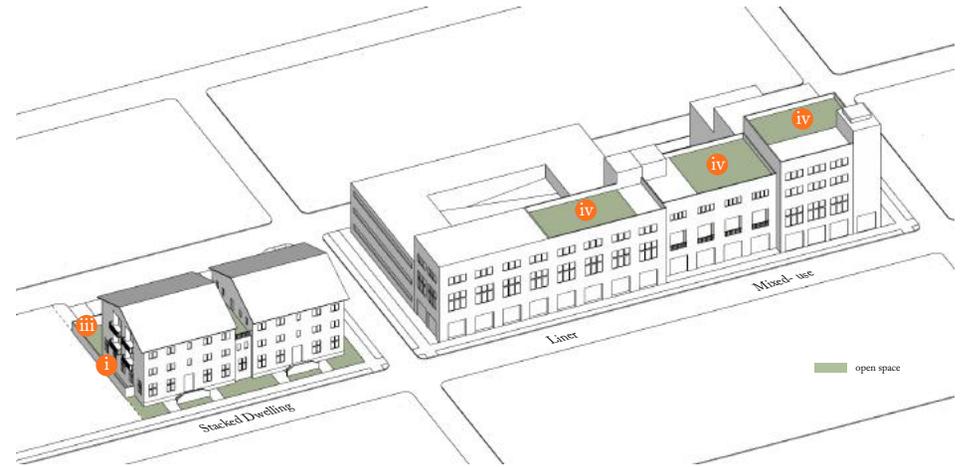
- a Required Frontage Elements: Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. These Frontage Elements may encroach into the Primary Street and Side Street setbacks as identified below.

i Arcade, Gallery	To R.O.W. line
ii Shopfront	n/a
iii Stoop	5 ft.
iv Door yard	To R.O.W. line

- b Optional Frontage Elements. The following elements may be provided on all Street- and Courtyard-facing facades, and may encroach into the Primary Street and Side Street setbacks or right-of-way as identified below.

i Balcony	3 ft. into R.O.W. or setback
ii Bay Window	
iii Awning, Canopy	Within 2 ft. of curb

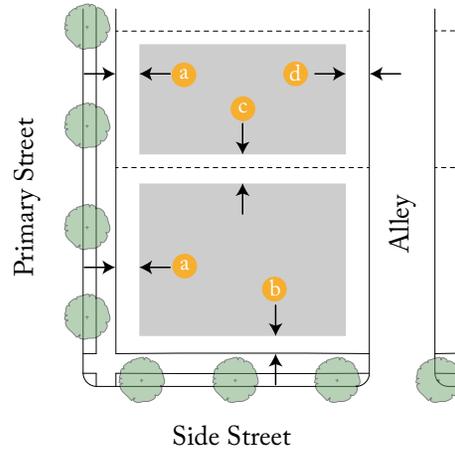
- c i Pedestrian Access: All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage element, lobby, or open space, such as a court. Upper floor uses may be accessed through an exterior or interior stair, or lobby.
- ii Vehicular Access: Parking shall be accessed from an alley. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible. Parking/service areas for corner lots shall be accessed from side street.



4.4E Downtown Edge

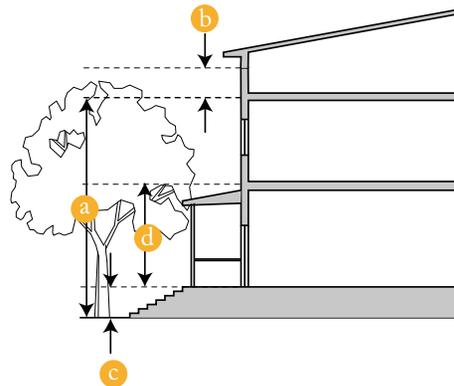
1 Setbacks

- a** Primary Street Setback
 - i Ground Floor non-residential 10 ft. min./25 ft. max.
 - ii Ground Floor residential 10 ft. min./25 ft. max.
- b** Side Street Setback
 - i Ground Floor non-residential 5 ft. min.
 - ii Ground Floor residential and upper floors 10 ft. min.
- c** Side Yard Setback
 - i Non-residential 5 ft. min.
 - ii Residential 5 ft. min.
- d** Rear Setback
 - i With Alley 10 ft. min.
 - ii Without Alley 15 ft. min.



2 Heights

- a** Top of plate height Average 2 stories/ 25 ft. max. *
- b** Parapet height 4 ft. max.
- Pitch roof above top of building plate Allowed
- c** Ground Floor above grade
 - i Non-residential 0 ft.
 - ii Residential 3.5 ft. min.
- d** Ground story floor to floor height
 - i Non-residential 12 ft. min.
 - ii Residential 10 ft. min.

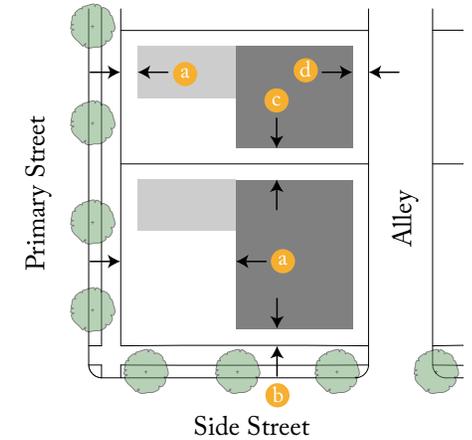


* Up to 30% of the building footprint area may be three (3) stories/35 ft. to top of plate, provided an equal amount of building footprint area is no taller than one (1) stories/15 ft. to top of plate (see Figure 4.9).

3 Parking Placement

On-site parking shall be located as indicated below and shown in the diagram on the right:

- a** Primary Street Setback
 - i Surface 5 ft. min. for 34% max. of lot width; 50% of lot depth for remaining 66% of lot width; parking prohibited on corners.
 - ii Podium 50% of lot depth
 - iii Subterranean 10 ft. min.
- b** Side Street Setback
 - i Surface 5 ft. min.
 - ii Podium 25 ft. min.
 - iii Subterranean 5 ft. min.
- c** Side Yard Setback
 - i Surface 5 ft. min.
 - ii Podium 15 ft. min.
 - iii Subterranean 5 ft. min.
- d** Rear Setback
 - i Surface 5 ft. min.
 - ii Podium 20 ft. min.
 - iii Subterranean 5 ft. min.



4 Signs

Allowed Signage Types. A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

Sign Type	Encroachment
a Porch Sign	5 ft. in conjunction with Porch or Stoop
b Yard Sign	Within 3 ft. of R.O.W.
c Awning Canopy	To R.O.W. in conjunction with Awning

5 On-site Open Space

- a One (1) or more of the Open Space Types listed below shall be provided on each lot and must be accommodated behind the Primary Street setback line.

Open Space type	Minimum Area	Minimum Dimensions
i Side Garden	15% of total lot area	20 ft. by 20 ft.
ii Courtyard		
iii Back yard		

- b Residential projects without a back yard shall provide for each residential unit a private open space in the form of a balcony, door yard, or yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

6 Building Size and Separation

- a Buildings shall be designed according to the following building length and building separation standards:

i Building length along Primary Street	60 ft. max.
ii Building length along Side Street	75 ft. max.
iii Building separation must extend entire lot depth or width or lead to Courtyard.	15 ft. min.
iv Building length along rear property line.	150 ft. max.

7 Frontage Elements, Encroachments, and Access

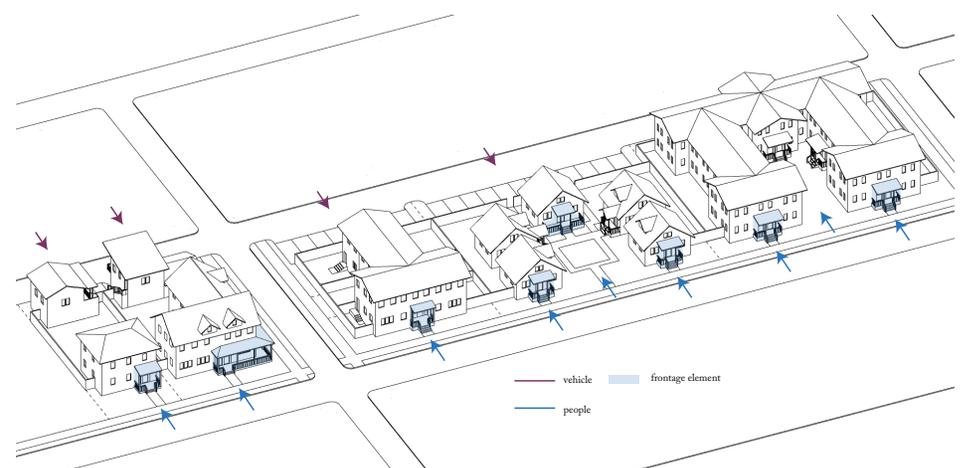
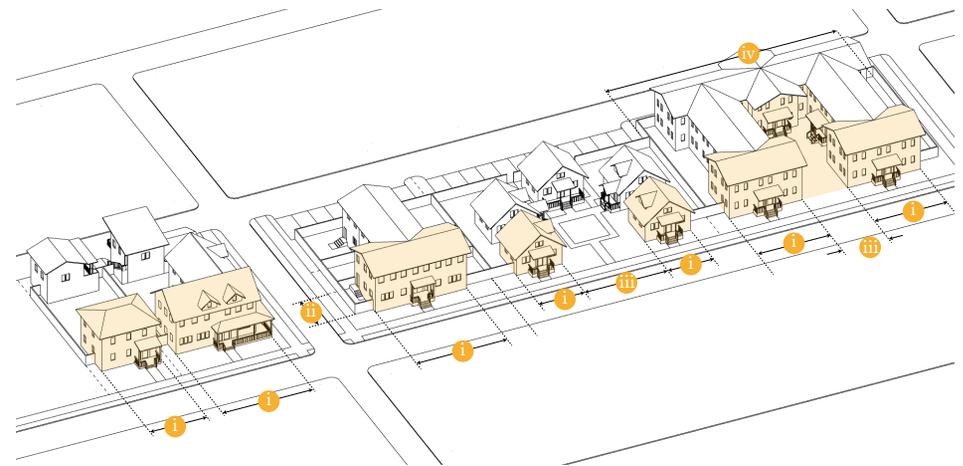
- a Required Frontage Elements: Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. These Frontage Elements may encroach into the Primary Street and Side Street setbacks as identified below.

i Shopfront	n/a
ii Stoop	5 ft. max.
iii Door yard	To R.O.W. line
iv Porch	5 ft. max.
i Front yard	n/a

- b Optional Frontage Elements. The following elements may be provided on all Street- and Courtyard-facing facades, and may encroach into in the Primary Street and Side Street setbacks or right-of-way as identified below.

i Balcony	3 ft. max.
ii Bay Window	
iii Awning, Canopy	To R.O.W. line

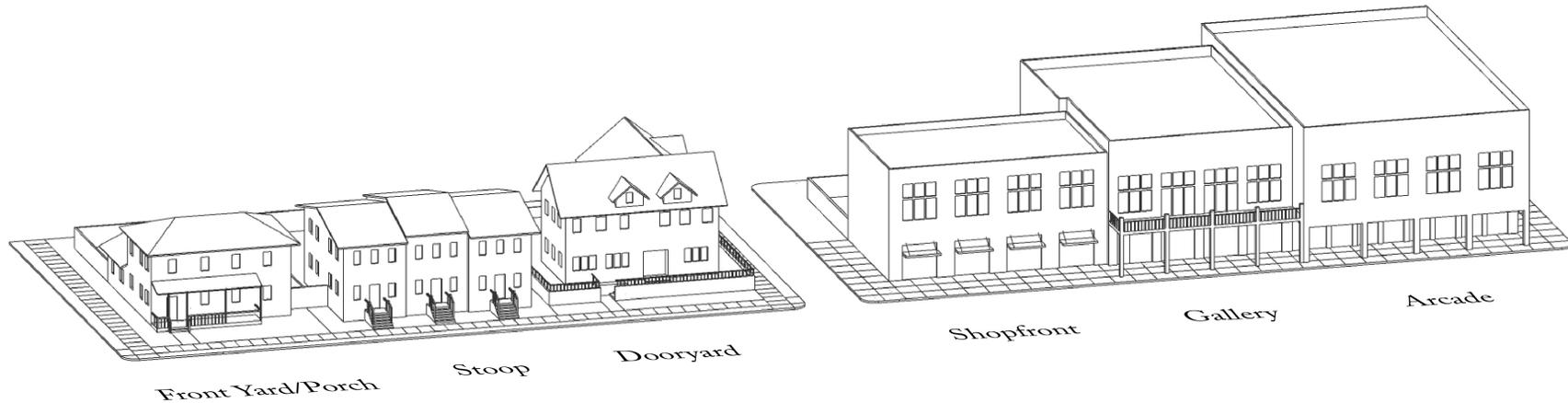
- c i Pedestrian Access: All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage element, lobby, or open space, such as a court. Upper floor uses may be accessed through an exterior or interior stair, or lobby.
- ii Vehicular Access: Parking shall be accessed from an alley. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible. Parking/service areas for corner lots shall be accessed from side street.



4.5 Frontage Standards

4.5A Purpose and Intent

This Section establishes standards to ensure proposed development promotes a walkable environment along the street through the provision of street-facing windows, entries, and appropriately designed frontages; and commercial ground floors that support pedestrian activity through maximum ground floor transparency. Frontages consist of the street facade of the building(s), including any projecting elements, and any landscape, hardscape, walls, and fences between the building facade and the back of sidewalk. They provide a transition between the public environment of the street and the semi-private and private environments of the building interior. They also signal the location of the building entrance and provide a semi-public space within which neighbors and visitors can interact.



4.5B Applicability

The requirements of this Section apply to all new buildings within the Downtown area.

4.5C Frontage Types

This Section identifies the frontage types allowed within the Downtown area, and for each type provides a description and design standards to ensure that proposed development is consistent with this Specific Plan's goals for building form, character, and quality. Frontage types are divided into two categories, Required (Porch, Stoop, Dooryard, Shopfront, Gallery, and Arcade) and Optional (Balcony, Bay Window, Awning, Canopy). The provisions of this Section work in combination with the underlying Zone as identified on the Regulating Plan. Refer to Sections 4.4C, 4.4D, and 4.4E for required and optional frontage types within each zone and allowed encroachments into the setback or right-of-way.



Front Yard



Stoop



Dooryard (non-residential)



Gallery



Balcony



Awning



Porch



Dooryard (residential)



Shopfront



Arcade



Bay Window



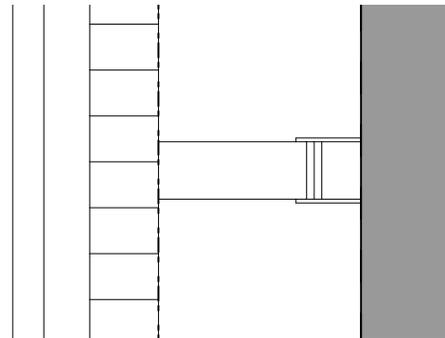
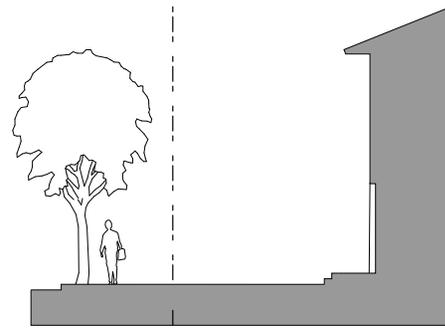
Canopy

4.5Di Front Yard

a) **Description:** The area between the building facade and the property line. Front Yards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge. On sloping sites, front yards may be raised above the level of the adjacent sidewalk and supported by a low retaining wall at the property line with steps providing access between the sidewalk and the yard. Porches, stoops, balconies, and bay windows may encroach into Front Yards.

b) **Design Standards**

- i) Front yards and continuous planters between the curb and sidewalk along the primary and side streets shall be landscaped.
- ii) Paved areas shall be limited to walks and driveways, where present.
- iii) Fences defining the front yard shall not exceed four (4) feet as measured from the adjacent sidewalk.



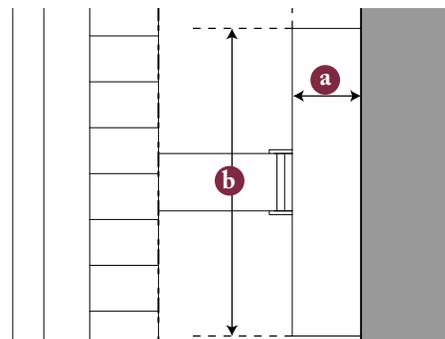
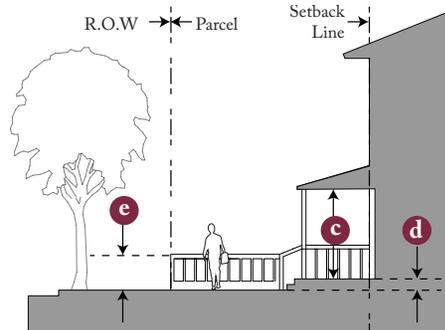
4.5Dii Porch

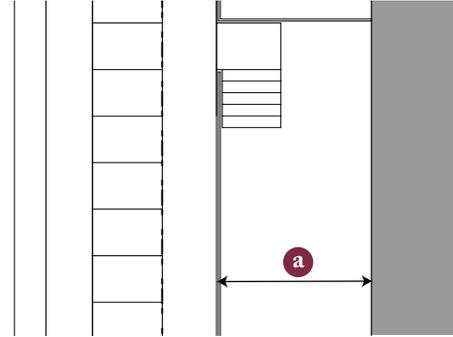
a) **Description:** A roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porches may be provided on buildings that are set back from the Primary and/or Side Street property lines and may encroach into the front yard and side street yard.

b) **Design Standards**

- i) Porches may be enclosed with insect screens if recessed from the exterior wall plane and if visibility is maintained from the sidewalk.
- ii) Porches shall be designed according to the following dimensional requirements:

Dimensions	Min.	Max.
a Depth (clear)	6 ft.	-
b Width (clear)	12 ft.	-
c Height: ceiling (clear)	8 ft.	12 ft.
d Height: floor above grade	12 in.	3 ft.
e Height: fence or hedge	-	3 ft.





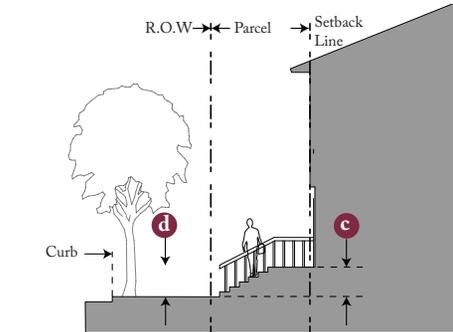
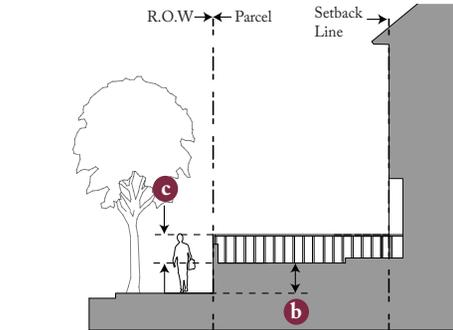
4.5Diii Dooryard

a) **Description:** An elevated or at-grade garden or terrace that is located in the front yard setback and that is enclosed by a low wall located at or near the property line. For elevated Dooryards, access from the sidewalk to the Dooryard is via a stair or ramp. The Dooryard can accommodate a variety of activities, ranging from dining patios for commercial uses to patios for residential uses. In addition, the interior building spaces are separated from the adjacent sidewalk by the depth of the Dooryard and in the case of raised Dooryards, by the terrace height.

b) Design Standards

- i) Walls and/or fences shall be consistent with the architectural style of the building in their design, materials, and finishes.
- ii) Dooryards shall be designed according to the following dimensional requirements:

Dimensions	Min.	Max.
a Depth (clear)	7 ft.	-
b Height above grade	0 ft.	3 ft.
c Fence or railings may extend to height required by building code.	-	-



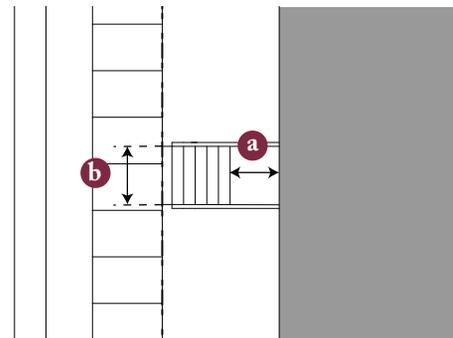
4.5Div Stoop

a) **Description:** A stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is typically raised to provide increased privacy for the rooms facing the public street. Accordingly, stoops are ideal frontage types for ground floor housing that is near the street.

b) Design Standards

- i) The exterior stairs may be perpendicular or parallel to the adjacent sidewalk. The landing may be covered or uncovered. Landscaping shall be placed on the sides of the stoop.
- ii) Stoops shall be designed according to the following dimensional requirements:

Dimensions	Min.	Max.
a Depth: Landing (clear)	4 ft.	10 ft.
b Width (clear)	4 ft.	10 ft.
c Height: floor above grade	12 in.	3 ft.
d Height: Fence or hedge	-	3 ft.



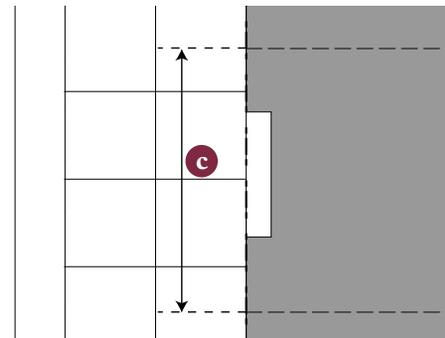
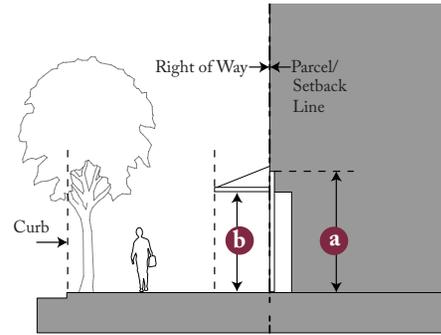
4.5Dv Shopfront

a) **Description:** Shopfronts are large openings in a building facade that are enclosed with large transparent windows and doors that provide direct, at-grade access to ground floor commercial/retail uses. The basic required architectural elements of shopfronts include large windows, doors with glass, transom windows, and a solid base (bulkhead). Optional elements include awnings, canopies, signage, lighting, and cornices.

b) Design Standards

- i) Storefront glass shall be clear without reflective coating or dark tinting. Lightly tinted glazing less than 15%, low emissivity, solar) is acceptable.
- ii) Shopfront shall be designed according to the following dimensional requirements:

Dimensions	Min.	Max.
a Height (clear)	10 ft.	16 ft.
b Distance to bottom of awning	8 ft.	10 ft.
c Width of storefront bay(s)	10 ft.	15 ft.
Glass area % of ground floor wall	70	90



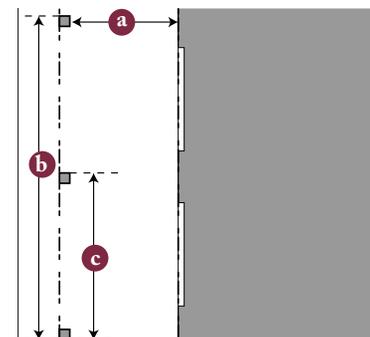
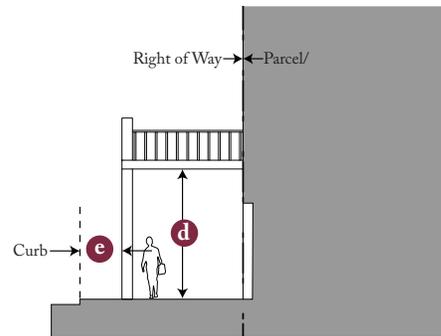
4.5Dvi Gallery

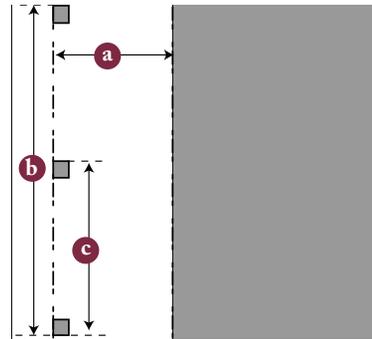
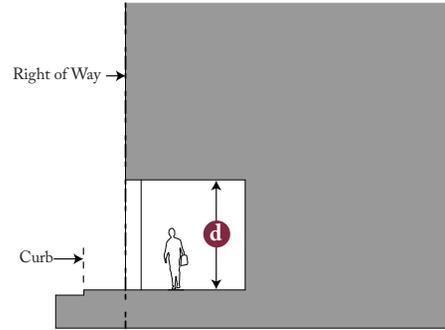
a) **Description:** Galleries are facades with ground floor colonnades that support a cantilevered shed roof or a deck that covers the sidewalk. Galleries contain ground floor storefronts, making them ideal for retail use. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.

b) Design Standards

- i) Along primary frontages, the Gallery columns shall correspond to Shopfront openings. Galleries shall be a minimum of two (2) bays wide.
- ii) Galleries shall be designed according to the following dimensional requirements:

Dimensions	Min.	Max.
a Depth (clear)	10 ft.	16 ft.
b Width (clear)	20 ft.	80 ft.
c Width: single bay (clear)	10 ft.	16 ft.
d Height (clear)	12 ft.	16 ft.
e Distance from face of curb (clear)	2 ft.	-





4.5Dvii Arcade

a) **Description:** Arcades are facades with a ground floor colonnade that supports the upper stories of the building, or for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, as the arcade shelters the pedestrian while shading the storefront glass, preventing glare that might obscure views of merchandise.

b) Design Standards

- i) Along primary frontages, the Arcade shall correspond to Shopfront openings. Arcades shall be a minimum of two (2) bays wide.
- ii) Arcades shall be designed according to the following dimensional requirements:

Dimensions	Min.	Max.
a Depth (clear)	10 ft.	16 ft.
b Width (clear)	20 ft.	80 ft.
c Width: single bay (clear)	10 ft.	16 ft.
d Height (clear)	12 ft.	16 ft.
e Distance from face of curb (clear)	2 ft.	-

4.5Dviii Balcony

a) **Description:** A platform enclosed by a wall or balustrade on the outside of a building, with access from an upper-floor door.

b) Design Standards

- i) Balcony design character, palette of materials, and approach to detailing shall be consistent and compatible with the building's style.
- ii) Balconies of traditionally styled buildings shall have visible supports in the form of projecting beams or braces. Balcony railings on traditional buildings shall be made of wood, wrought iron, steel bar or tube faithfully simulating true wrought iron. Balconies on modern styled buildings may simply project. Modern buildings may also use galvanized or painted steel, aluminium, and cable railing components. Vinyl substitutes shall be avoided.

4.5Dix Bay Window

- a) **Description:** A large window or series of windows projecting from the outer wall of a building and forming a recess within.
- b) **Design Standards**
 - i) Bay windows shall be a maximum of ten (10) feet wide and shall have a height that is equal to or greater than their width.
 - ii) Bay windows shall be placed a minimum of two (2) feet from any building corner and a minimum of three (3) from any other bay window.
 - iii) Bay windows shall consist of at least 75% transparent fenestration.



4.5Dx Awning

- a) **Description:** A cloth cover fastened to a building or structure and supported by a frame that is used to protect pedestrians from the sun or rain.
- b) **Design Standards**
 - i) Awnings shall be of a simple shed form, made of code-compliant fire-resistant canvas or materials of similar appearance; materials which are shiny, stiff, and synthetic shall be avoided.
 - ii) Each awning shall correspond to a storefront.
 - iii) Upper floor awnings may be provided. Each individual awning shall cover no more than one Shopfront or window opening. Signage is not permitted on upper floor awnings.
 - iv) Awnings shall be positioned so that signage is not obstructed.
 - v) Awning color(s) and pattern(s) shall be coordinated with the overall design of the building. As appropriate awning colors may vary between adjacent businesses.
 - vi) Internally illuminated and backlit awnings and any associated light diffusers are prohibited.





4.5Dxi

Canopy

- a) **Description:** A flat, metal awning that extends perpendicular from the building and parallel to the sidewalk. The canopy's frame is connected to the wall and spanned by a variety of materials, including metal lattice, glass, and metal slats.
- b) **Design Standards**
 - i) Canopies shall be of a simple form, made of metal and/or glass.
 - ii) Canopies shall be supported either from below by metal brackets, or from above by rods, wires, or chains that affix to the wall.
 - iii) Canopies may extend across multiple storefronts.
 - iv) Upper floor awnings may be provided. Each individual canopy shall cover no more than one window opening. Signage is not permitted on upper floor canopies.
 - v) Canopies shall be positioned so that signage is not obstructed.
 - vi) Canopies shall be coordinated with the overall design of the building; all canopies on a single building shall be consistent in their design, color, and material.

4.6 Land Uses

4.6A Allowable Land Uses

A parcel or building within the specific plan area shall be occupied by only the land uses allowed by Table 4.3 within the zones specified within the Regulating Plan. Land uses are defined in Section 4.10B.ii (Glossary).

- a Use not listed. When a use is not specifically listed in Table 4.3, the Community Development Director or his/her designee, shall have the authority to determine whether the proposed use is permitted based on the finding that the use is similar to, and no more detrimental than, those permitted in the zone. Uses not listed, or otherwise determined by the Community Development Director or his/her designee to be permitted, are prohibited.

4.6.B Permit Requirements

- a Permitted subject to compliance with all applicable provisions of this Development Code, and a Site Plan in compliance with Zoning Code Chapter 153. These are shown as “P” uses in the tables;
- b Allowed subject to the approval of a Conditional Use Permit in compliance with Zoning Code Chapter 153.210, and shown as “CUP” uses in the tables; and
- c Not allowed in particular zones, and shown as a “—” in the tables.

		Downtown Core	Downtown Corridor	Downtown Edge
1	Commerce, Manufacturing, Processing			
	Artisan/craft manufacturing, commercial kitchen printing and publishing	P	P	—
	Research and Development	P	P	—
	Warehouse and Distribution	—	—	—
	Personal storage facility	—	—	—
2	Retail			
	Supermarket, home improvement center	P	P	—
	Neighborhood market, pharmacy	P	P	P
	Restaurants	P	P	P
	Retail businesses	P	P	P
	Restaurant with dancing, live entertainment, craft brewery and winery (including retail sales), nightclub	CUP ¹	CUP ¹	CUP ¹
	Medical Marijuana cultivation, manufacturing, sales, delivery, and distribution	—	—	—
3	Services			
	Personal Services: Personal Services, such as barber and beauty shops, dry cleaning pick-up stores, home electronics and small appliance repair, nail shops - manicure, pedicure, tailors, and tanning salons	P	P	P
	Personal Services (restricted): Banquet facility/catering, accessory massage (licensed, therapeutic, and in conjunction with primary businesses such as day spa, beauty salon, barber shop or similar uses) and tanning salons	CUP	CUP	CUP
	Professional Services: Includes professional offices for banks, commercial art and design, counseling services, scientific and research organizations, media post production and news services, urgent care clinic, and medical clinic (doctor, dentist)	P	P	P
4	Accessory Commercial Uses			
	Drive-through facility	—	—	—
	Incidental entertainment	P	P	—
	Outdoor cafe (Dining)	P	P	P
	Outdoor display	CUP	CUP	CUP
	Outdoor storage	—	CUP	—

Table 4.3 Land Use Table

		Downtown- Core	Downtown Corridor	Downtown Edge
5	Automobile Related			
	Vehicle maintenance or repair, detailing, painting, boat sales, service stations	—	—	—
	Drive-through establishments including car wash	CUP	CUP	CUP
6	Utility, Transportation			
	Mobility hub	P	P	P
	Parking facility (public or commercial)	—	CUP	—
	Utility Facilities and Infrastructure	—	CUP	CUP
	Wireless telecommunication facility	CUP	CUP	CUP
7	Residential Uses			
	Dwelling, single-family attached	—	—	P
	Dwelling, multi-family	P	P	P
	Live/work Unit	P	P	P
	Emergency shelter, transitional housing	P	P	P
	Lodging: Hotel, B&B inn	CUP ²	CUP ²	—
8	Accessory Residential Uses			
	Accessory dwelling unit	P	P	P
	Home occupation	P ³	P ³	P ³
9	Recreation, Education, Public Assembly			
	Museums, art galleries, and libraries, athletic club/gymnasium, religious facility, and recreational centers	CUP	CUP	CUP
	Open Space	P	P	P
	Studios for arts, dance, music, martial arts	P	P	P
	Health/fitness facility	CUP	CUP	CUP
	Community garden	—	P	P
	School, public	P	P	P
	School, private (trade schools, colleges)	CUP	CUP	CUP
	Theater, cinema, performing arts, outdoor community events	CUP	CUP	CUP
	Art lounges or theaters with alcohol sales	CUP	CUP	—
	Recreation, entertainment uses	CUP	CUP	—
	Farmers market, certified	P	P	P

		Downtown- Core	Downtown Corridor	Downtown Edge
10	Other Uses			
	Alcohol sales (on-and off-sale outlets)	CUP ¹	CUP ¹	CUP ¹
	Vending machine (regular and reverse)	P ⁴	P ⁴	P ⁴
	Secondhand stores	—	—	—
	Day care center — child	CUP ⁵	CUP ⁵	CUP ⁵

Key to Table

- P Permitted
- CUP Conditional Use Permit
- Not Permitted
- ¹ Zoning Code 153.120 Part 2
- ² Zoning Code 153.120 Part 9
- ³ Zoning Code 153.120 Part 8. A home occupation permit must be obtained from the Business License Department
- ⁴ Zoning Code 153.050.040
- ⁵ Zoning Code 153.120 Part 6

4.7 Signs

4.7A Sign Standards

4.7A.1 Purpose

These sign regulations are intended to appropriately limit the placement, type, size, and number of signs allowed within the Downtown area, and to require the proper maintenance of signs. The purposes of these limitations and requirements are to:

- a Avoid traffic safety hazards to motorists, bicyclists, and pedestrians, caused by visual distractions and obstructions;
- b Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of Downtown as a place to live, work, and shop; and
- c Provide for signs as an effective channel of communication, while ensuring that signs are aesthetically designed and proportioned in relation to adjacent structures and the structures to which they are attached.

4.7A.2 Applicability

- a Section 4.7 applies to all signage within the Downtown Code boundaries except for the following which are subject to the requirements of Chapter 153.170 of the Municipal Code:
 1. Real estate signs, special event signs, directional signs; and
 2. Billboard or other off-premise sign regulated by Chapter 153.170 of the Municipal Code, and any sign located in the public right-of-way and installed or maintained by the City or by any other public entity having legal authority to maintain signs.
- b Applicability to sign content. The provisions of this Section do not regulate the message content of a sign (sign copy), regardless of whether the message content is commercial or noncommercial.
- c Sign permit requirements. Installation of signs shall require approval of a sign permit:
 1. Wall, window, awning/canopy, and sidewalk signs shall be processed ministerially by the City Planner; and
 2. All other sign types shall be subject to Chapter 153.170 of the Municipal Code.



4.7B Sign Types

Each proposed sign or existing sign to be modified shall be designed as one of the signage types allowed for the zoning district as identified in Table 4.4

Wall			Window			Awning/Canopy			Sidewalk			Marquee		Projecting		Monument		Roof		Pole			
Core	Cor	Edge	Core	Cor	Edge	Core	Cor	Edge	Core	Cor	Edge	Core	Cor		Core	Cor		Core	Core		Core	Core	
																							
<p>A sign that is painted or applied directly to the wall, typically above the shopfront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters including a logo and does not include cabinet signs. This type of sign is intended for viewing from across the street and along the sidewalk.</p>			<p>A sign that is painted or applied directly to the storefront window(s) and/or door(s). This type consists of individual letters, including a logo with allowances for contrasting background. This type of sign is intended for viewing from across the street and at close range.</p>			<p>A sign that is integral to the awning or canopy above a shopfront. This type of sign may be located either on the valence face of the awning that faces the street or on the valence perpendicular to the building. Also included is a feature area on the main panel. For canopies, this type of sign is located on top of and along the front edge of the canopy. This type of sign is intended for viewing at close range.</p>			<p>A two-sided, non-illuminated, portable sign that is placed outside of the shopfront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by restaurants, cafes, other food-oriented businesses, theaters and other such activities.</p>			<p>A vertically-oriented two- to three-sided sign that projects from the facade over a sidewalk, public open space or other public right-of-way and may project above the building's parapet. This type of sign is intended for viewing along the sidewalk and down the street from the adjacent block.</p>		<p>A two-sided sign that projects over a sidewalk (public or private) or open space (public or private). This type of sign is intended for viewing at close range.</p>		<p>A sign that is located within front and side yards where the building is setback substantially from the sidewalk and the sign is to be viewed from a distance along the street. Wall-integral: Occurs as part of site-defining landscape, in the form of a low wall that may include a gateway that encloses outdoor dining or open space. Freestanding: Occurs as a freestanding sign subject to location and size limitations aimed at scale and compatibility with pedestrian frontages.</p>		<p>A sign that is for use on block-scale buildings at least 3 stories in height such as hotels, conference centers, and certain civic building. This type of sign is intended for viewing from a distance to help emphasize the identity and presence of a particular area as a whole and therefore, the signage is allowed to be more inventive.</p>		<p>A vertically-oriented sign that is detached from the main building, located along the primary frontage within the front setback, consisting of a structural support with the sign mounted at the top. This type of sign is for use on property that has a certain amount of street frontage and if intended for viewing from a distance to identify a business set back and not readily visible from the street.</p>			

Table 4.4 Sign Types



4.7B1 Wall Sign

- | | | | |
|---|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 1 | Description | A sign that is painted or applied directly to the wall, typically above the shopfront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters including a logo and does not include cabinet signs. This type of sign is intended for viewing from across the street and along the sidewalk. | |
| 2 | Size | Height | 24 in. max. |
| | | Width (as % of facade width) | 60% |
| | | Features (allowed beyond sign area) | 6 ft. max. |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 wall sign per storefront bay along frontage of building; b. Multi-story buildings qualify for a building identification sign located on the uppermost story; c. Maximum thickness of sign as measured from the wall shall not exceed 4 inches; d. Minimum of 24 inches between sign and any opening or edge of the building facade; e. Minimum of 12 inches between sign and an eave or parapet; and f. If illuminated, individual letters required and shall be either internally illuminated or externally illuminated with decorative lamps mounted to maintain visual integrity of the sign. | |



4.7B2 Window Sign

- | | | | |
|---|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 1 | Description | A sign that is painted or applied directly to the storefront window(s) and/or door(s). This type consists of individual letters, including a logo with allowances for contrasting background. This type of sign is intended for viewing from across the street and at close range. | |
| 2 | Size | Height | 18 in. max. |
| | | Width (as % of storefront width) | 40% |
| | | Features (allowed beyond sign area) | 2 ft. max. |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 window sign per storefront; b. Minimum of 75% of window sign shall be independent of contrasting background; c. Sign inside the shop-space is not allowed within 4 feet of the window; and d. Storefront width is measured between walls or columns of at least 8 inches in width. | |



4.7B3 Awning/Canopy Sign

- | | | | |
|---|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| 1 | Description | A sign that is integral to the awning or canopy above a shopfront. This sign may be located either on the valence face of the awning facing the street or on the valence perpendicular to the building. Also included is a feature area on the main panel. For canopies, this type of sign is located on top of and along the front edge of the canopy. This type of sign is intended for viewing at close range. | |
| 2 | Size | Height awning valance | 6 in. min.; 12 in max. |
| | | Height canopy valance | 2 ft. max. |
| | | Width (as % of awning/canopy width) | 75% |
| | | Features (logo) for awning main panel | 2 sq.ft. |
| | | Feature (beyond canopy sign area) | 3 sq.ft. |
| | | Encroachment | within 2 ft. of curb |
| 3 | Design Standard | <ul style="list-style-type: none"> a. Maximum of 1 sign per awning / canopy; b. Each awning / canopy shall correspond to a storefront; c. The main panel of awnings shall only be used for a logo feature and shall not be for additional signage area; d. Internal illumination of awning(s) is prohibited; e. Canopy sign may extend up to 24 inches above the top of the canopy; and f. Encroachment permit required. | |



4.7B4 Sidewalk Sign

- 1 Description A two-sided, non-illuminated, portable sign that is placed outside of the shopfront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by restaurants, cafes, other food-oriented businesses, theaters and other such activities.
- 2 Size

Height	18 in. min.; 3 ft. max.
Width	18 in. min.; 2 ft. max.
Thickness on each side	4 in. max.
Horizontal clearance from adjacent curb	18 in. max.
- 3 Design Standard
 - a. Maximum of 1 sign per business with a minimum distance of 25 feet from the nearest sidewalk sign;
 - b. Sign shall be vertically oriented and have no more than 2 sides;
 - c. Sign shall be placed as close as possible to the business storefront/edge of outdoor seating or along the street edge of the adjacent sidewalk;
 - d. Encroachment permit required within the r.o.w. Adequate pedestrian access shall be maintained; and
 - e. Materials shall not include vinyl or plastic. Lighting shall be from ambient sources.



4.7B5 Marquee Sign

- 1 Description A vertically-oriented two- to three-sided sign that projects from the facade over a sidewalk, public open space or other public right-of-way and may project above the building's parapet. This type of sign is intended for viewing along the sidewalk and down the street from the adjacent block.
- 2 Size

Height single-story building	max. 35% of facade height
Height multi-story building	max. 75% of facade height
Height above eave or parapet	10 ft. max
Width of each sign face (up to 3 max.)	20 ft. max
Distance from wall	18 in.
Thickness	4 in. max.
Feature (allowed beyond sign area)	6 sq. ft.
Encroachment	within 3 ft. of curb
- 3 Design Standard
 - a. Maximum of 1 marquee sign per building;
 - b. Sign shall be vertically-oriented and placed within the top half of single-story buildings and on the upper floor(s) of multi-story buildings; and
 - c. Encroachment permit required.



4.7B6 Projecting Sign

- 1 Description A two-sided sign that projects over a sidewalk (public or private) or open space (public or private). This type of sign is intended for viewing at close range.
- 2 Size

Height	2 ft. max.
Width	3 ft. max.
Thickness	3 in. max.
Feature (allowed-beyond sign area)	1.5 sq.ft.
Vertical clearance from sidewalk	8 ft. min.
Encroachment	within 3 ft. of curb
- 3 Design Standard
 - a. Maximum of 1 projecting sign per business along frontage;
 - b. If illuminated, shall not be internally illuminated cabinet sign;
 - c. Supporting hardware such as brackets shall be architecturally compatible with the building facade;
 - d. Not allowed under an awning or horizontally within 10 feet of another projecting sign; and
 - e. Encroachment permit required.



4.7B7 Monument Sign

- 1 Description A sign within front and side yards where the building is setback from the sidewalk and the sign is to be viewed from a distance along the street.
Wall-integral: Occurs as part of site-defining landscape, in the form of a low wall that may include a gateway that encloses outdoor dining or open space.
Freestanding: Occurs as a freestanding sign subject to location and size limitations aimed at scale and compatibility with pedestrian frontages.
- 2 Size

Height of wall or freestanding panel	3 ft. min. 5 ft. max.
Height of sign area	18 in. max.
Width (freestanding)	2 ft. min., 7 ft. max.
Thickness	18 in.
Feature (allowed beyond sign area)	2 sq. ft.
Distance from adjacent curb	5 ft. min.
Encroachment into setbacks	within 3 ft. of property line
- 3 Design Standard
 - a. Wall-integral: Maximum 1 sign may be placed at each end of the wall if there is at least 50 feet between each sign;
 - b. Freestanding: Maximum of 1 sign and minimum of 75 feet horizontal separation from another monument sign;
 - c. Not allowed in any required visibility area, right-of-way, or private street;
 - d. Colors and materials shall match the building style and details; and
 - e. Lighting shall be from external or ambient sources.



4.7B8 Roof Sign

- 1 Description A sign that is for use on block-scale buildings at least 3 stories in height such as hotels, conference centers, and certain civic building. This type of sign is intended for viewing from a distance to help emphasize the identity and presence of a particular area as a whole and therefore, the signage is allowed to be more inventive.
- 2 Size

Height	7 ft. min., 15 ft. max. max.
Length	10 ft. min., 30 ft. max.
Thickness	18 in. max.
Features (allowed beyond sign area)	25 sq.ft. max.
- 3 Design Standard
 - a. Maximum of 1 roof sign per building;
 - b. Minimum building height of 3 stories and minimum site frontage along primary street of 150 feet;
 - c. Signs shall not encroach into right-of-way or private street;
 - d. If illuminated, external illumination required and shall be mounted to maintain visual integrity of the sign; and
 - e. Supporting hardware such as brackets shall be architecturally compatible with the main building.



4.7B9 Pole Sign

- 1 Description A vertically-oriented sign that is detached from the main building, located along the primary frontage within the front setback, consisting of a structural support with the sign mounted at the top. This type of sign is for use on property that has a certain amount of street frontage and is intended for viewing from a distance to identify a business set back and not readily visible from the street.
- 2 Size

Height to top of the sign	25 ft. max.
Width of sign	15 ft. max.
Height of sign area	10 ft. max.
Thickness	12 in. max.
Feature (allowed-beyond sign area)	25 sq.ft.
Distance from r.o.w.	min. 2 ft.
- 3 Design Standard
 - a. Maximum of 1 pole sign per site;
 - b. If illuminated, illumination shall maintain visual integrity of the sign; and
 - c. Supporting hardware such as brackets shall be architecturally compatible with the architectural style of the main building.

4.8 Other Development Standards

4.8A Parking Design

4.8A.1 Applicability

- a **Parking required.** Every use, including change or expansion of a use, or structure, shall have appropriately maintained parking and loading spaces or areas in compliance with the regulations identified in this section.
- b **Number of parking spaces**
 - i **Off-Street Parking Spaces.** Off-street parking spaces shall be provided for each land use per the below standards:
 - a) Residential: 1 space per unit (minimum).
 - b) Residential Guest: 1 space for every 4 units (minimum)
 - c) Lodging: 1 space per room (minimum).
 - d) Live/Work: 1 space per unit under 1500 s.f.; if unit is greater than 1500 sq. ft.: 1 space for every 400 gross s.f.
 - e) Office, Retail, Civic: 1 space per 300 gross s.f. of building area.
 - f) Restaurants, Cafes, or similar: 1 space per 200 gross s.f. of building area.
 - c **On-Street Parking**
 - i On-street parking located along the development's frontage may be counted towards fulfilling the minimum number of spaces for the commercial component within the development up to twenty-five percent (25%) of the minimum required number of off-street parking spaces.
 - ii In no case shall on-street parking be used for meeting minimum residential parking requirements within a mixed-use development.
 - iii Where street parking spaces are counted toward meeting required on-site parking as allowed by this section, all such on street spaces must remain available for common use and not be exclusively assigned or reserved to any individual use.

4.8A.2 Parking Reduction Requirements

a Shared Parking

Shared parking may be utilized as an effort to promote an overall reduction in parking. The amount of off-street parking required for a mixed use development may be reduced up to fifteen (15) percent as determined by the Community Development Director and approved by the Planning Commission when it can be demonstrated through a Parking Demand Study that sufficient parking is or can be met by the subject uses through a shared parking arrangement. Said study should explain the parking demands of the land uses within the development and how business practices or hours of operation impact the demand for parking at different times of the day.

b Waiver of Parking

Any project site where it can be demonstrated that the land use thereon will not utilize the required number of parking spaces due to the nature of the specific land use, or the manner in which the specific land use is conducted, the number of parking spaces required may be reduced pursuant to the following:

- i **Approval Required.** A parking reduction based upon low parking demand may be allowed upon the approval of a Low Demand Parking Reduction Agreement by the City.
- ii **Alternate Parking Plan.** In approving a parking reduction, the City may require the preparation of an Alternate Off-Street Parking Plan, which demonstrates that additional parking spaces can be provided on-site, as necessary, to accommodate future land use changes or intensifications in land use. Furthermore, a restrictive covenant that runs with the land may be required by the City, which restricts the use of the subject property for the duration of the parking reduction.

- iii Low Demand Parking Reduction Agreement. A Low Demand Parking Reduction Agreement by and between the City, the applicant, and all other affected property owners, shall be executed and recorded with the County Recorder, which, at a minimum, shall:
 - a) provide confirmation that the parking supply proposed will be adequate during periods of maximum demand,
 - b) confirm that the parking demand is provided within a reasonable walking distance to the use it serves, and
 - c) identify parking management strategies that are necessary to ensure the availability of the necessary number of parking spaces for the duration of the current use and future users of the project site. The Low Demand Parking Reduction Agreement shall be subject to City Attorney review and approval as to form and content.
- iv Parking Analysis. The City may require the applicant to submit a parking analysis, prepared by a person/firm experienced in preparing such analyses, to assist the City in determining the appropriate reduction.

4.8A.3 Parking Design and Development Standards

Required parking areas shall be designed and constructed as follows. The standards of this Section may be modified by the review authority where it determines that alternative parking designs and standards will more appropriately relate to the operating characteristics of the proposed development or new land use, while being equally effective in providing parking areas that are safe, convenient, use land efficiently, and are aesthetically attractive.

- a Access to Parking
 - i Within the Specific Plan area, no new parking shall be placed between a building and a street, except where allowed adjacent to a side street in the Neighborhood zone.
 - ii Parking, including parking garages, shall be accessed from an alley or secondary frontage when possible. The opening of a parking lot or garage on a frontage shall not exceed two lanes in width.

- b Tandem Parking. Tandem parking may be allowed at the discretion of the City:
 - i Non-Residential Uses.
 - a) The use of tandem parking for non-residential uses shall require that the operator of the parking facility provide a valet or attendant at all times that the parking is accessible to users, except where the City determines that the nature of the use and its operation will not require attended parking.
 - b) Tandem parking shall be a maximum of two (2) parking spaces in depth.
 - c) Vehicle movements necessary to move cars parked in a tandem configuration shall not take place on any public street.
 - ii Residential Development. Tandem parking is allowed within multi-family projects and the residential component of mixed-use projects subject to the following standards:
 - a) Up to 30 percent of the total required off-street parking spaces may be provided in a tandem configuration. The maximum number of spaces permitted in a tandem configuration refers to the total individual spaces, not the total number of tandem spaces. For example, if twenty (20) total residential spaces are required, three (3) tandem space with two (2) cars in the tandem space for a total of six (6) individual spaces may be provided.
 - b) Tandem parking shall be a maximum of two (2) parking spaces in depth.
 - c) Both tandem spaces shall be assigned to the same dwelling unit.
 - d) Vehicle movements necessary to move cars parked in a tandem configuration shall not take place on any public street.
 - e) Guest parking spaces shall not be provided in a tandem configuration.
 - f) When tandem parking spaces are used in private garages or other parking facilities with more than two (2) parking spaces, they shall be assigned and marked for resident use.
- c Disabled Parking Spaces. Parking spaces for the disabled shall be provided in compliance with the requirements of State Law (California Administrative Code [Title 24, Part 2, Chapters 2B71]). Disabled spaces required by this Section shall count toward fulfilling off-street parking requirements.

- d Loading Spaces
 - i A minimum of one (1) off-street loading space shall be provided for every non-residential or mixed use building over 3,000 sq.ft. in gross area.
 - ii Loading spaces shall be generally located at the rear of a building or along the alley when present in a fashion that allows for adequate maneuvering, loading, or unloading of vehicles without interfering with the orderly movement of traffic or pedestrians on the street.
 - iii Off-street loading spaces may be striped “loading zone” by the City of Baldwin Park as approved by the Community Development Director.
- e Parking space and lot dimensions. Parking lots and stalls shall be designed with the following minimum dimensions.

Angle of Parking	Length of Parking Stall	Width of Parking Stall	Aisle Width
60° or less (one-way)	18 ft	8.5 ft or 9 ft	18 ft
90° (one-way)			
90° (two-way)	18 ft	8.5 ft or 9 ft	24 ft
90° (tandem)	36 ft	9 ft	24 ft

- f Landscaping. Parking areas shall be landscaped in compliance with the following requirements.
 - i Surface parking areas shall be planted with shade trees at a minimum ratio of one tree for every four spaces in an orchard planting arrangement.
 - ii Parking areas adjacent to a street or sidewalk shall be screened with landscaping and a decorative wall between 36 and 48 inches in height as approved by the review authority.
- g Lighting. Parking lot lighting shall comply with the following requirements:
 - i Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less.
 - ii Lighting shall be energy-efficient, and shielded or recessed. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.

- h Surfacing. The City desires to reduce stormwater run-off and water pollution, and to allow for the replenishment of groundwater. For parking areas, the goal is to reduce the amount of run-off generating surface area. Therefore, permeable surfaces for parking and maneuvering areas are encouraged. Acceptable permeable surfaces include:
 - i Pervious pavers (products such as Unipaver, Eco-stone and SF Rima or an approved equivalent).
 - ii Gravel, bark or grass when reinforced to provide adequate load-bearing (including geotechnical structures such as Invisible Structures’ Grasspave and Gravelpave products, or an approved equivalent).
 - iii Other permeable surfaces may be approved by the Public Works Director.
- i Passenger Loading and Unloading Zones. On-street, curb-side passenger loading and unloading zones, including for transit network companies (such as Uber and Lyft) are permitted as approved by the Community Development Director.

4.8B Solid Waste Standards

4.8B.1 Purpose

A successful solid waste collection and removal strategy will include appropriate accommodations for the collection, storage, access, and removal of solid waste and recyclable materials from the project site. Early planning to meet this requirement is essential to avoid major redesign of the project during later design phases and to ensure compliance with the standards and requirements of this Section.

4.8B.2 Location, Access and Design Criteria

The location of all solid waste collection and/or storage spaces shall meet the following requirements:

- a To the extent possible, collection/storage locations shall be accessed from an alley. Where an alley is not present, collection/storage locations may be accessed from the street. Collection/storage locations for corner lots shall be accessed from the Side Street.
- b The collection/storage space shall be located to minimize visual, noise, and odor impacts to adjacent building occupants both on the subject lot and on adjacent lots.
- c Outdoor trash enclosures or collection rooms within a structure shall not be located on a street-facing facade of the structure. Outdoor trash enclosures shall not be located between the building faced and the street.
- d The design of outdoor trash enclosures and exterior facing elements of a collection/storage area attached to, or within a building/structure, shall complement the architectural features of the building or development that they serve. The incorporation of landscaping around trash enclosures is encouraged as part of a successful design. All outdoor trash enclosures shall include a solid roof to minimize or prevent spilled or trash contaminants from entering the stormwater system.
- e The property owner or manager shall maintain both the interior spaces and surrounding exterior areas and keep them clean and free of graffiti, trash, residue, debris, and leaks.

4.8C GHG Emissions Reductions Standards

The following design features shall be incorporated for all new development:

- a. Gas or propane fireplaces shall not be allowed in residential development.
- b. All residential development will provide outdoor electrical outlets to accommodate the use of electric landscape equipment.
- c. New development shall install at least one electric vehicle charging station on the specific project site, or through coordination with the City in other public parking areas within the City.

4.8D Other Municipal Code Standards

All other requirements of the Municipal Code not specifically provided in the Downtown Baldwin Park Specific Plan apply including, but not limited to, screening (i.e. rooftop mechanical equipment), trash enclosures, the installation of underground utilities.

4.8E Landscape and Outdoor Lighting Standards

4.8E.1 Landscape Materials: Context appropriate landscaping shall be provided for each project and designed to achieve an attractive “urban” landscape setting. Landscaping is also instrumental in creating and delineating public and private spaces. Appropriate landscaping will depend on factors such as the setbacks, shape, size, and orientation of the building.

- a Proposed developments shall incorporate site amenities such as linear planting beds or seat walls, street furniture, enhanced paving surfaces, public art, lighting, etc, where appropriate. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.
- b Plant species should be selected based on their suitability for an urban environment, for their cleanliness, and for their ability to survive in a healthy state despite constrained growing conditions. Ease of maintenance should also be considered.
- c The majority of plant materials shall consist of drought tolerant and/or native plants with minimum water requirements.
- d The use of canopy trees for shading and cooling is encouraged where appropriate, particularly in publicly accessible open spaces and plazas, to mitigate the urban heat island effect. Where canopy trees are used, site design should provide sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth.
- e Decorative water features shall use re-circulating water and, where available, shall use recycled water.

4.8E.2 Sustainable Storm Water Management: The intent of this Downtown Specific Plan is to create an urban walkable community based on urbanist and form-based code principles. When fully implemented, the development of the Downtown planning area will result in an urban setting characterized by commercial, residential, and mixed use buildings, and structured or underground parking on sites with minimal to no landscape areas available at grade. In some cases, buildings could approach 100 percent coverage of the site. As part of the development review process, developers and their landscape architects will need to focus on tailoring each project to provide stormwater treatment facilities that are functional and visually attractive and that avoid the use of surface infiltration basins, which are not conducive to an urban setting. In preparing mandated Water Quality Management Plans (WQMPs) the following design guidelines shall be considered and implemented to the greatest extent possible:

- a Consider the full range of BMP alternatives for addressing drainage, infiltration, and stormwater quality for the site, including drainage from roofs, plazas, courtyards, and any surface parking areas.
- b Utilize Low Impact Development (LID) design principles and practices to address infiltration of runoff through the use of:
 - i Pervious surfaces in lieu of impermeable surfaces in plazas, courtyards, and surface parking areas where technically feasible. Acceptable pervious surfaces include: landscaping; pervious pavers including pervious interlocking pavers and permeable concrete; etc.; as approved by the Community Development Director and Public Works Director.
 - ii Landscaped areas integrated into the drainage design where runoff can be directed into planters with subsurface features to further enhance storage or towards permeable surfaces where technically feasible. Amended soils shall be utilized where technically feasible to enhance infiltration, to provide water quality improvement, and to maintain healthy plant life.
- c Surface infiltration basins are not allowed, unless:
 - i They are accommodated within an active or passive park or open space that can be closed during flood events.
 - ii They are not visible from a street or public open space and they are in addition to the required on-site open space.

4.8E.3 Site Lighting

- a Site lighting should be shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.

4.9 Administration

4.9A Review Authority

The standards and other requirements of this Development Code shall be administered and enforced by the Planning Division of the Baldwin Park Community Development Department, the Planning Commission, and City Council in the same manner as the provisions of the City's Zoning Code.

- a Chapter 153.210.900 of the Municipal Code specifies standards for Development Plan Review application. The following types of applications shall be reviewed and acted upon by the identified body or individual:
 - i. Ministerial Applications: The City Planner shall be the Review Authority for ministerial applications as listed in Table 4.5.
 - ii. Discretionary Applications: Discretionary application shall be reviewed as listed in Table 4.5.

4.9.B Minor Deviations

- a A Minor Deviation permits a design solution that is not consistent with a specific provision of this Development Code, but is justified by its ability to fulfill this Specific Plan's intent while not compromising its vision and intent.
- b All development standards within this Development Code may deviate up to a maximum of ten percent (10%).
- c Minor Deviations are subject to Community Development Director review prior to Planning Commission consideration.

4.9.C Compatibility and Architectural Review

For the purposes of maintaining consistency with this Specific Plan; establishing a high standard of architectural quality and design variety; and maintaining compatibility with adjoining properties, all development applications within the Downtown Specific Plan area will be subject to an external peer review. Such a review will be conducted by an architect, urban designer, or planner in private practice, as chosen by the review authority (City). The review authority shall establish fees and procedures for such review.

	City Planner	Planning Commission	City Council
Ministerial			
Zoning clearance	Approve		
Outdoor dining in r.o.w.	Approve		
Outdoor display	Approve		
Discretionary			
Site plan (Design Review)	Recommend	Final Decision	Review Appeal
Conditional use permit (CUP)		Final Decision	Review Appeal
Zoning change		Recommend	Final Decision
Subdivision		Final Decision	
Variance		Final Decision	Review Appeal
Specific Plan Amendment		Recommend	Final Decision

Table 4.5 Review Authority

4.9D Treatment of Potential Historic Resource

- a Prior to completion of the Historic Resource Survey, applications for all demolition permit and development proposals involving structures over 50 years in age will include a historic, technical assessment or "Phase I" prepared by a City-designated historic professional.
- b Upon reviewing a "Phase I" historic assessment, the Community Development Director may request additional documentation in the form of a Phase II study.
- c Community Development Department staff shall evaluate the Phase I and/or Phase II to determine whether the application involves a Historic Resource as defined by CEQA.
- d If the Director determines a potential Historic Resource is present, but not formally designated as a landmark or already on a State or Federal register, the development proposal shall be reviewed by the Planning Commission for compliance with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.

4.10 Glossary

4.10A Purpose

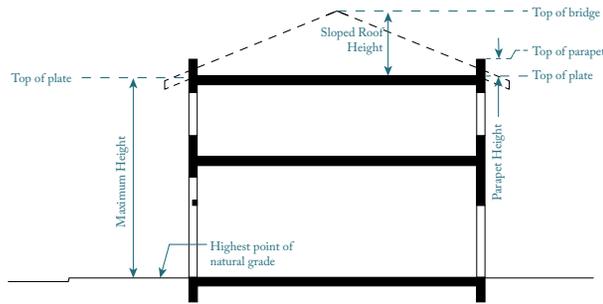
This Section provides definitions of terms and phrases used in this Development Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions in the Zoning Code or other provisions of the Municipal Code, these definitions shall control for the purposes of this Development Code. If a word is not defined in this Section, or in other provisions of the Baldwin Park Municipal Code, the Community Development Director shall determine the correct definition.

4.10B Definitions of Specialized Terms and Phrases

As used in this Development Code, each of the following terms and phrases shall have the meaning ascribed to them in this Section, unless the context in which they are used clearly requires otherwise.

4.10Bi Definitions of General Terms

Access, Building	The physical point(s) and type of pedestrian access to a building from the public sidewalk. Also see building access.
Access, Site	The physical point(s) of vehicular access from a street or other right-of-way to a site.
Access, Lot	The physical point(s) of access to an individual lot for vehicles and pedestrians from a street, other right-of-way or sidewalk.
Accessory Structure	A subordinate building such as garages, carports, storage sheds, shelters, pools or similar structures, the use of which is incidental to that of the main building (residential, commercial, or industrial) on the same lot and/or building site.
Alley	A low capacity thoroughfare with one shared lane and no parking lanes, designed and intended for service and/or secondary access purposes.
Block	All property fronting on one side of a street between intersecting and intercepting streets, or between a street and a right-of-way, wash, end of an existing cul-de-sac, or city boundary.
Block-scale Building	The physical appearance when a building by its physical length and overall size is massed and organized to be larger than a house in its footprint.
Building Access	Buildings are accessed in either of two ways: walk-up or point access. Walk-up access means when an individual suite or dwelling is accessed by the pedestrian directly from a public sidewalk or private open space directly accessed by the public sidewalk. House-scale buildings are accessed only by walk-up access. Point access means when individual suites or dwellings are accessed by the pedestrian through a common lobby. Block-scale buildings are accessed by either walk-up or point-access or, through a combination of the two.
Building Accessory	Building(s) which are in support of the main building on the lot and subject to the building placement standards for accessory buildings.



Building Height

The vertical extent of a building measured in stories to the eave of the highest story, not including a raised base-ment or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, and similar structures. Building height shall be measured from the average grade of the fronting thoroughfare.

Building Type

A structure defined by the combination of configura-tion, placement and function.

- **Mixed-Use Block.** A building designed for occu-pancy by retail, service, and/ or office uses on the ground floor, with upper floors also configured for service, office, and/or residential uses as allowed by each zone's use requirements. The upper floor may be accessed directly from the street via a stair or through a street-level lobby.
- **Court.** A group of attached dwelling units ar-ranged to share one or more common courtyards, with pedestrian visitor access taken from the court-yard, Front Street, and/or Side Street. The court-yard is intended to be a semi-public outdoor area that is visible from and accessed from the Primary Street. Courtyard buildings may accommodate housing as well as ground floor commercial uses in either a live-work configuration or as commercial/retail space that directly faces the Primary Street, if and as allowed by the zone.
- **Liner.** A building that conceals a larger building such as a public garage, theater, or "big box" store that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

- **Rowhouse.** Two or more detached two- or three-story dwellings arrayed side by side with zero lot line side setbacks. The building is located at the front of the lot, with the garage at the rear of the lot, separated from the primary building by a rear yard. An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.
- **Stacked Dwelling.** A building comprised typically of single-floor dwellings usually accessed from a central lobby that provides access to individual units via corridors. Ground floor dwellings facing the street may additionally take direct access via stoops or semi-private dooryards.
- **Flex Shed.** A building designed for occupancy by light manufacturing, workshop, and warehouse uses.
- **Live-work.** An integrated housing unit and work space, occupied and utilized by a single household in a structure, either single family or multi-family, that has been designed to accommodate ground floor work uses and ground floor and/or upper floor residential uses.
- **Quad/Triplex/Duplex.** Duplexes, triplexes, and quadplexes are multiple dwelling forms that are architecturally presented as large single family houses. Each dwelling unit is accessed directly from the street.
- **Single-family residence.** A structure occupied by one primary residence that also accommodates commercial uses as allowed.
- **Carriage House.** A Carriage House is an attached or detached residence, also known as an accessory dwelling, which provides complete independent living facilities and which is located or established on the same lot on which a single-family residence is located. Such dwellings may contain permanent provisions for living, sleeping, eating, cooking, and sanitation.

Civic	The term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit and municipal parking facilities.	Paseo	A public place or path designed for walking that is often within a block, between buildings or along the edge of a public open space.
Civic Building	A structure operated by governmental or not-for-profit organizations and limited to civic uses.	Pedestrian Shed	An area centered on a major destination. Its size is limited by an average distance that may be traversed at an easy walking pace in a given amount of time from its center to its edge. Pedestrian sheds are useful for planning walkable areas.
Civic Space	An outdoor area dedicated for civic activities.	Podium	A continuous projecting base or pedestal under a building.
Courtyard	An unroofed area that is completely or partially enclosed by walls or buildings.	Setback	The area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures excepting galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first floor level) which are permitted to encroach into the setback.
Driveway	A vehicular lane within a lot, or shared between two lots, usually leading to a garage, other parking or loading area.	Setback line, front yard (frontage zone).	The line which defines the depth of the required front yard for the lot in order to generate and support the intended public realm of the zoning district.
Encroachment	Any architectural feature or structural element, such as a fence, garden wall, porch, stoop, balcony, bay window, terrace or deck, that breaks the plane of a vertical or horizontal regulatory limit extending into a setback, beyond the build-to-line, into the public frontage, or above a height limit.	Setback line, rear yard or side yard.	The line which defines the width or depth of the required rear or side yard. Said setback line shall be parallel with the property line, removed therefrom by the perpendicular distance prescribed for the yard in the zoning district.
Frontage	A strip or extent of land abutting a thoroughfare, civic space or other public right-of-way. a. Frontage, Private. The area between the building facade and the shared lot line between the public right-of-way and the lot. b. Frontage, Public. The area between the curb of the vehicular lanes and the edge of the right-of-way.	Story	A habitable level within a building from finished floor to finished ceiling.
House-scale	The physical appearance when a building is massed and organized similar to a single-family house.	Transitional Buildings	A building or portion thereof which was lawful when established but which does not conform to subsequently established zoning or zoning regulations.
Infill	A site developed within existing urban fabric, balancing, completing and/or repairing the surrounding area.	Transitional Use	A land use lawful when established but which does not conform to subsequently established zoning regulations.
Lot	A parcel of real property shown on a plat recorded in the office of the county recorder.	Yard	The area between the Buildable Area on a lot and a lot line. a. Yard, Front. The area between the Buildable Area on a lot and the front lot line. b. Yard, Side. The area bounded by the Building Area on a lot, a side lot line, the front lot line and the rear lot line. c. Yard, Rear. The area between the Buildable Area on a lot and the rear lot line.
Massing	The overall shape or arrangement of the bulk or volume of buildings and structures.		
Overlay	The method for addressing additional topics such as certain types of commercial frontage.		
Parapet	A low wall along the edge of a roof or the portion of a wall that extends above the roof line.		
Parkway (planting strip)	The landscaped area between the sidewalk and the curb which is reserved for trees which are intended to shade the sidewalk and provide spatial definition to the streetscape.		

4.10B.ii Definitions Of Land Use Terms

Auto Service Station	Retail sale, from the premises, of vehicle fuel which may include the incidental sale of other petroleum products, tires, batteries, and replacement items, and the incidental minor repairs and lubricating services.
Bank/Financial Services	Financial institutions, including, but not limited to: banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, other investment companies, securities/commodity contract brokers and dealers, security and commodity exchanges, and vehicle finance (equity) leasing agencies. Does not include check-cashing stores.
Civic Building	A building that is operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.
Cultural Institution	A nonprofit institution engaged primarily in the performing arts or in the display or preservation of objects of interest in the arts or sciences that are open to the public on a regular basis. This classification includes performing arts centers for theater, dance and events, museums, art galleries, and libraries.
Day Care Center	Any child day care facility, licensed by the State of California, other than a family day care home, and includes infant care centers, preschools, and extended day care facilities.
Drive-through Services	Facilities where food or other products may be purchased or services may be obtained by motorists without leaving their vehicles. Examples of drive-through sales facilities include fast-food restaurants, drive-through coffee, photo stores, pharmacies, bank teller windows and ATMs, dry cleaners, etc., but do not include gas station or other vehicle services.

Dwelling	A room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.
Dwelling Accessory	An auxiliary dwelling unit located within an accessory structure of a primary dwelling on the lot. Includes, but is not limited to dwelling units in guest houses, pool houses and carriage houses, above or beside a garage.
Group Homes	A dwelling in which persons reside in a group occupancy setting, but not including a hotel, motel, fraternity, sorority, rooming and/or boarding house. Residents of a facility may also receive medical treatment in addition to any non-medical supportive services in a residential or congregate care setting, as opposed to a hospital.
Health/Fitness Facility	Establishments offering participant sports within an enclosed building. Typical uses include bowling alley, billiards parlors, pool halls, indoor ice or roller skating rinks, indoor racquetball courts, indoor batting cages, and health or fitness clubs.
Home Occupation	Residential premises used for the transaction of business or the supply of professional services. Home occupation shall be limited to the following: agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations, as determined by the Director. No external employees are allowed.
Home Office	Residential premises used for the transaction of business or the supply of professional services which employ up to three external employees. Home office shall be limited to the following: agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations, as determined by the Director.
Hotel, Motel	Establishments containing six or more rooms or suites for temporary rental and which may include incidental food, drink, and other sales and services intended for the convenience of guests.

Medical Services, Clinic	A facility other than a hospital where medical, mental health, surgical and other personal health services are provided on an outpatient basis. Examples of these uses include: medical offices with five or more licensed practitioners and/or medical specialties, outpatient care facilities, urgent care facilities, other allied health services. These facilities may also include incidental medical laboratories. Counseling services by other than medical doctors or psychiatrists are included under “Offices - Professional.”	Parking Facility, Public or Private	Parking lots or structures operated by the City or a private entity, providing parking either for free or for a fee. Does not include towing impound and storage facilities.
Medical Services, Doctor’s Office	A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. A facility with five or more licensed practitioners is instead classified under “Medical Services – Clinic, Urgent Care.” Counseling services by other than medical doctors or psychiatrists are included under “Office – Professional.”	Personal Services	Establishments providing non-medical services for the enhancement of personal appearances, cleaning, alteration, or reconditioning of garments and accessories, and similar non-business related or non-professional services. Typical uses include reducing salons, barber shops, tailors, shoe repair shops, self-service laundries, and dry cleaning shops, but exclude uses classified under the Office and Trade School.
Meeting Facility	Consisting of group gatherings conducted indoors. Typical uses include churches, synagogues, mosques, temples, bingo halls, private clubs, fraternal, philanthropic and charitable organizations, and lodges. Does not include theaters.	Personal Services (Restricted)	Personal services that may tend to have adverse effects upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include: bailbonds, check cashing stores, massage (licensed, therapeutic, non-sexual), pawnshops, spas and hot tubs for hourly rental, tattoo and body piercing services, and tanning salons.
Neighborhood market/convenience store	A neighborhood serving retail store of 5,000 square feet or less in gross floor area, which carries a range of merchandise oriented to daily convenience shopping needs.	Production, Artisan	Establishments primarily engaged in on-site production of goods by hand manufacturing, involving the use of hand tools and small-scale equipment.
Offices —Professional	Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include: accounting, advertising agencies, attorneys, commercial art and design services, counseling services, urgent care clinic, and medical clinic, scientific and research organizations, financial management and investment counseling, literary and talent agencies, management and public relations services, media postproduction services, news services, and photography studios.	Restaurants	A commercial establishment where food is prepared for and served to the customer, for consumption on or off the premises. It shall be operated as a bona fide eating place that maintains approved and permitted suitable kitchen facilities within the establishment, thereby making actual and substantial sales of meals. A restaurant may provide entertainment for the customer by performers of the arts (music, dance, comedy, readings, etc.), and differs from a Night Club in that it does not provide floor space for customer dancing and dancing is prohibited. A restaurant differs from a Tavern because it must prepare and serve food at all times during business hours and the sale of alcoholic beverages is secondary to the sale of food. As allowed by the Downtown Code, a restaurant may operate on the sidewalk or open space adjacent to the main building in which the restaurant is located.

Retail	Stores and shops engaged in the sale of goods and merchandise such as antiques or collectibles, art galleries, art supplies, including framing services, bicycles, books, magazines, and newspapers, cameras and photographic supplies, clothing, shoes, and accessories, department stores, drug stores and pharmacies, dry goods, fabrics and sewing supplies, florists and houseplant stores, hobby materials, jewelry, luggage and leather goods, musical instruments, parts and accessories, orthopedic supplies, small wares, specialty shops, sporting goods and equipment, stationery, thirft shop (second hand store), toys and games, variety stores, videos, DVDs, records, CDs, including rental stores.	Supermarket Taverns	A grocery market having 15,000 or more square feet of floor area devoted principally to the sale of food. An establishment whose primary business is the sale of alcoholic beverages to customers for consumption on the premises. This does not include on-site manufacturing of alcoholic beverages. While a Tavern may have facilities for performers of the arts (music, comedy, etc.) for the entertainment of the customer, it differs from a Night Club in that customer dancing is prohibited. A Tavern differs from a Restaurant in that it is not required to prepare and serve food.
School	Elementary, Middle, Secondary. A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades), and facilities that provide any combination of those levels. May include any of these schools that also provide room and board.		
School — Business, Trade Schools, Colleges	A school that provides education and/or training, including tutoring, or vocational training, in limited subjects. Examples of these schools include art school, ballet and other dance school, business, secretarial, and vocational school, computers and electronics school, drama school, driver education school, establishments providing courses by mail, language school, martial arts, music school, professional school (law, medicine, etc.), seminaries/religious ministry training facility.		
Studio — Art, Dance, Martial Arts, Music (School)	Small scale facilities, typically accommodating no more than two groups of students at a time, in no more than two instructional spaces. Examples of these facilities are individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment. Larger facilities are included under the definition of “Schools. Business, Trade Schools, Colleges.”		

← Badillo St/Ramona Blvd →

← Lozano Dr/Ramona Blvd →



5

Implementation

This Section describes the steps and actions to implement the Baldwin Park Downtown Specific Plan based on collaboration with community members, City decision makers, and City Staff.

The Downtown Specific Plan is designed to be implemented over the next 14 years (2021—2035) by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials. Some actions are straightforward and relatively easy to achieve, others will demand significant investment of time and resources and will require steadfast commitment on numerous levels.

The City will need to develop robust partnerships with local businesses, residents and other public agencies to fully implement the vision outlined for the Downtown area. These partnerships will be crucial to ensuring the most important strategies are being implemented, and the most pressing community needs are being addressed.

Time frames: Each action includes a time frame, within which the action should be carried out. These are intended to provide a general sense of how long it will take to implement the action.

- Ongoing Some actions require continuous monitoring or effort. These are identified as ongoing actions.
- Immediate Begin work immediately.
- Short-term Begin work within 1 to 3 years.
- Mid-term Begin work within 4 to 7 years.
- Long-term Begin work within 7 to 10 years.

Implementers: Agencies and partners most likely to carry out the action. Most actions include one or more City Departments. In some cases, however, the action is entirely within the private or non-profit sector.

Funding Sources: Potential funding sources are identified for each action item.

Funding Sources

To carry out the actions recommended in this Plan, a variety of Federal, State, regional, local, and private funding sources have been identified:

Federal

Community Development Block Grant

This fund accounts for activities of the Community Development Block Grant received from the U.S. Department of Housing and Urban Development, including monies received from this agency as part of the federal stimulus program.

National Endowment for the Arts Grants for Arts Projects

The NEA Grants fund institutions whose projects are vehicles for any of the following: the portfolio of American Art is expanded, Americans throughout the nation experience art, and Americans of all ages acquire knowledge or skills in the arts, and American communities are strengthened through the arts.

State

Enhanced Infrastructure Financing District (EIFD)

An EIFD is a governmental entity established by a city that carries out a plan within a defined area (boundaries of which do not need to be contiguous) to construct, improve and rehabilitate infrastructure; construct housing, libraries, and parks; remediate brownfields, etc.

Active Transportation Program (ATP)

ATP taps both state and federal funds for bike and pedestrian projects across California. The program allows cities to compete for grants to build bicycle/pedestrian paths, install bike racks, and other projects or programs that make walking or biking easier, safer and more convenient.

Caltrans Transportation Planning Grant

The Caltrans Sustainable Transportation Planning Grants seek to fund projects that ensure consideration of sustainability, preservation, mobility, safety, innovation, economy, health, and equity in transportation planning.

California Strategic Growth Council (CSGC)

The CSGC provides grants to cities to promote sustainable community planning and natural resource conservation. The grant program supports development, adoption, and implementation of various planning elements in three focus areas: Local Sustainable Planning, Regional SB 375 Plus, and Regional Planning Activities with Multiple Partners.

California Arts Council (CAC)

CAC offers grants as well as provides a great resource to search for other grants by applicant type and field.

Proposition 68

Authorizes \$4 billion in general obligation bonds for: creation and rehabilitation of state and local parks, natural resources protection projects, climate adaptation

projects, water quality and supply projects, and flood protection.

Proposition 41

Authorizes \$600 million in general obligation bonds for affordable multifamily supportive housing to relieve homelessness, affordable transitional housing, affordable rental housing, or related facilities for veterans and their families.

Highway Users Tax Account (HUTA)

The HUTA, also known as the Gas Tax, can be used for any street or road purpose including new construction, bikeways, curbs, landscaping, signs, signals etc.

Regional

AQMD Program

The AB 2766 Motor Vehicle Subvention Program is a funding source for cities to encourage the development of measures or projects that result in the reduction of motor vehicle emissions. Projects include alternate fuels/electric vehicles, vehicle emissions abatement, land use strategies that encourage people to walk, bike or use public transit, traffic management, transportation demand management, effective bike expenditures, PM reduction strategies, and public education.

SCAG Sustainable Planning Grant

The Southern California Association of Government (SCAG) offers direct funding of innovative planning initiatives for member cities through the Sustainability Planning Grants program. The Sustainability Planning Grants Program

provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants are available in the following three categories:

Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration;

Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans; and

Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.

Local Return

Proposition (Prop) A Fund: City's share of an additional one-half percent sales tax that was approved by the electorate in November 1980 and is collected by the County of Los Angeles to finance certain transportation projects.

Proposition (Prop) A Parks Fund: Funds received from the County of Los Angeles to construct and improve parks.

Proposition (Prop) C Fund: City's share of a sales tax increase approved by Los Angeles County voters in 1990 to fund transportation projects.

Measure M Funds: A one-half of 1% tax on most retail sales in Los Angeles County to improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve

job/school connections; and create jobs.

Measure R Funds: Under Measure R, the City receives a portion of a ½cent sales tax levied in Los Angeles County to provide transportation related projects and programs. The City uses Measure R Funds for street projects.

Measure W: Measure W Special Parcel Tax revenues collected by LACFCO will allocate ten percent (10%) to the District for implementation and administration of projects, forty percent (40%) to cities within the District, in the same proportion as the amount of revenues collected within each city, and fifty percent (50%) to regional programs and projects within various watershed groups. This multi-benefit measure provides cities, including the City of Baldwin Park and Los Angeles County with funds to capture, treat, and recycle stormwater within the various watershed areas. Funding is provided through a parcel tax of 2.5 cents per square foot of impermeable land area (buildings, concrete, etc).

Local

Capital Improvement Program (CIP)

The CIP identifies all of the major projects to be undertaken to improve facilities and infrastructure within the city. During the fiscal year, a separate CIP document that reflects the current year program and proposes a program of prioritized projects for the next four to five years is prepared. City Departments submit all proposed projects in the foreseeable future, along with their best cost-estimate. The request includes the year a project will commence, any funding sources that may be available with either future sources or ones which

might have been previously designated, justification for the project, and on-going costs expected to occur after the project has been completed. The CIP budget team then compiles the information and presents a draft CIP program to the City Council. Projects are prioritized, based on City Council and staff input.

General Fund

The General Fund is the City's largest single fund type used to account for basic City services such as police, fire, design and development, community resources, and general administration. The three major sources of revenue are property, sales, and transient occupancy taxes. For the 20-21 budget, the breakdown is as follows:

Total Revenue \$29,459,813.

Sales Tax \$5,917,000, or 20% of the total

Property Tax \$3,987,944 or 14% of the total

TOT \$392,333 or 1% of the total

Property Business Improvement District

A Property and Business Improvement District (PBID) is a mechanism of funding improvements through assessments to businesses and real property within the established PBID boundaries. Under the Property and Business Improvement District Law of 1994, revenues from PBID assessments may be used to fund capital improvements and maintenance costs for projects such as parking facilities, street furniture, public restrooms, art, parks, street and streetscape enhancements, and plazas. A PBID

formation petition, which is initiated by property owners, requires the signature of more than 50 percent of the property owners, weighted by assessment liability.

Business Improvement Fees: The revenue is collected through a City-wide Business Improvement District and used to promote local business activities.

Street Light and Landscape Fund: The City-wide Landscape Maintenance District is responsible for the maintenance of streetlights and the landscaping of median islands, parkways, street trees, and City parks.

Public Art Fees: Development of cultural and artistic assets, including but not limited to art work and performing arts that are financed by the development and revitalization of the City.

Park Dedication Fees

The City receives fees from developers to fund recreation facilities. These funds are used for qualified recreational purposes throughout the City.

Various Grant Funds

Various Federal, State, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source.

Developer Contributions

Development Impact Fee

The City charges one-time impact fees on new private development to offset the cost of improving or expanding City facilities

to accommodate the project. Impact fees are used to help fund the construction or expansion of needed capital improvements.

Development Agreements

Development agreements are contracts negotiated between project proponents and public agencies that govern the land uses that may be allowed in a particular project. Development agreements provide a developer with assurances for a specified length of time that the proposed project may proceed as originally approved, and not be affected by future changes in land use regulations. In exchange for this assurance, the landowner/developer may agree to public improvements, land dedications, or in-lieu fees, as negotiated with the City, as a condition of the agreement.

A. Place

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P1.1	Expand and maintain an enhanced, interconnected system of public parks, trails and open space in Downtown area.				
A1.1a	Introduce additional public spaces, such as promenade, neighborhood and pocket parks, plazas, and parklets on public land.	On-going	PW, CD, RCS, Developers	\$-\$	Grants, General Funds, Developers
A1.1b	Enhance and connect public parks, open spaces and trails serving residents and visitors, connecting existing parks and the other Downtown assets through paseos, promenades, trails, and enhanced sidewalks.	On-going	PW, CD, RCS, Developers	\$-\$	Grants, General Funds, Developers
A1.1c	Incentivize private developers to contribute to the improvement of the existing public realm, or to provide new publicly accessible spaces in their development projects.	On-going	PW, CD, Developers	\$	Developers
A1.1d	Coordinate public realm improvements with new development projects for efficiency and potential time and cost savings.	On-going	PW, CD, Developers	\$	General Funds, Developers
A1.1e	Allow parklets on streets to provide visual interest and expand the useable area of the sidewalk.	On-going	PW, CD, Developers	\$	General Funds, Developers
P1.2	Incorporate trees, green infrastructure, and shade strategies in the public realm design to support walking and cycling, and outdoor recreation and dining.				
A1.2a	Implement the streetscape recommendations for Ramona Boulevard, Maine Avenue, Pacific Avenue, Bogart Avenue, and Downing Avenue.	Short- to Mid-term	CD, PW	\$-\$-\$	Grants, Developers, General Fund, LR
A1.2b	Provide Downtown street trees as shown in the Code.	On-going	PW, CD	\$-\$	Grants, Developers, General Fund
A1.2c	Continue to implement the Way-finding signage program for the Downtown area, providing signage oriented to pedestrians.	Short-term	PW, CD	\$-\$	Grants, LR, General Fund
A1.2d	Continue to provide and identify funding for public bike racks and lockers.	On-going	PW, CD	\$	General Fund
A1.2e	Revise the Quimby Fee for Downtown projects to improve Downtown parks and public plazas and provide funding for development of cultural amenities.	Short-term	CD, RCS	\$	General Fund
A1.2f	Incorporate universal design principles in the public realm, encouraging its use by people of all ages and abilities.	On-going	PW, CD	\$	General Fund, Grants, LR
A1.2g	Enhance existing, and introduce new activities and events that will lead to greater activation and use of public spaces by people of all ages and abilities.	On-going	RCS, PW, CD	\$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P1.3	Conserve the commercial character and scale of the Downtown area, including, while creating places of enduring quality that are uniquely fit to their time and place.				
A1.3a	Develop and adopt a form-based development code that supports existing commercial uses and encourages expansion while permitting infill development with context sensitive architecture, urban design, and landscaping.	Immediate	CD	\$	Grants, General Fund
A1.3b	Introduce new infill buildings and renovate existing buildings in a manner that enhances Downtown's walkable urbanism with interconnected streets lined by buildings that engage, frame, and activate the street.	On-going	Developers, CD	\$	Developers, General Fund
P1.4	Orient the new buildings and their frontages to the streets, parks, and open spaces and be respectful of the scale of the existing residential context.				
A1.4	Develop and adopt a form-based development code that requires the highest standards of context sensitive architecture, urban design, and landscaping.	Immediate	CD	\$	Grants, General Fund
P1.5	Remove regulatory and procedural barriers to good design.				
A1.5	Develop and adopt a Form-Based Code for the Downtown area that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and offers a streamlined development review process.	Immediate	CD	\$	Grants, LR, General Fund
P1.6	Expand the inventory of publicly accessible community gathering spaces so that businesses and residents are within a short walking distance of a park or recreational area.				
A1.6a	New buildings should incorporate public realm improvements described in the Downtown Vision and integrate such improvements into their existing context in a way that enhances Downtown's public space network.	On-going	CD, Developers	\$	General Fund, Developers
A1.6b	Allow parklets on streets to provide visual interest and expand the useable area of the sidewalk.	On-going	PW, CD	\$	General Fund, LR
P1.7	Encourage green projects and practices.				
A1.7	Incentivize sustainable living and business practices, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.	Short-term	CD, PW	\$	General Fund, Grants

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P1.8	Provide high quality housing for current and future residents with a diverse range of income levels.				
A1.8a	Provide for quality housing at a range of income levels and price points, emphasizing housing product that captures the underserved multi-family market.	Short-term	CD	\$	Grants, General Fund
A1.8b	Support workforce and market rate units that will expand and diversify Downtown's housing stock, and support growth in Downtown employment.	On-going	CD	\$	General Fund
A1.8c	Provide flexibility in development standards to encourage and facilitate nontraditional housing types and options, including single room occupancy, shared housing, co-housing, and cooperative-housing.	On-going	CD	\$	General Fund
P1.9	Downtown will enhance and protect existing historic and cultural landmarks and resources in coordination with new development.				
A1.9a	Conduct a Historic Resources Survey for the entire Downtown Specific Plan area.	Short-term	CD	\$\$	Grants, General Fund
A1.9b	Prior to completion of the Historic Resource Survey, applications for demolition permit and development proposals involving structures over 50 years in age will include a historic, technical assessment or "Phase I" prepared by a City-designated historic professional.	On-going	CD	\$\$	Grants, General Fund
P1.10	Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the Downtown area.				
A1.10a	Continue to regularly update the City's capital improvement plan in order to effectively prepare for land use changes and new developments within the Downtown area.	On-going	CD, PW	\$\$\$	Grants, LR General Fund
A1.10b	Construct, maintain, and revitalize distribution infrastructure as needed throughout the Downtown area in response to changes in demands and land use patterns.	On-going	CD, PW	\$\$\$	Grants, LR General Fund

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P1.11	Ensure that wastewater in the Downtown area is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.				
A1.11a	Continue to regularly update the the City's capital improvement plan to effectively prepare for sewer flows generated as a result of land use changes and new developments throughout Downtown.	On-going	PW	\$\$\$	Grants, LR General Fund
A1.11b	Construct, maintain, and revitalize distribution infrastructure as needed throughout the Downtown in response to changes in demands land use patterns and aging infrastructure.	On-going	PW	\$\$\$	Grants, LR General Fund
P1.12	Utilize and maintain a robust stormwater conveyance system that protects the Downtown from flooding impacts and ensures that storm flows are efficiently routed to regional drainage.				
A1.12a	Continue to regularly update City capital improvement plans to ensure effective prioritization, funding, and construction of drainage improvements throughout Downtown.	On-going	PW	\$\$\$	Grants, LR General Fund
A1.12b	Enforce hydromodification control requirements on new developments, ensuring that increases in impervious surface do not result in increased peak flows and downstream scour.	On-going	PW	\$\$\$	Grants, LR General Fund
P1.13	Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are not degraded.				
A1.13a	Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations.	On-going	PW	\$\$\$	Grants, LR General Fund
A1.13b	Encourage the implementation of low impact design features for all new developments and redevelopments within Downtown.	On-going	PW	\$\$\$	Grants, LR General Fund
P1.14	Ensure that all Downtown residents and businesses are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.				
A1.14	Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner.	On-going	PW	\$\$\$	Grants, LR General Fund

B. Prosperity

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P2.1	Diversify the Downtown economy.				
A2.1a	Enhance tax revenues through economic and development activity.	On-going	CD	\$\$\$	Grants, General Fund
A2.1b	Target high quality, small independent restaurants to develop a “restaurant cluster,” that both meet needs of a wide range of residents, satisfy latent demand of surrounding market, and complement smaller independent businesses.	On-going	CD	\$\$\$	Grants, General Fund
A2.1c	Target specialty or local goods stores will support the downtown as a “destination” with longer stays and increased pedestrian activity.	On-going	CD	\$\$\$	Grants, General Fund
P2.2	Protect and enhance existing retail base.				
A2.2a	Providing business improvement opportunities, and improve access to retail consumers arriving by both private and public transit.	On-going	CD	\$\$\$	Grants, General Fund
A2.2b	Encourage redevelopment of underperforming retail spaces to include mixed use in the form of residential development with a smaller retail footprint.		CD	\$\$\$	Grants, General Fund
A2.2c	Develop design guidelines that promote walkability, to drive foot-traffic to retail and provide desirable streetscapes for residents and shoppers.	On-going	CD	\$\$\$	Grants, General Fund
P2.3	Identify seed funding for catalytic early actions.				
A2.3a	Set aside Economic Development Fund resources to jumpstart economic development activities in the Downtown area.	Short-term	CD	\$	Grants, General Fund
A2.3b	Establish an EIFD/CRIA to fund Downtown infrastructure investments.	Short-term	CD	\$	Grants, General Fund
A2.3c	Negotiate community benefits for economic development.	On-going	CD	\$	Grants, General Fund, Developers
P2.4	Ensure proposed developments are net fiscally positive.				
A2.4	Develop and use a fiscal model to assess project revenue potential.	Short-term	CD	\$	Grants, General Fund, Developers

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P2.5	Gauge participation in a Business Improvement District (BID) to provide high-quality district services.				
A2.5a	Build a coalition of Downtown property owners to coordinate with the City’s vision.	Short-term	CD	\$	Grants, General Fund
A2.5b	Establish the Business Improvement District (BID) for district maintenance and programming.	Short-term	CD	\$-\$\$\$	Grants, General Fund
P2.6	Create an innovative and flexible land use framework.				
A2.6	Allow for the proliferation of uses and amenities, that in turn support the branding of the Downtown District.	On-going	CD	\$	Grants, General Fund
P2.7	Improve and expand Downtown marketing and branding efforts.				
A2.7a	Target people and organizations, employers, entrepreneurs, and institutions interested in downtown’s cultural and entertainment offerings, and looking for accessible commercial space near high-quality public amenities and transit.	Short-term	CD	\$	Grants, General Fund
A2.7b	Develop a design identity to brand Downtown.	Short-term	CD	\$\$\$	Grants, General Fund
P2.8	Install wayfinding signs to guide pedestrians, bicyclists, motorist, and transit users to major destinations, parking areas, nodes, and points of interest.				
A2.8a	Identify simple ways to improve existing signage in the near term, such as by identifying the location of confusing or missing signage. Make such improvements and continue to evaluate signage needs.	Short-term	CD, PW	\$\$\$	Grants, General Fund, LR
A2.8b	Provide Downtown maps at transit stops, paths, and nodes where pedestrians need to make decisions on routes to destinations.	Short-term	PW	\$\$	Grants, General Fund, LR
P2.9	Improve Downtown district amenities.				
A2.9a	Pilot tactical urbanism to “activate” precise Downtown spaces.	Short-term	CD	\$	Grants, General Fund, LR
A2.9b	Pilot a façade improvement program for businesses.	Mid-term	CD	\$-\$\$\$	Grants, General Fund, LR

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P2.10	Create more affordable, diverse housing products for households at different points in their life-cycle.				
A2.10a	Rezone opportunity areas to allow dense residential development and encourage infill on smaller lots.	Immediate	CD	\$-\$\$	Grants, General Fund
A2.10b	Target a variety of public funding sources and resources to promote development of income restricted accessible affordable housing for all family types in the downtown area.	On-going	CD	\$	Grants, General Fund
A2.10c	Encourage housing and live-work spaces for artists.	On-going	CD	\$	Grants, General Fund
A2.10d	Increase protections and assistance for low-income renters and other residents at risk of displacement.	On-going	CD	\$	Grants, General Fund
P2.11	Support the growth of new small scale manufacturers and budding entrepreneurs.				
A2.11a	Work with existing property owners to fill currently vacant office spaces or identify alternate uses if the space is no longer viable.	On-going	CD, Property Owners	\$	Grants, General Fund
A2.11b	Incentivize retention and growth of commercial spaces suitable and affordable for makers, artisans, artists, and the arts.	On-going	CD, RCS, Artists	\$	Grants, General Fund
A2.11c	Support the incubation and expansion of businesses owned by people of color and women in response to disparity.	On-going	CD	\$	Grants, General Fund
P2.12	Reinforce downtown as a growing retail, dining, and entertainment destination for all.				
A2.12	Attract and support businesses and patrons that complement existing and emerging concentrations of retail, dining, entertainment uses, and the creation of nightlife or cultural districts.	On-going	CD	\$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P2.13	Expand places and spaces where community events and festivals can occur.				
A2.13a	Develop the Promenade and Paseos and various parks and open spaces in the Downtown area.	On-going	CD, PW, Developers	\$-\$\$\$	Grants, General Fund
A2.13b	Examine current zoning and permitting requirements with the objective of supporting and facilitating community events and festivals.	Immediate	CD, RCS	\$-\$\$	Grants, General Fund
P2.14	Facilitate use of vacant or underutilized space by arts and cultural groups.				
A2.14	Work with owners and the developers of empty tenant spaces and parking lots to encourage a variety of pop-up events, exhibits, performances, and temporary retail activities.	Short-term	CD, PW, RCS, Developers, Property Owners	\$-\$\$	Grants, General Fund
P2.15	Facilitate creative expressions in the Downtown Area.				
A2.15a	Encourage permanent and temporary art installations in parks, open spaces, and streets.	On-going	CD, PW, RCS	\$	Grants, General Fund
A2.15b	Collaborate with other community groups and non-profit organizations to maximize resources.	On-going	CD, PW, RCS	\$	Grants, General Fund
A2.15c	Explore naming rights, sponsorships and asset management opportunities to create ongoing revenue for maintenance and operations of existing public art.	On-going	CD, PW, RCS	\$	Grants, General Fund
P2.16	Integrate public art into the development review and capital improvement program.				
A2.16a	Continue to implement provisions for public art as a requirement for large development projects.	On-going	CD	\$	General Fund
A2.16b	Work cooperatively with City Boards, Commissions, and Committees, and other public and private organizations promoting art and cultural activities throughout the City.	On-going	CD, PW, RCS	\$	General Fund

C. Mobility

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P3.1	Develop a comprehensive network of connected and complete, context-appropriate multimodal streets.				
A3.1a	Develop design standards for Complete Streets.	Immediate	PW	\$	General Fund, Grants
A3.1b	Design new street connections in the Plan Area.	On-going	PW, CD, Developer	\$\$-\$\$\$	Grants, LR, General Funds
A3.1c	Design new streets and implement improvements on existing streets in the Plan Area to serve users of all ages and abilities, while prioritizing modes and design features based on the context of the street.	On-going	PW, CD, Developer	\$\$-\$\$\$	Grants, LR, General Funds
A3.1d	Enhance the bike and pedestrian preferred facilities as part of private and public developments, land transfers, maintenance activities, and other similar opportunities.	On-going	PW, CD, Developer	\$\$-\$\$\$	Grants, LR, General Funds
A3.1e	Pursue funding for multimodal infrastructure projects that promote complete streets such as impact fees and local, regional, state, and federal grants.	On-going	PW, CD, Developer	\$\$-\$\$\$	Grants, LR, General Funds
A3.1f	Monitor multimodal level of service methodologies and incorporate into impact assessments as appropriate.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds
A3.1g	When performing street maintenance, consider safety improvements at all locations.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds
P3.2	Leverage the planned improvements and development projects to implement complete streets policies.				
A3.2a	Enhance the bike and pedestrian preferred facilities as part of development, private grants, signing of shared routes, maintenance activities, etc.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.2b	As streets are improved or rehabilitated, incorporate the pedestrian and bicycle facilities to provide a complete street, consistent with the City's roadway design standards.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.2c	Update development standards and require the provision of adequate bicycle and pedestrian access for new development projects.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.2d	Design bicycle and pedestrian infrastructure in accordance with federal, state, and local design standards, including ADA accessibility standards.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.2e	When performing street maintenance, consider safety improvements at all locations.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
A3.2f	Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.2g	Redevelop public parking lots for active spaces and new land uses.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
P3.3	Increase multimodal connectivity and access to transit services.				
A3.3a	Integrate multimodal and transit priority concepts into street designs to allow for safe, efficient, convenient transit movement through the Downtown area.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.3b	Create clear, direct, and short transfers between different modes and routes.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.3c	Create safe pedestrian and bicycle access from bus stops and mobility hubs to major destinations.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.3d	Create an attractive and comfortable network of transit stops that are well-designed, have enhanced amenities, are easy to navigate to, and complemented by clear wayfinding and user amenities.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.3e	Enhance and expand pedestrian and bicycle facilities and amenities to bus stops by providing wide sidewalks, bicycle facilities, landscaping, pedestrian scale lighting, enhanced paving, bicycle parking, high visibility crosswalks, and other urban design improvements.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers
A3.3f	Collaborate with Foothill Transit, Metrolink, and the Baldwin Park Shuttle to provide real-time transit information at the Metrolink station and key bus stops.	On-going	PW, CD	\$\$-\$\$\$	Grants, LR, General Funds, Developers

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P3.4	Enhance connectivity and multimodal access to the Metrolink.				
A3.4a	Facilitate walking and biking between the Baldwin Park Metrolink Station and nearby destinations through improved sidewalks, a pedestrian-priority pathway to Ramona Boulevard, and additional bike facilities.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.4b	Coordinate with Foothill Transit, Metrolink, and the Baldwin Park Shuttle to improve service and connections between routes.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.4c	Leverage new developments to create a compact, walkable and bikeable area to and around the Metrolink station.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.4d	Partner with Metrolink to evaluate the feasibility of relocating the station's platform to provide better pedestrian connectivity to destinations in the Plan Area.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.4e	Working with Metrolink, evaluate the potential for installing a pedestrian at-grade crossing to connect the station to the Transit Parking Garage across Bogart Avenue.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.4f	Coordinate with Metrolink to determine potential plans for widening the Metrolink line to include two tracks.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
P3.5	Create a network of well-design mobility hubs to expand First and Last Mile connectivity.				
A3.5a	Collaborate with Metrolink, Foothill Transit, Baldwin Park Shuttle, and SGVCOG to create mobility hubs at the Baldwin Park Metrolink Station and Morgan Park.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.5b	As development occurs, work with regional and local transit agencies, rideshare providers, micromobility providers, and SGVCOG to establish a series of smaller-scaled mobility hubs to expand connectivity.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.5c	Create safe pedestrian and bicycle access to mobility hubs from major destinations, especially those connecting to the Metrolink station.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.5d	Consider options and opportunities to partner with and support local businesses with connections to, or services at, mobility hubs.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.5e	Consider opportunities to convert or relocate existing bus stations in the Plan Area to create mini-mobility hubs which could provide enhanced connections from the Plan Area to the Metrolink station.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P3.6	Seek opportunities to streamline and improve transit service routing in and through the Downtown area.				
A3.6a	Coordinate with Foothill Transit, Metrolink, and the Baldwin Park Shuttle to improve service and connections between routes.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.6b	Assess opportunities to improve the efficiency and ridership of Foothill Transit and Baldwin Park Shuttle routes by taking advantage of new streets proposed within the Plan Area, plus shifting route and station locations to better serve priority development areas.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.6c	Coordinate with Baldwin Park Shuttle and Foothill Transit to evaluate potential service route enhancements and to upgrade amenities at bus stops, including converting bus bays into boarding bulbs.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.6d	Consider integrating transit priority concepts (i.e., bus priority lanes, converting bus bays into boarding bulbs, integrating Transit Signal Priority treatments, or queue jump lanes) into street design to maximize service efficiency.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P3.7	Enhance and upgrade multimodal facilities to provide convenient and safe facilities for all modes.				
A3.7a	Enhance transit amenities for safe and comfortable access to transit including waiting areas, seating, landscaping, lighting, shade and rain cover, trash receptacles, passenger loading zones, complimentary Wi-Fi, daily schedule information, and real-time transit arrival alerts.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.7b	Enhance pedestrian amenities to key destinations by providing wide sidewalks, landscaping, pedestrian scale lighting, enhanced paving, high visibility cross walks, and other urban design improvements.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.7c	Provide enhanced mid-block crossings on Ramona Boulevard, Maine Avenue, Pacific Avenue, and Baldwin Park Boulevard to reduce walking distances due to long blocks.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.7d	Evaluate the feasibility and need for a mid-block crossing on Ramona Boulevard west of Pacific Avenue.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.7e	Evaluate the feasibility and need for a crossing on Pacific Avenue north of Downing Avenue to improve connectivity to the Baldwin Park Metrolink Station.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.7f	Coordinate with Metrolink to improve pedestrian crossings of the railroad tracks, such as the establishment of sidewalks and at-grade crossing control devices.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.7g	Create streetscapes and public realms that encourage walking and biking.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.7h	Coordinate planning and design efforts with the State Park Program Grant (SPP) Big Dalton Wash Trail Greenway improvements to ensure multimodal connectivity between the Specific Plan area and the proposed trail improvements.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P3.8	Create well-designed spaces for a high-quality user experience for all modes.				
A3.8a	Provide streetscapes and public realms that provide safe and convenient routes for walking and biking.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.8b	Consider incorporating branding or marketing efforts with the wayfinding program.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.8c	Partner with local businesses to provide information about their services in the wayfinding program.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.8d	Reduce block lengths for shorter walking and biking distances.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.8e	Provide a diverse mix of uses that includes housing, employment, retail, and public spaces to create a vibrant urban environment.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.8f	Incorporate pedestrian and bicycle safety into plans, programs, and designs.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.8g	Incorporate designs that remove barriers to pedestrians, bicyclists, and persons with mobility limitation, connecting sidewalks to bus stops and pathways that do not require passing through parking areas or driveways.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
P3.9	Ensure new mobility services and options are accessible and safe for all residents, visitors and employees.				
A3.9a	Develop policies and programs for innovative transit and micromobility options such as microtransit, neighborhood electric vehicles, e-scooters, and others.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.9b	Develop clear policies around right-of-way and use of micromobilities within public facilities.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.9c	Expand the availability of shared bike, micro-mobility and microtransit options to offer a range of accessible mobility options.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.9d	Account for micromobility needs and infrastructure requirements into future mobility hub design.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.9e	Incorporate shared-use or flexible-use curbs (i.e., on-street space for vehicle pick-up/drop-off and deliveries) into updated street designs and new development projects.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds
A3.9f	Work with technological providers to ensure diversity in the new transportation system.	On-going	PW, CD	\$-\$\$\$	Grants, LR, General Funds

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
P3.10	Invest in critical infrastructure and pilot programs to leverage new transportation technology.				
A3.10a	Conduct pilot programs for bikeshare, scooter-share and microtransit as feasible and appropriate.	On-going	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.10b	Establish uniform and transparent data-sharing platform that would potentially assist mobility planning for all users and the City.	On-going	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.10c	Develop policies for mobility devices that have shared use technology such as e-bikes.	On-going	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.10d	Coordinate regionally to develop policies for connected and autonomous vehicle technology that protect vulnerable road users.	On-going	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.10e	Take proactive approach to understand and guide development of connected vehicle and autonomous vehicle technology.	Mid-term	PW, CD	\$-\$\$	Grants, LR, General Funds
P3.11	Increase efficiency of public parking facilities to improve utilization and minimize total parking areas.				
A3.11a	Minimize surface parking by implementing parking management strategies to facilitate a walkable “park-once” environment.	Short-term	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.11b	Adopt a parking occupancy target to manage the public parking supply and optimize usage of this public resource.	Short-term	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.11c	Incentivize new and existing developments to provide parking facilities that can be shared between uses by the public, promoting a “park-once” district for those shopping, working, or taking transit.	Short-term	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.9d	Establish framework for a comprehensive parking management plan, including elements such as valet/shuttles; remote parking; paid/time limited parking; smart parking and parking data; and safety and security.	Short-term	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.9e	Consider opportunities to provide real-time parking availability and wayfinding signage to direct drivers to parking facilities with the highest availability of spaces.	On-going	PW, CD	\$-\$\$	Grants, LR, General Funds

	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
A3.11f	Incentivize bicycle parking spaces as part of new development within the Plan Area.	Short-term	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.11g	Convert underutilized public parking lots to open space, residential, office, and other uses.	Short-term	PW, CD	\$-\$\$	Grants, LR, General Funds
A3.11h	Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques to reduce the percentage of users that drive or own vehicles.	Short-term	PW, CD	\$-\$\$	Grants, LR, General Funds

ATP	Active Transportation Program
BID	Business Improvement District
CD	Community Development
CFD	Community Facilities Districts
CIP	Capital Improvement Program
CTPG	Caltrans Planning Grant
CM	City Manager
DIF	Development Impact Fee
ED	Economic Development
F	Finance
FD	Fire Department
LR	Local Return
PD	Police Department
PW	Public Works
RCS	Recreation and Community Services
Costs	
\$	under \$100,000
\$\$	\$100,000 to \$250,000
\$\$\$	\$250,000 to \$1,00,000
\$\$\$\$	Over \$1,00,000

