COLIMA ROAD
DESIGN GUIDELINES

COMMUNITY OF ROWLAND HEIGHTS

Senior Project

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Winter 2017

APPROVAL PAGE

Title: Colima Road Design Guidelines | Community of Rowland Heights

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Date Submitted: March 2017

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ACKNOWLEDGEMENTS

A huge shoutout to my friends and family who supported me throughout college. I know it took a little longer than expected, but we finally did it. I can't wait to see whats in store for me next.

I would also like to thank my family away from home, Omega Xi Delta, without them, my college experience wouldn't have been the same.

Lastly, this document wouldn't have been possible without the help of my senior advisor. I want to take this time and express my gratitude for all that he's done for me. Professor Vicente del Rio, without you, this document wouldn't have been possible.

Thank you so much!

TABLE OF CONTENTS

01	INTRODUCTION AND OVERVIEW	7
02	DESIGN GUIDELINES IN CONCEPT AND IN PRACTICE	11
03	THE COMMUNITY OF ROWLAND HEIGHTS PROJECT AREA	21
04	COLIMA ROAD DESIGN GUIDELINES GOALS	33
05	COMMERCIAL/RETAIL DEVELOPMENT GUIDELINES	37
06	RESIDENTIAL DEVELOPMENT GUIDELINES	49
07	BIBLIOGRAPHY	61

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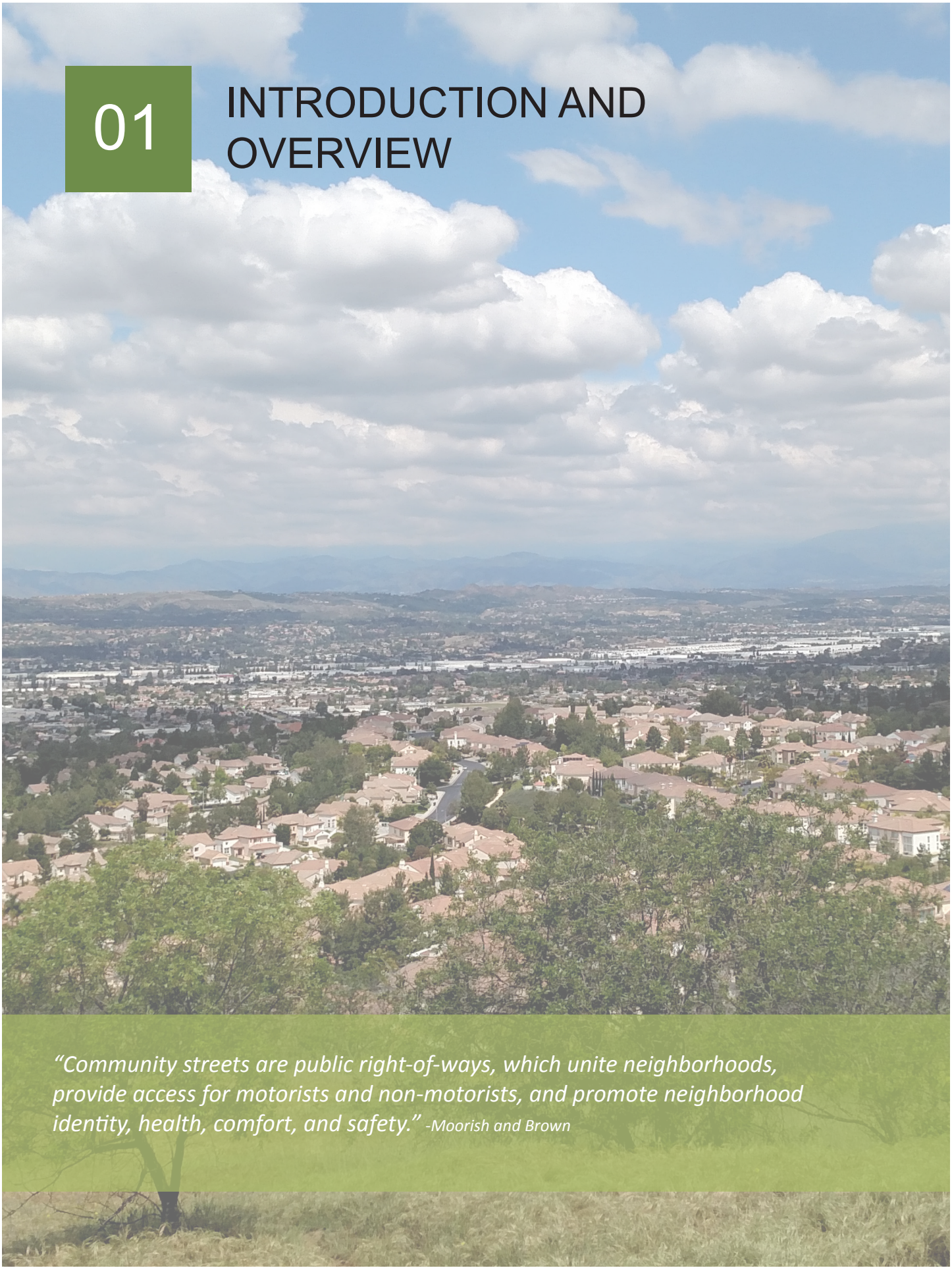
01 INTRODUCTION AND OVERVIEW



"Community streets are public right-of-ways, which unite neighborhoods, provide access for motorists and non-motorists, and promote neighborhood identity, health, comfort, and safety." -Moorish and Brown

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INTRODUCTION AND OVERVIEW

01

A. DISCUSSION OF PROBLEM

As Rowland Heights is an unincorporated community within the Los Angeles County. It is a region of land that is not governed by its own local municipal corporations, but rather is part of a larger administrative county divisions. Los Angeles County set a Rowland Heights Community Standards for all zoning within the community, but it is too generalist and does not focus on main corridor, Colima Road, which is what gives Rowland Heights its identity.

Streets play a major role in shaping the form of the urban environment. The quality of the street experience is a key element in the quality of a neighborhood. The Rowland Heights Community Standards describes the function of the Community's street system as follows: "Streets serve a variety of purposes. One is for the circulation of people, vehicles, goods, and services. Streets also serve as shopping corridors, restaurant rows, linear parks, residential front yards, extensions of office lobbies, ceremonial gathering places, parade grounds, display areas, entertainment strips, etc. The street is the Community, organized along a corridor. It is a continuous forum for gathering where all those activities have their overture, making life what it is. It has economic, social, aesthetic, political, ecological and even philosophical-implications."

B. OBJECTIVES

Colima Road is an important corridor leading in and out of Rowland Heights. Having a set of Design guidelines would strengthen its identity and enhance the character of existing neighborhoods, and improve the aesthetic and functional quality of new development. Design guidelines are a set of discretionary statements intended to guide public and private development to achieve a desired level of quality for the built and environment.

The purpose of this report is to provide support information and to develop a design of Design guidelines for Colima Road that recognizes the many and varied purposes that this corridor serves. This set of guidelines is intended to assist in the implementation of the Rowland Heights Community Standards. It is also intended to assist in the implementation of other City Council adopted policy and/or regulatory documents.

C. ORGANIZATION

This report will provide background information about the community, discuss the goals that it's trying to achieve, and develop the implementation measures to get to there. This document is divided into five chapters. These guidelines provide a clear, comprehensive "road map" to guide future developers and architects through the process of designing and constructing streets, pedestrian connections, buildings, and outdoor spaces consistent with the Community Standards' vision.

Chapter Two is a discussion on the importance of design in planning and how design guidelines help function to preserve and enhance the desired character of neighborhoods. In addition, it will discuss the general approval process and how the guidelines are to be used and applied. At the end of this Chapter, three case studies in California provide information on successful design guidelines. The case studies were chosen because of their location and similar demographic to Rowland Heights.

Chapter Three discusses the community of Rowland Heights in greater detail, including existing conditions and a quick recap of its evolution/ history. There will also be a discussion about why this report will help Colima Road in the long term.

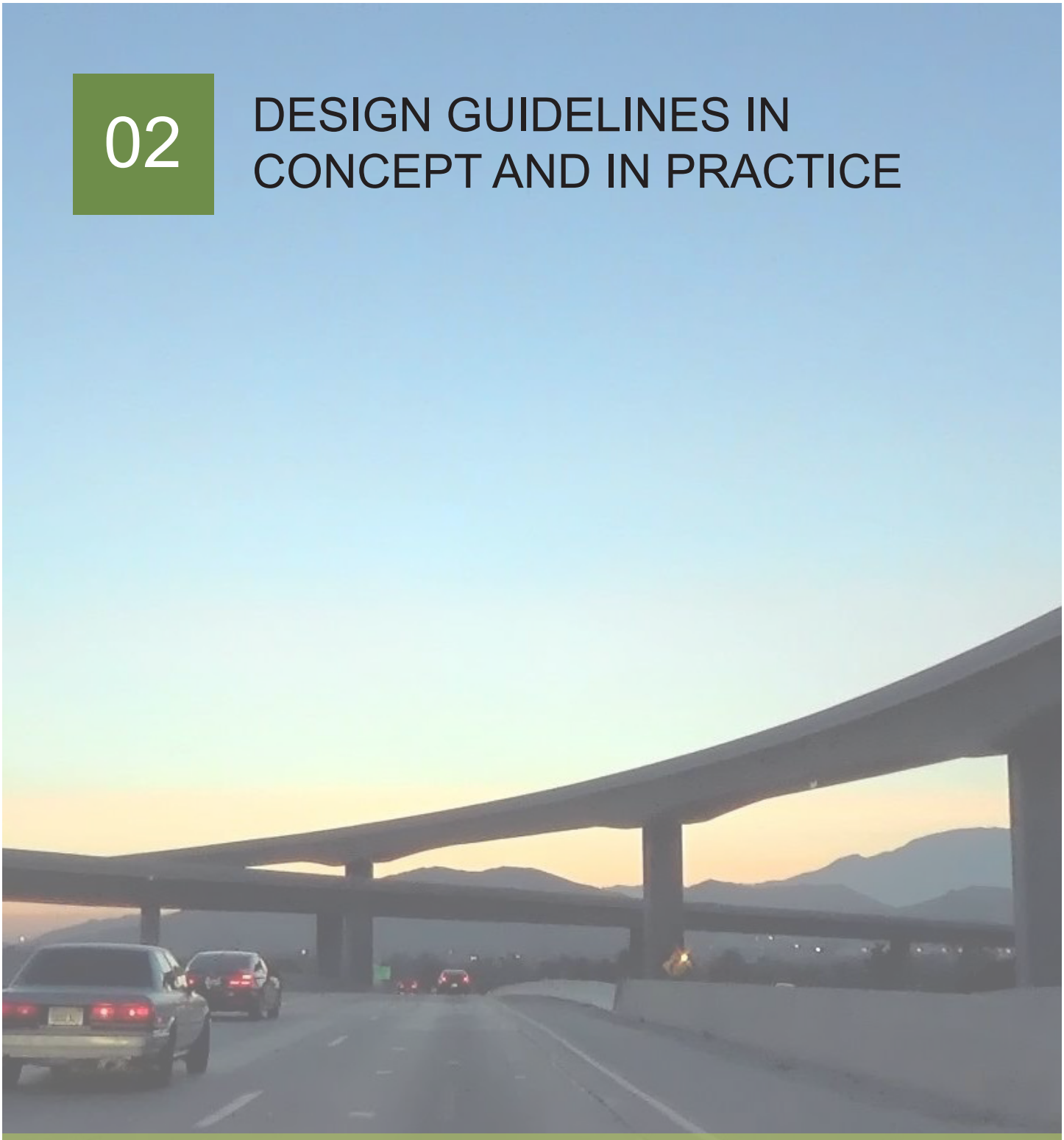
Chapter Four contains the statement of goals and the vision statement for Rowland Heights. This vision statement will help guide all future development in Colima Road corridor. In addition, the goals provided are meant to provide a foundation for the two following chapters in this document. The goals evolved through detailed analysis of the area, staff engagement, and previous studies.

Chapter Five addresses the Commercial/Retail buildings located on Colima Road.

Chapter Six addresses the Residential houses directly located on Colima Road.

I hope this report will serve as a catalyst for conversation and provide Rowland Heights with direction for further projects. There are many streets in Rowland Heights that can benefit from Design guidelines, and hopefully this report can help guide future similar projects in the right direction.

02 DESIGN GUIDELINES IN CONCEPT AND IN PRACTICE



"If the path be beautiful, let us not ask where it leads." -Anatole France

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DESIGN GUIDELINES IN CONCEPT AND IN PRACTICE

02

A. DESIGN IN PLANNING

Good quality design is an integral part of shaping communities. The National Planning Policy Framework recognizes that design quality matters that that planning should drive up standards across all forms of development. As a core planning principle, plan-makers and decision takers should always seek to secure high quality design. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last long, and will adapt to the needs of future generations.

Urban design is the art of creating and shaping communities. It involves the arrangement and design of buildings, public spaces, transport systems, services, and amenities. It is the process of giving form, shape, and character to groups of buildings, to whole neighborhoods, and the city. It is a framework that orders the elements into network of streets, squares, and blocks. Urban design blends architecture, landscape architecture, and city planning together to make urban areas functional and attractive.

Recent years have seen a development in the use of design, as well as in design philosophy and design research. Design has come to mean more than shaping and aesthetics; it has increasingly become a strategic element into city planning. The process of urban design is intended to bring order, clarity and pleasing harmony to the public realm of the community, both public and private, and to establish frameworks and processes to facilitate successful development. It is central to the policy statements that are in the Master Plan provided by Los Angeles County.

An example of the most fundamental of all urban design techniques is the relation of the building and its façade with the public realm. As one moves from more rural, auto-oriented areas to urban, pedestrians-oriented centers, buildings should naturally draw closer to the sidewalk. Streets lined with buildings rather than parking lots provide a safer, more interesting path for pedestrians. These streets are now creating a clearly defined pedestrian realm that promote walkability. Because of this design concept that pedestrian-oriented centers should have buildings right next to sidewalks, the realm is now an area where pedestrians may interact-socialize, shop, dine, or travel in a safe, protected manner.

The planning process followed the steps of the Rational Planning Method by collecting information about the community and creating goals that

would highlight good design that is both practical and creative. Urban design will help assist in creating a sense of place along Colima Road. The guidelines will aim to preserve and enhance the form, scale, and visual characteristics that make the corridor unique. The sense of place will help the long-term economic vitality of the community.

Figure 2.1 Urban design as the context that relates the planning realm to architecture

B. WHAT AND WHY DESIGN GUIDELINES

Design Guidelines are a set of discretionary statements that are intended to guide land development to achieve a desired level of quality for the built and physical environment. They function to preserve and enhance the desired character of existing neighborhoods and improve the aesthetic and functional quality of new development projects. Design Guidelines cover both urban and suburban development and should be organized primarily according to land use and building typology, such as residential, commercial and mixed-use development.

The Design Guidelines help establish a common understanding of preservation design principles and standards. Maintain a high quality of life and retaining the charm and character that exists are important goals identified by the Community and its residents. Therefore, these guidelines and the design review process through which they are administered promote preservation of the cultural and architectural resources that reflect the history of Rowland Heights.

The Colima Road Design Guidelines articulate expectations regarding the character of the built environment and are intended to promote design that will protect neighborhood character, enhancing the attractiveness and quality of life in the Community. The guidelines address basic urban design principles that will result in commercial and residential development along Colima Road that maintains cohesive identity and enhances the unique setting and character of the Community and Colima Road.

C. HOW DESIGN GUIDELINES ARE USED

The guidelines are intended for the Planning Department (Los Angeles County), as well as other community agencies and department staff, developers, architects, engineers, and community members to use in evaluating project applications along with relevant policies from the General Plan Framework and Community Plans. This document is meant to provide guidance or direction for applying policies contained within the General Plan Framework and the Community Plan. Incorporating these guidelines into a project's design will encourage more compatible architecture, attractive multi-family residential districts, pedestrian activity, context-sensitive design, and contribute to placemaking.

Property owners, developers, designers, and contractors proposing new development along Colima Road should first review the zoning of the property being developed. They should then proceed to the Design Guidelines appropriate to the project, dependent on whether it is residential, commercial, or recreational.

These guidelines are applicable primarily to newly developing areas and to older areas that are undergoing major revitalization and redevelopment. In historic and older, developed neighborhoods, the existing character of the streets should be maintained and enhanced. Existing street designs and configurations not illustrated in this manual may be considered appropriate for continued use in such neighborhoods.

This document establishes guidelines to carry out the community's street design functions. Specifically, this document isn't meant to take priority over community plans, but rather, designed to work together with them.

The provisions set forth in this document identify the desired level of design quality for all development. However, flexibility is necessary and encouraged to achieve excellence in design. Therefore, the use of the words "shall" and "must" have been purposely avoided within the specific guidelines

D. DESIGN GUIDELINES IN PRACTICE

Case studies are research that focus on and gather in depth information about a specific person, group, community or event. They have numerous advantages and disadvantages, but they do have an important place in research. In the realm of urban design, it demonstrates past successes and failures of communities that are similar to Rowland Heights, in terms of size, demographics, and geography. In this Design Guideline, three other community design guidelines were examined and analyzed for ideas and content. These guidelines were used for inspiration to creating the Rowland Heights Design Guideline.

The Downtown Design Guide for the City of Los Angeles was chosen as a case study for the visual and graphical inspiration for Rowland Heights' Guideline. This document focuses on sustainable design and contains very helpful explanations on how to accomplish beautiful designs without sacrificing land functionality.

The City of Arcadia Design Guidelines was chosen because of their relative size and character that is similar to that of Rowland Heights. Arcadia was deemed "Best Places to Raise Your Kids: 2010" for the second year in a row by Bloomberg BusinessWeek. The content of the Arcadia Design Guideline will help incorporate a small town feel in Rowland Heights through the guideline.

The City of Walnut Design Standard was also chosen for their relative size and character to Rowland Heights not to mention that it is a neighboring city to Rowland Heights. "Good Design" is seen through having a similar design to neighboring buildings as well as cities. Money's Best Places to Live ranked Walnut the highest rank for a Californian city for two years in a row. Rowland Heights would benefit in terms of design by observing what Walnut has done so well and trying to implement some of their architectural style in building design.

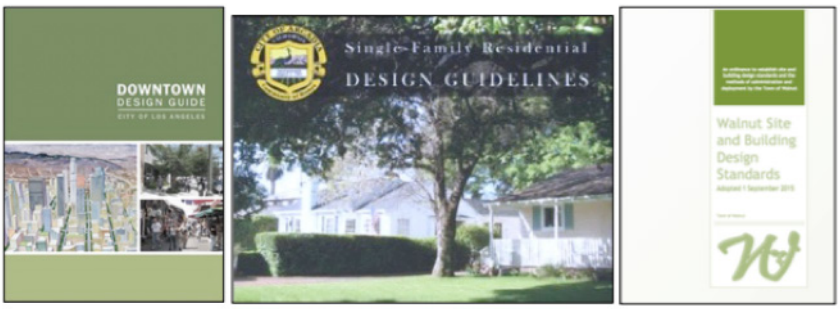
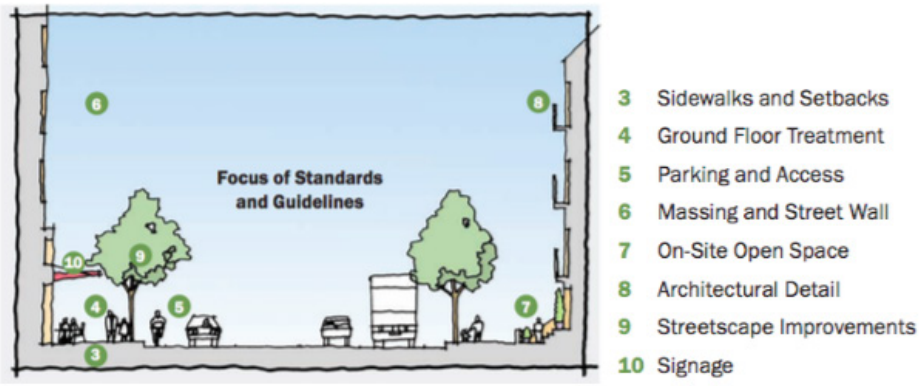


Figure 2.2 A look at the Los Angeles, Arcadia, and Walnut Design Guidelines/Standards that will be used to guide this document

DOWNTOWN DESIGN GUIDE, LOS ANGELES

The award winning Downtown Design Guide for the City of Los Angeles was used as an example because of how beautiful the document is laid out and how the content should be illustrated. The purpose of the Design Guideline is to coordinate and orchestrate the overall development of the city core, so that projects help each other succeed and result in a better, livable space. This guideline emphasizes walkability, sustainability, and transit options, which will create a beautiful city. The following features were taken from the Los Angeles Downtown Design Guide and will be used to help guide the layout and construction of Rowland Heights' Guideline:

- Elevation sketches to show zone of develops on which the standards and guidelines focus. Numbers will also be provided to correspond to specific guidelines, each of which is discussed further in detail



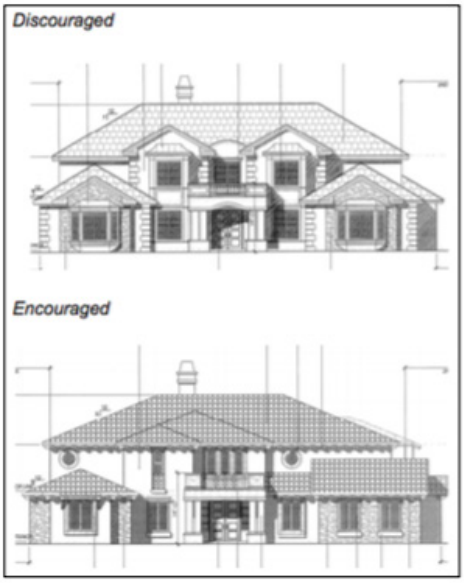
- Sometimes words aren't the most effective way to communicate. Using graphs, diagrams and charts to better demonstrate the message that is trying to be conveyed.

ARCADIA DESIGN GUIDELINE

The City of Arcadia's design goals were very similar to the goals of Rowland Heights. These two cities have similar demographics, so observing what Arcadia has done will benefit Rowland Heights. Arcadia's guide includes future development that is consistent with the overall feel of the city. The following are some of the concepts that will help guide the layout and construction of Rowland Heights' Guideline:

- Arcadia's Design Guideline divided the area into four sections based on type of household: Single-Family Residential, Multiple-Family Residential, Commercial and Industrial, and Commercial and Industrial Signing.
- Encourage improves that respect or improve neighborhood character.
- All house types will abide by these guidelines; however, properties located within the Homeowner Association areas are not subject to the City design review process.
- The guideline also provides an issues section, which helps identify some of the problems that the city is facing and how these problems might be fixed.
- Diagrams that illustrate both discouraged and encouraged designs while using real examples. The following examples illustrate how roof and façade articulation, asymmetry in façade design, and/or a less elaborate architectural style can transform the appearance of a house without significantly reducing its size.

Example 1

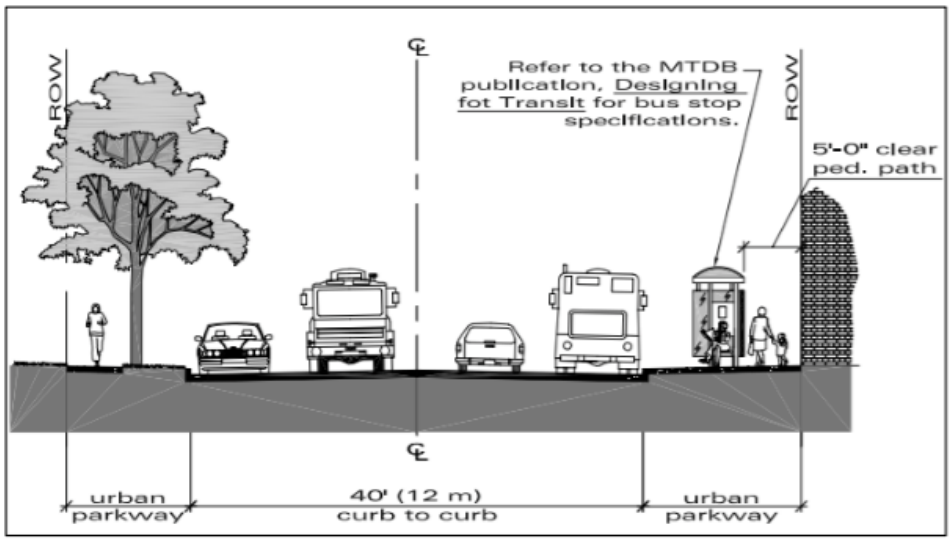


Example 2

WALNUT DESIGN STANDARD

In order to keep a consistent design with surrounding areas of Rowland Heights, the City of Walnut was used as an example because of its close relation and demographic resemblance of Rowland Heights. The overall design of any development in Walnut has a direct bearing on the economic value of the property. The quality of that environment has a direct impact on the City's livability and its economic prospects. Walnut has acknowledged this vital linkage between the maintenance of a higher quality of community design and the realization of the City's land use and fiscal objectives thus being named Money's Best Places to Live. The following are some of the key points to addressing good design and Walnut has done an excellent job and these descriptions will be used to guide the Purpose and Goals section of the Rowland Heights Design Guideline:

- Enhance the visual appearance and living environment of the City through effective design, landscaping, and control of visual clutter.
- Maximize the conversation of existing housing and the preservation of established neighborhood character and quality.
- Encourage the stabilization of existing commercial areas and the development of new commercial nodes in locations which have
    1. Good vehicular access to local residential market areas
    2. Minimal conflict or encroachment with either existing or newly developing residential land use areas in the vicinity
- Using street level diagrams to illustrate certain setback requirements and height in relation to mass and scaling.



E. CONCLUSION

The guidelines may change and fluctuate over time in response to needs and climates; however, these following design principles will always be in place to help guide future development. A good set of design principles will help maintain an overall goal for the community providing a consistent context to guide decision making. In addition to the case studies observed, these following principles will not only help Colima Road, but Rowland Heights as a whole.

Transparency

Transparency refers to the degree to which pedestrians can see or perceive what lies beyond the edge of a street or other public space and, more specifically, the degree to which people can see or perceive human activity beyond the edge of a street or other public space.

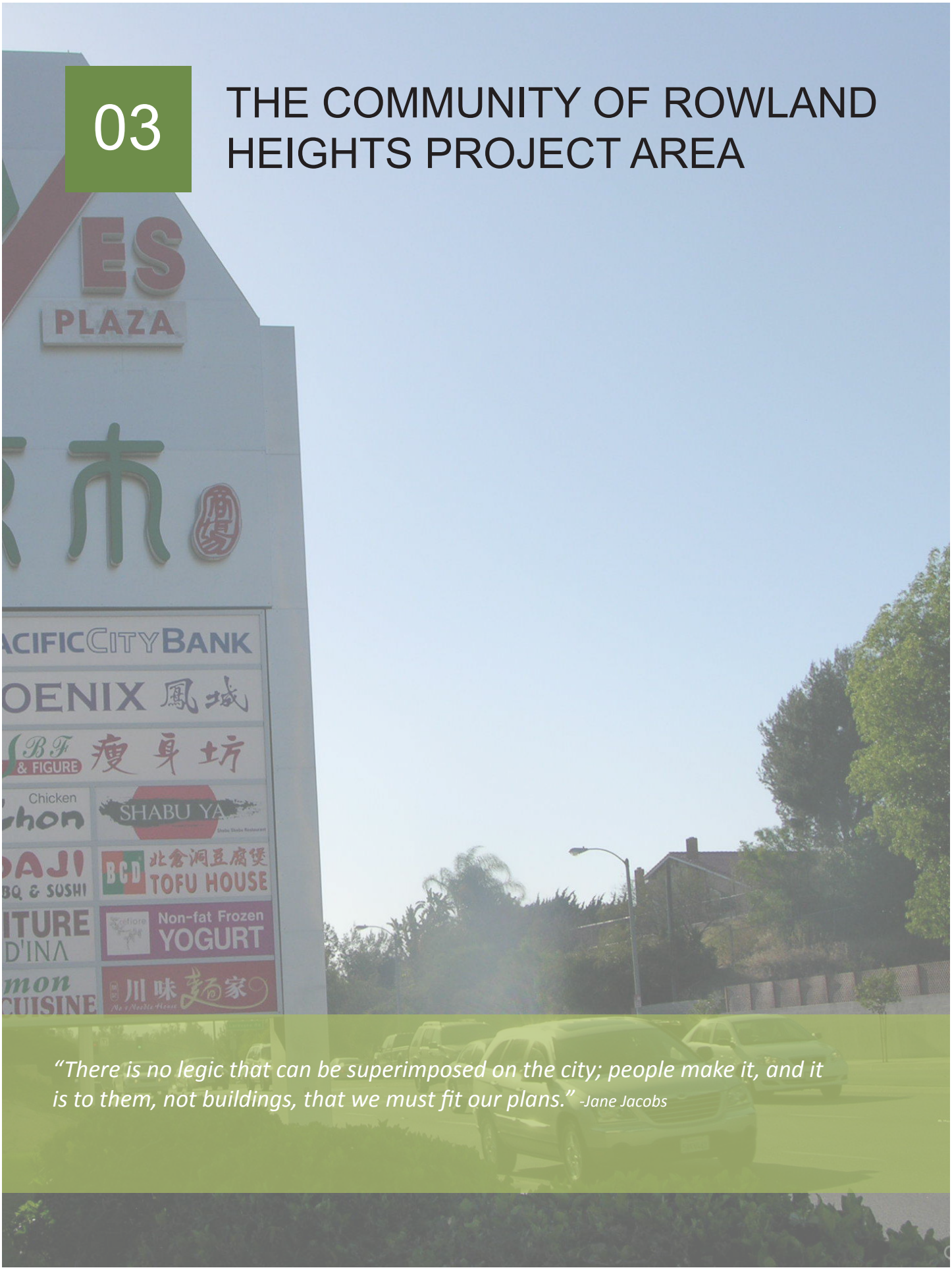
Complexity

Referring to the visual richness of a place. The complexity of a place depends on the variety of the physical environment, specifically the number and kinds of buildings, architectural diversity and ornamentation, landscape elements, signage, and human activity. Signage is a major source of complexity in urban and suburban areas. If well done, signs can add visual interest, make public spaces more inviting, and help create a sense of place.

Linkage

Linkage along Colima Road will refer to physical and visual connections- from building to street, building to building, space to space, or one side of the street to the other. Linkage can be defined as features that promote the interconnectedness of difference places and that provide convenient access between them.

03 THE COMMUNITY OF ROWLAND HEIGHTS PROJECT AREA



"There is no legic that can be superimposed on the city; people make it, and it is to them, not buildings, that we must fit our plans." -Jane Jacobs

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THE COMMUNITY OF ROWLAND HEIGHTS PROJECT AREA

03

A. LOCATION AND DEMOGRAPHICS

Rowland Heights is an unincorporated community located within the Los Angeles County (Figure 3.1). Because Rowland Heights isn't an incorporated community, it is a region of land that is not governed by its own local municipal corporation, but rather is administered as part of larger administrative divisions.

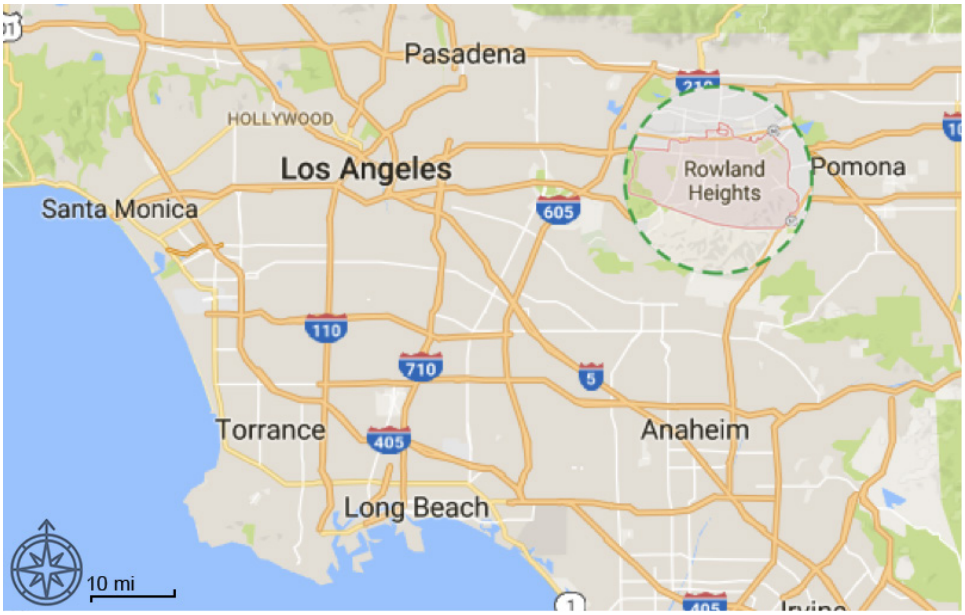


Figure 3.1 Rowland Heights in relation to Los Angeles

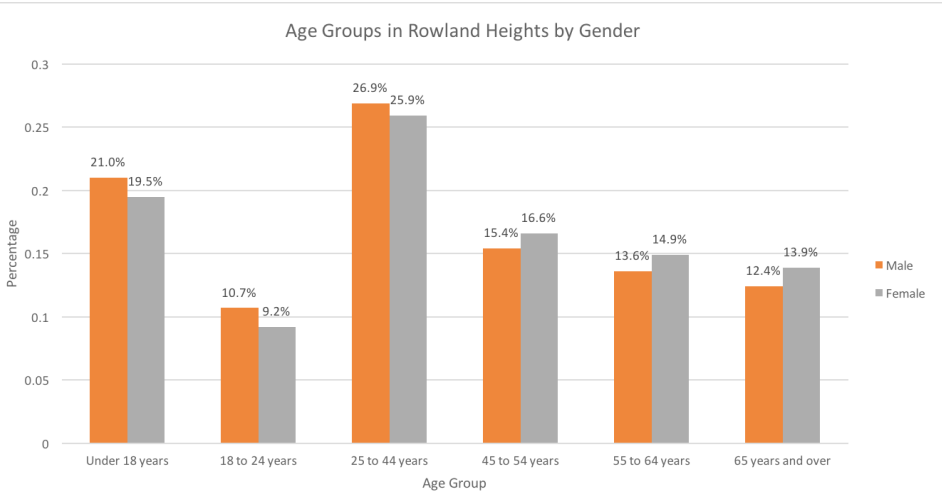
The 2010 United States Census reported that Rowland Heights had a population of 48,993. The following chart shows the racial make up of Rowland Heights:

Race	Racial Makeup
Asian	59.8%
Caucasian/White	23.5%
African American	1.6%
Native American	0.4%
Pacific Islander	0.1%
Hispanic/Latino	3.1%
Other	11.5%

Table 3.2 Makeup of races in Rowland Heights according to the 2010 US Census

As reported in the 2010 Census data, Rowland Height's population is distributed across all age groups. The following diagram illustrates age groups in Rowland Heights by gender.

Figure 3.3 Chart displaying age groups in Rowland Heights by gender



B. EXISTING CONDITIONS

Los Angeles County set a Rowland Heights Community Standards for all zoning within the community and this document is only meant to apply to the developments located along Colima Road.

Community Standards Districts are established as supplemental districts to provide a means of implementing special development standards contained in adopted communities within the unincorporated areas of Los Angeles County, or to provide a means of addressing special problems, which are unique to certain geographic areas within the unincorporated areas of Los Angeles County.

Rowland Heights is a predominately residential community located approximately 25 miles east of the Los Angeles Civic Center. The community boundaries extend from the City of Industry on the north to Orange County on the south; the unincorporated community of Diamond Bar forms the eastern boundary while the western boundaries consist of Hacienda Heights and the City of La Habra Heights

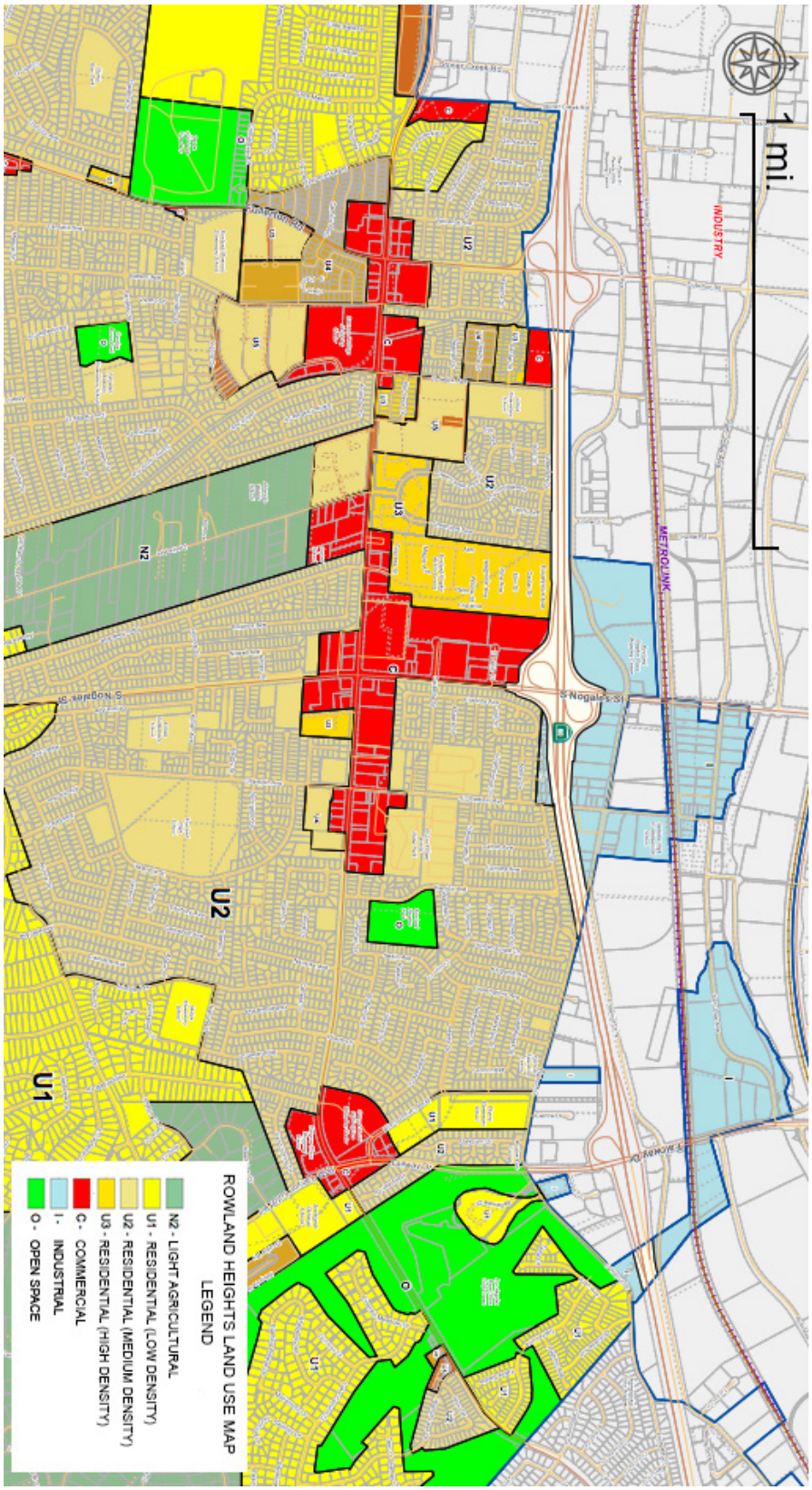
Rowland Heights is a typical suburban bedroom community, with commercial restaurants located along the main corridor, Colima Road. There is very little land in industrial use. The commercial development is

designated to serve residents and neighboring cities. Colima Road acts as the main corridor for Rowland Heights as it stretches throughout the whole community. The major freeway, CA-60 that runs across Rowland Heights also has multiple exits that lead automobiles into Colima Road. Colima Road plays a major role in shaping the form of the urban environment

Figure 3.4 Community lines of Rowland Heights

As seen in the Rowland Heights' Land Use/Zoning Map (Figure 3.5), Colima Road has a vast array of different land use spread along the corridor. The sites of interests will be directed at Business/Commercial and Residential zones. There is very little recreational space in the community besides the Royal Vista Golf Course and Schabarum Park.

Figure 3.5 Rowland Heights' Land Use/Zoning Map along Colima Road



C. HISTORY AND EVOLUTION

Rowland Heights is situated on the land formerly known as La Puente Rancho, a grant of nearly 49,000 acres awarded to American settlers John Rowland and William Workman, by the Mexican government in 1842. In 1851 the two men agreed to split the rancho lands between themselves. Prior to 1960 the land was mostly agricultural and filled with thousands of walnut, avocado, and citrus trees. Beginning in 1960 the area began to change. Water led the way, then streets and eventually, the CA-60 freeway. Originally built on a pig farm that covered much of modern-day Rowland heights, the Rowland Homestead was mostly orange groves until the eastward sprawl from Los Angeles. As the CA-60 freeway was extended beyond the western boundary, the community continued growth equal to that of most communities in Southern California. Since the 1990s, there has been a significant demographic shift as many upper-middle-class to wealthier immigrants from Taiwan, China, and South Korea have settled in the hillside homes of Rowland Heights. The community has also attracted immigrants from mainland China because the area is advertised in China as having good homes and convenient shopping centers. Additionally, Latinos have maintained a long-standing presence in the lower section. Once predominantly Anglo and Hispanic, this rea has gradually become one of the Chinese centers in the greater Los Angeles area beginning in the 1990s. Rowland Heights is now one of the most culturally diverse communities in Southern California.

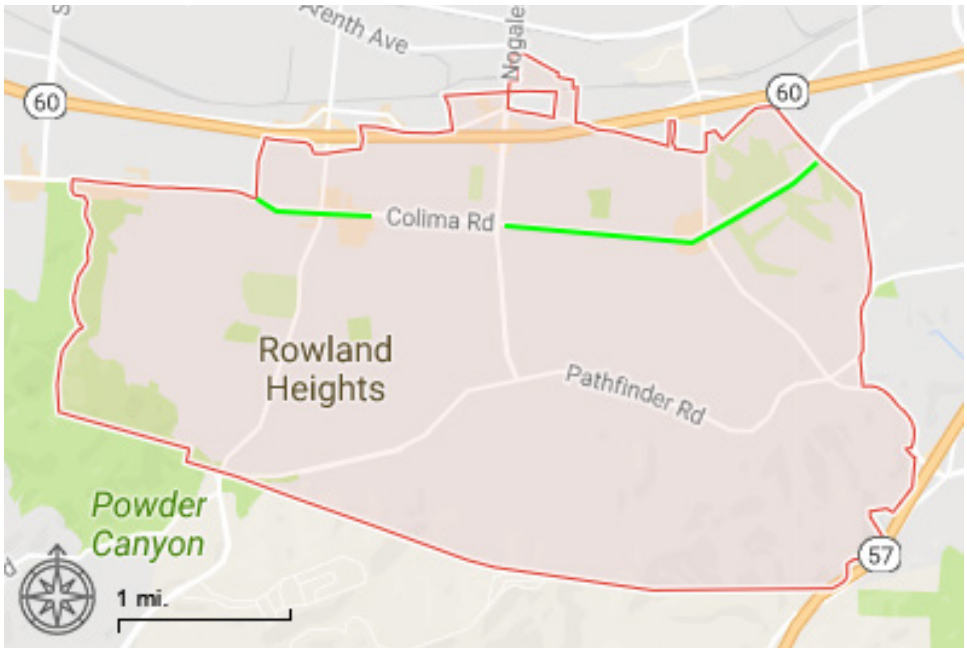
Figure 3.6 Development of CA-60 in Rowland Heights

Figure 3.7 Rowland Heights in 1842 when it was known as La Puente Rancho

D. THE PLANNING CONTEXT

There is only three miles of Colima Road that runs through Rowland Heights. Colima Road cuts off on the east side right after Royal Vista Golf Club, and a little before South Azusa Ave to the west. The corridor is located on the northern half of Rowland Heights. In this short span of three miles, there is a mixture of Commercial/Retail, Residential of all densities, and Recreational. Most of the land running adjacent to Colima Road are developed, however, not all the development is occupied, there are some vacancies.

Figure 3.8 Colima Road in Rowland Heights



The following visual context represents the current uses found along the chosen project site. The figures will display the uses of the lot whether it be commercial/retail, residential, or recreational. The purpose of this visual context is to provide a better understanding of the project site and the need for a street design guideline.

Figure 3.9 Visual context of zoning uses along Colima Road

E. WHY THE NEED FOR GUIDELINES FOR COLIMA ROAD

The primary need for guidelines along Colima Road is to enforce the concept of visible life. There are streets that are “dead” and streets that are “alive”, and in general live streets make a city more attractive. Most office buildings along Colima Road are brutally anonymous, sure they may be working on fascinating things; however, to the outside pedestrians, it is just disorienting and cold. The street level is mostly empty and “dead.” This guideline will ensure that the streets along Colima Road will have an inviting feel and make people want to walk around.

Figure 3.10 Example of great building design and style, but poor promotion leading to a “dead” corner

There are also no setback requirements that are applied to Rowland Heights, meaning all of the distance between building to property line are set at random lengths. To make Rowland Heights and Colima Road attractive and full of life, this guideline will help create order and variety to all development along Colima Road. The idea of order will make buildings consistent with buildings in the surrounding area; however, in order to not compromise a complete similar setup all throughout Colima Road, the idea of variety will help a building incorporate its own unique character and style.

Figure 3.11 Example of poor setback allowing buildings to be non-uniform and unattractive

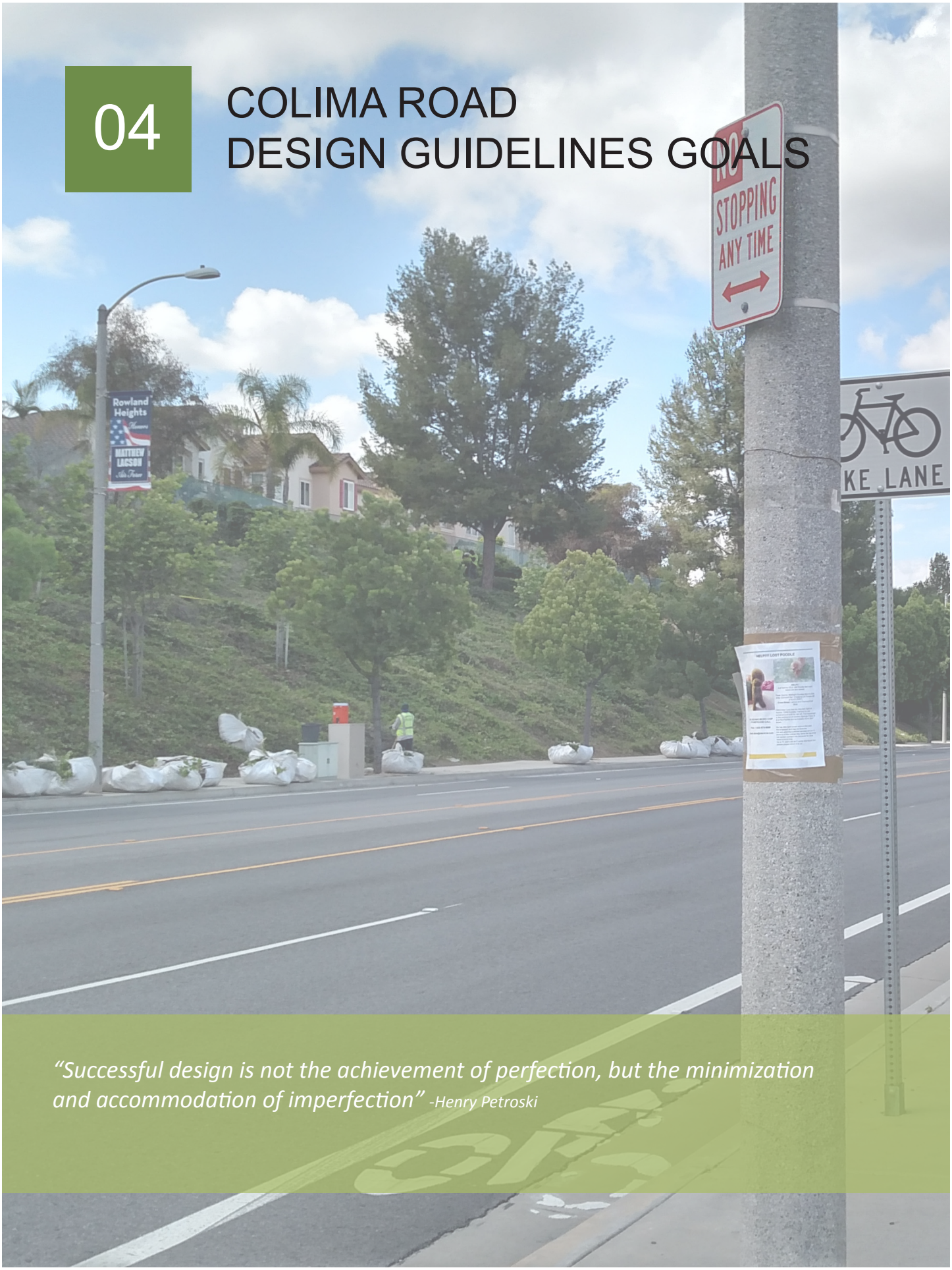
Colima Road is not that compact. In Rowland Heights, the corridor spans three miles from east to west. Most people that travel this corridor do so through the use of automobiles. This guideline will help certain parts of Colima Road be more compact, meaning that it will promote relatively high residential density with mixed land uses. Rowland Heights has a public transportation system, Foothill Transit, and this idea of a more compact city will be based on an efficient public transport system. This will encourage more walking and cycling, low energy consumption and reduced pollution. A large resident population provides opportunities for social interactions which creates more visible life along the corridor.

Figure 3.12 Dead sidewalks on a popular intersection because of low density buildings that are unatttractive

Although there are sidewalks along Colima Road, it lacks an extensive sidewalk system that efficiently incorporates walking as an integral part of the transportation system. Rowland Heights recognizes bicycling as a positive alternative transportation mode as it promotes health. There are bike lanes on Pathfinder Road (Figure 3.13); however, none along Colima Road, where there are many workers that cycle to work everyday on the sidewalk.

Figure 3.13 Pathfinder Road's bike lanes

04 COLIMA ROAD DESIGN GUIDELINES GOALS



"Successful design is not the achievement of perfection, but the minimization and accommodation of imperfection" -Henry Petroski

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COLIMA ROAD DESIGN GUIDELINES GOALS

04

A. STATEMENT OF GOALS

In developing any plan, it is vital to have a strong foundation. The following vision statement was developed to provide direction to the Colima Road Design Guideline:

Rowland Heights is a place for people. A place to walk, shop, spend time and enjoy yourself, as an individual or as a family. Colima Road is an inviting pedestrian area that is comfortable for people of all ages, economic classes, circumstances and physical abilities. Its atmosphere sends a message that people's comfort and positive experience are a top priority.

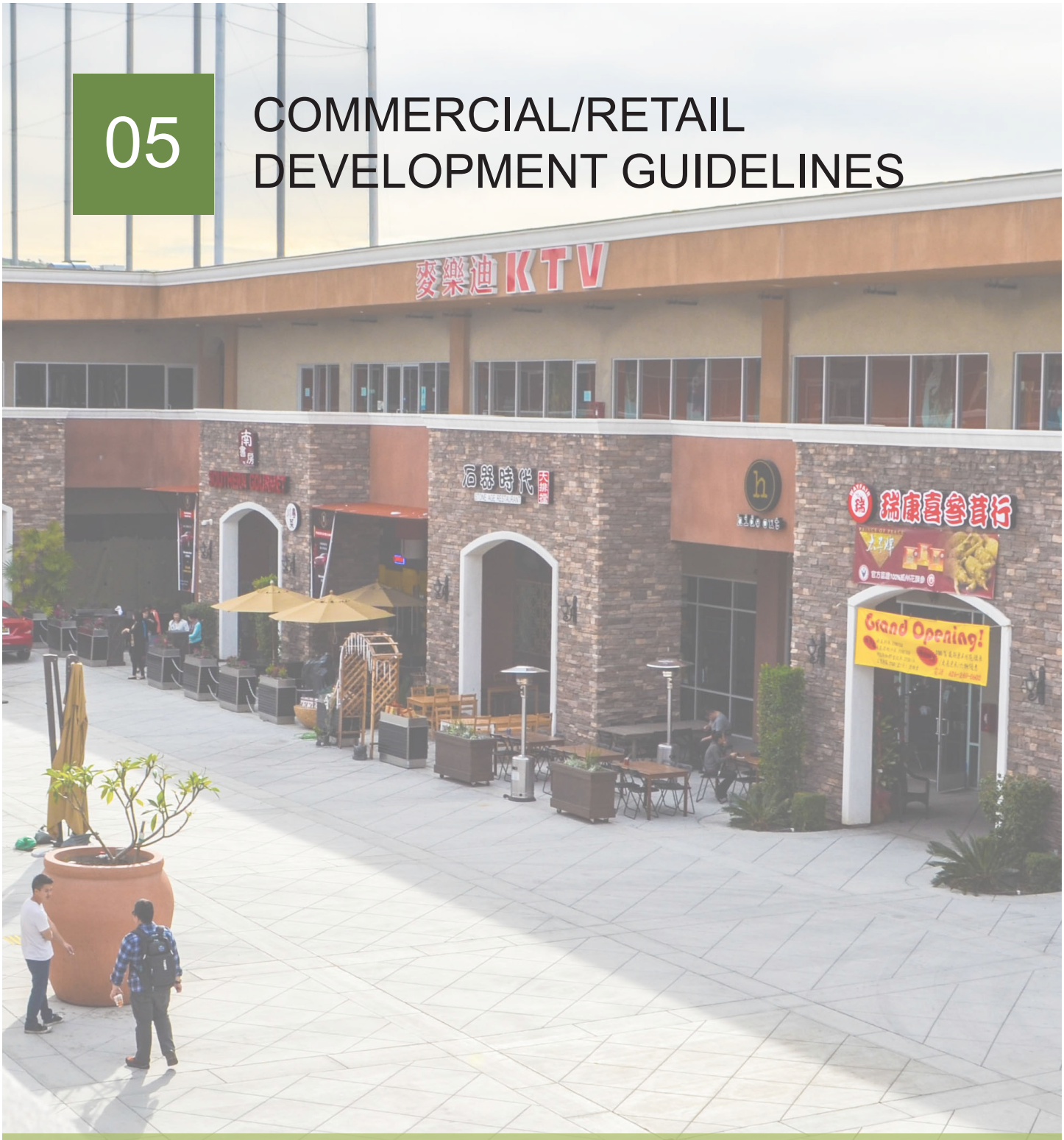
The following goals are meant to provide a foundation for the Commercial/ Retail and Residential Design Guidelines in the following two chapters.

- Facilitate the fair and consistent application of design objectives
- Protect investment in the community by encouraging consistently high-quality development
- Facilitate safe, functional, and attractive development
- Foster a sense of community and encourage pride of ownership
- Provide guidance for the orderly development of the community and promote high-quality development
- Ensure maximum transparency in future development so pedestrians can see or perceive what lies beyond the edge of a street or other public space, more specifically, the degree to which pedestrians can see or perceive human activity
- Encourage excellence in architectural design that:
    - Enhances the visual environment and character of the community
    - Preserves and protects property values
    - Is sensitive to both the site and its surroundings

These goals evolved through detailed analysis of the area, staff engagement, and previous studies. The vision and guiding objectives will guide all future design along Colima Road. The following Chapter goes into specifics regarding how certain guidelines will help create a beautiful corridor while keeping the goals in mind.

The purpose of the Colima Road Design Guide is to ensure that Colima Road's identity and culture is reflected in the corridor. The community has a unique physical character and identity that are distinct and widely attractive by residents and. All development projects should be designed in a manner that responds to the unique characteristics of their individual sites, but also to fit into the wider context of Rowland Heights. These guidelines, in addition to promoting visible life and reflecting the culture of the community into the corridor, will help transform Colima Road into a destination by giving the street a "sense of place." This "sense of place" or Imageability will be achieved through the incorporation of cohesive building placement, streetscape improvements, pedestrians access, and an architectural style that is consistent throughout the corridor.

05 COMMERCIAL/RETAIL DEVELOPMENT GUIDELINES



"If you want to see what a society really belives in, look at what the biggest buildings are dedicated to, and then you will have your answer." -Joseph Campbell

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COMMERCIAL/RETAIL DEVELOPMENT GUIDELINES

05

The commercial/retail stores along Colima Road are the main attractions for people in and out of Rowland Heights, offering a variety of shops, services and social activities. A typical and prominent element of these economic and social centers is a clearly defined, pedestrian-friendly street and the businesses surrounding it. To support future growth and development of these businesses, the following guidelines will only apply to the Commercial/Retail buildings located on Colima Road (Figure 5.1).

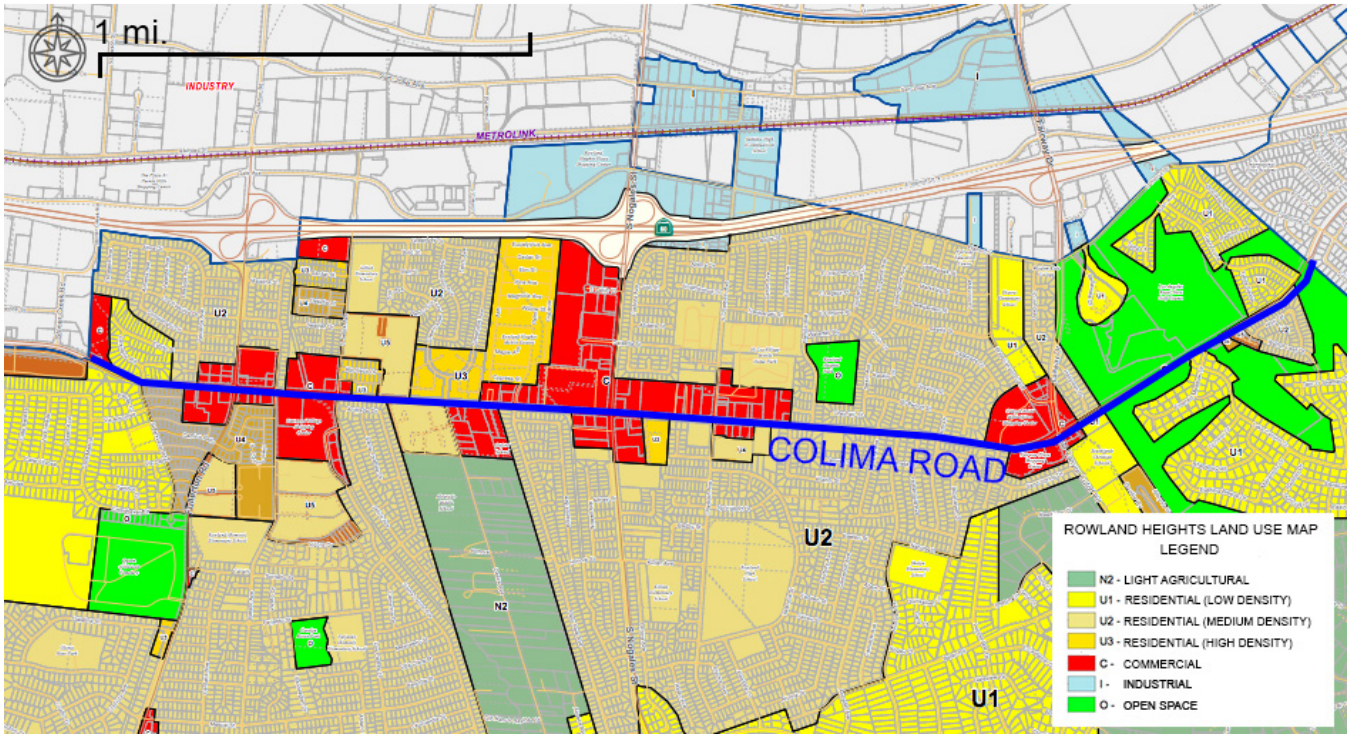


Figure 5.1 The Commercial/Retail Guidelines will only apply to those areas that are hightlighted in red.

Vehicle access to parking will be located on side streets as to not disrupt pedestrian pathways

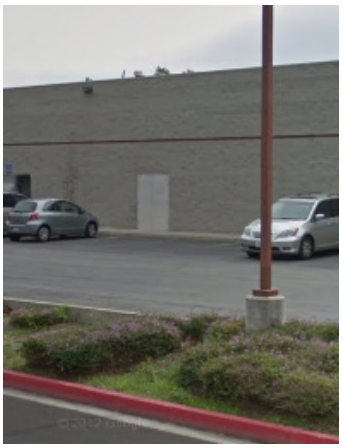
A. VEHICLE ACCESS AND CIRCULATION

Promote an effective, well-planned system of roadways that establishes a functional, safe hierarchy of streets.

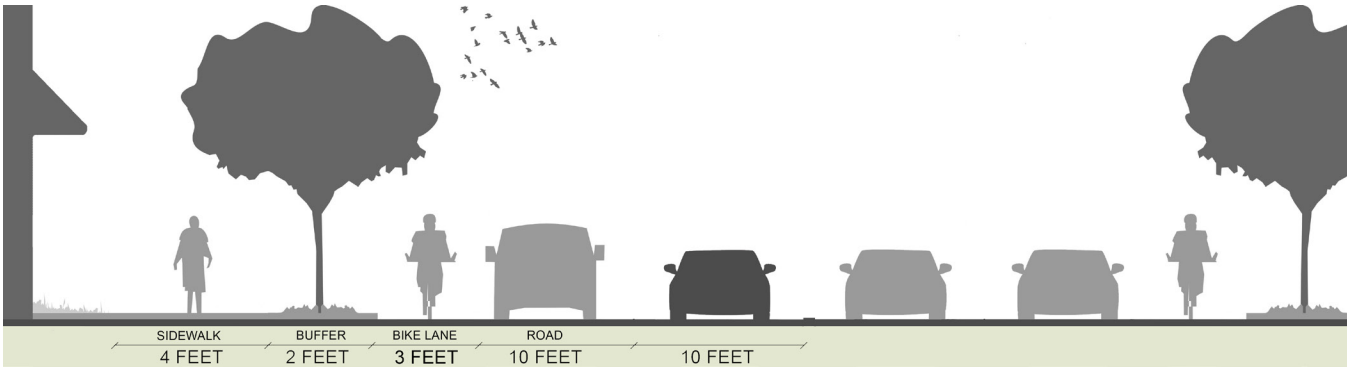
- Private automobiles will access commercial/retail parking through side streets.
- Promote efficient transportation connectivity to major intersections along the corridor.
- There will be two designated 10’ driving lanes for each side of the road.

Minimize the visibility and impact of service areas by locating loading areas and service access away from primary building access points and by providing adequate screening.

- Service vehicles access shall be sited to minimize direct or recurrent conflict with users of the corridor.
- Loading space shall be screened from public view by means such as providing walls, fences, and/or landscapeing of sufficient density to provide an opaque screen from public view.



Commercial/retail loading zones shall be placed in way that minimizes visual conflict



Cross section of what the Commercial/Retail development along Colima Road should look like

B. BICYCLE ACCESS AND CIRCULATION

Provide and maintain a user-friendly bicycle system that promotes a healthy, and safe community.

- Designate 3’ of the road specifically to bicycle lanes.
- Design bikeways and bicycle infrastructure consistently along the corridor.
- Identify and implement a network of bicycle facilities/repair posts to accommodate non-motorized travel.
- Whenever allowed by the right-of-way, provide a buffer for bicycle lanes that separate them from the road.
- Have both short and long term bicycle parking at all places where bicyclists want to go, including commercial areas, employment centers, schools, recreational facilities and transit facilities.

Bicycle facilities/repair posts shall be placed along the corridor to accommodate non-motorized travel

C. PUBLIC TRANSIT ACCESS AND CIRCULATION

Provide a public transit system that is readily accessible, convenient, and safe for the community.

- Have public bus stops effectively distributed on every two blocks along Colima Road to increase the availability of public transit.
- Buses are required to stay on the lane closet to the sidewalk as to not cause traffic build up.
- Provide convenient public transit connections at popular activity centers.

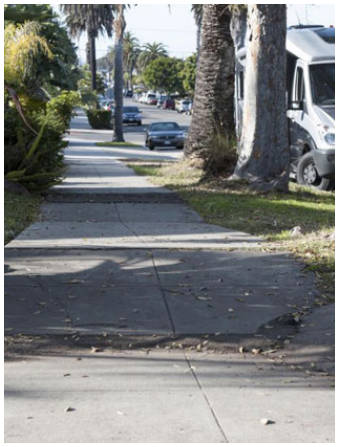
Example of designated 3’ bicycle lanes

Example of bus stop loading zone that is undisruptive of normal traffic flow

Example of bicycle parking

D. PEDESTRIAN ACCESS AND CIRCULATION

Create a pedestrian friendly, inviting environment by providing an integrated and safe pedestrian network along the corridor.



Bad example of sidewalks for pedestrian circulation

- Sidewalks and walkways should be continuous throughout the corridor and should be provided on both sides of the street.
- Sidewalks and paths should offer continuous and comfortable connections between residences, store fronts, and other destinations along the corridor.
- New development should be organized around compact, walkable neighborhoods and districts to minimize infrastructure costs, and reduce reliance on automobiles.

Develop an efficient pedestrian walkway that will provide connections between buildings, connecting residential, office and commercial/retail areas and transit stops.

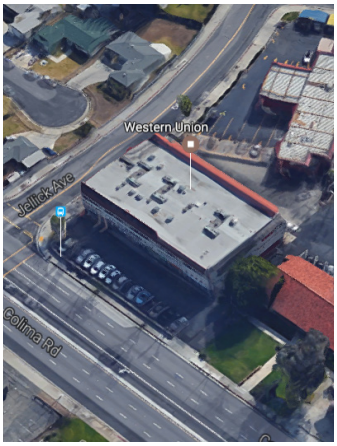
- Pedestrian walkways shall be distinguished from driving surfaces through the use of different elevations and landscape buffers.
- Sidewalks shall connect focal areas of pedestrian activity such as transit stops, street crossings, buildings and store entrances.

Pedestrian walkways separated from roads with elevation and landscape buffers

E. PARKING

Parking lots should be easily accessible, serve multiple parcels, have attractice landscaping, and located so that they enhance the desired pedestrian orientation that Colima Road is trying to achieve.

- Parking lots should be located at the rear end of buildings along the corridor.
- Access to parking lots along the corridor will be located on side streets, where the cars and pavement will not break up the streetscape appearance of Colima Road.
- Parking lots should include specially treated pedestrian walkways to connect all parking areas to all buildings in the lot.



Example of parking lots located behind buildings along Colima Road

F. SETBACK

Buildings should reinforce pedestrian activity and create a pedestrian-friendly street environment through variations in building setbacks.

- Commercial setback distance should be equal or greater than that of sidewalk width.
- Depending on building use, setbacks shall be hardscape or vegetation.
- On-site parking in building setbacks are discouraged and should be avoided.

Example of specially treated pedestrian walkway to connect parking area to buildings

If there are setbacks for buildings, it shall include landscaping and plotters

G. SIDEWALKS

Design sidewalks that are walkable and accommodate a variety of uses.

- Provide a minimum 4’ continuous uninterrupted travel path.
- Planting areas should be provided along all sidewalks.
- A landscaped buffer improves pedestrian safety by separating he pathway from the street.

Example of uninterrupted 4’ travel path

H. BUILDING ORIENTATION

Enliven the public realm by sitting buildings, so they interact with the sidewalk and the street.

- Incorporate transitions from the sidewalk to the front door such as grade separation and landscaping.
- Located buildings at the front property line to create a strong street wall.

Support ease of accessibility to buildings.

- Design grade level entrances from the public right-of-way for pedestrians.
- Make primary entrances to buildings visible from the street and sidewalk.
- Create primary entraces for pedestrians that are easily accessible from transit stops, with as direct path as possible to the transit stop.

Landscaped buffer to improve pedestrian safety by separating sidewalk and road

Buildings located at the front property line to create a strong street wall that promotes walkability

I. BUILDING FORM AND MASSING

Create buildings with mass and form that provide an appropriate relationship between structures, streets and plazas.

- The elements of a building should relate logically to each other, as well as to surrounding buildings to enhance the given or potential characters of a particular building and area.
- All building wall designs shall achieve a sense of human scale, pedestrian compatibility and visual interest through use of architectural features and structural elements.
- Variation in building scaling and detail should relate to the scale and function of pedestrian-active uses along the street.

Building variation helps break up massing and helps achieve a sense of human scale

Enhance corner buildings with an appropriately composed, coherent and cohesive architectural presence that supports their function as "gateway" buildings and their contribution to a pedestrian-friendly environment.

- Building corners at street intersections shall be enhanced through special corner treatments. This may include signature entries, special roof shapes and taller, iconic architectural elements.
- Buildings fronting onto intersections of two streets shall establish a clear and defined edge with the public-of-way.

Buildings located at corners should have special corner treatments

J. APPEARANCE AND COMPATIBILITY

Create a unique character for development along the corridor, which is also complementary to the surrounding architectural features.

Example of good building facade that is attractive and visually appealing to pedestrians

- Buildings are not required to match surrounding existing developments, but should be in visual harmony with surrounding developments.
- Buildings located on separate parcels or part of a present or future multi-building complex, should achieve visual unity of character and design.
- Expansion of buildings should be designed, sited, and massed in a manner that is sensitive to and compatible with the existing building(s).

Create an urban, pedestrian-friendly built environment along the corridor.

- All facades of a building that front towards the sidewalk should be designed to be as attractive in appearance as the front of the building.
- To achieve a truly pedestrian-friendly environment along the corridor, commercial dumpsters will be located behind buildings, facing the parking lot.

Building colors and materials should be generally consistent with those found in the existing commercial/retail stores along the corridor.

Commercial dumpster located behind buildings and vegetation to block public view

- Building colors should add visual interest to Colima Road, yet be compatible with the surrounding businesses.
- New development will better fit into an existing lot if building facades are constructed of materials already used in the downtown.

Example of interesting building colors that is compatible with surrounding businesses

K. WINDOWS AND DOORS

Provide high-performance, well detailed windows and doors that add to the depth and scale of the building's facade.

- Window placement, size, material and style should help define a building's architectural style and integrity.
- Door placement shall be located in the front property line which creates an easier access for pedestrians.

Window placment, size and style will help add visual interest alogn the corridor

L. STREETSCAPE

Create a streetscape that promotes overall pedestrian and bicycle circulation.

- All street trees should be visibly unified and have a cohesive rhythm.
- Provide canopy trees in planting areas in addition to street trees for shade.

Landscaping should be consistent with the type of plants naturally occuring in Rowland Heights.

- Trees along the corridor should typically be planted with compatible species of large trees and should be located 30 feet apart.
- Trees such as London Plane (tall, big-leafed, hardy and long-lived) should be the primary street tree along the corridor.

Door placement located in a way that promotes easy pedestrian access

London Plane trees that are located 30' apart will provide shade for pedestrian circulation

Twenty-five foot downward facing street lights with sheilding to minimize light glare

M. OUTDOOR LIGHTING

Use outdoor lighting to illuminate pedestrian pathways, streets, entrances, and other areas and elements where appropriate.

- Outdoor lighting shall be designed to eliminate glare or light spillage onto adjacent properties.
- All light fixtures shall provide cut-off or shielding to minimize light glare.
- Where applicable, alleys shall be lighted by fixtures attached to buildings rather than by street lights or pedestrian lights.
- The height of street lights should be a designated 25’

Example of good integrated building lights that eliminate glare or light spillage

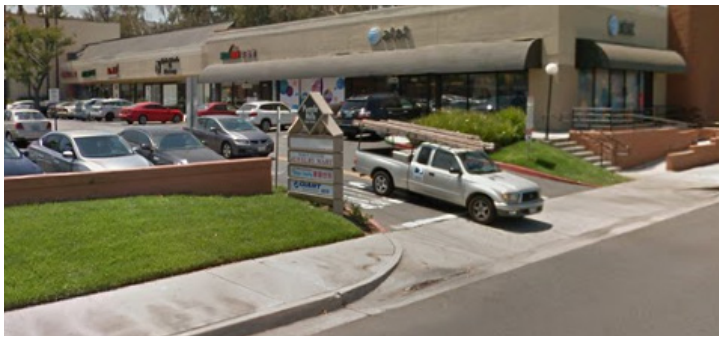
N. SIGNS

Commercial/retail development signage should be designed as an integral part of the overall project, and should be attached to buildings and other architectural elements wherever possible.

- Commercial businesses should be identified through signs or logos integrated into the design of the building.
- Directional and informational signage within a commercial project should be designed in a consistent style that reflects the design character or the development as a whole.

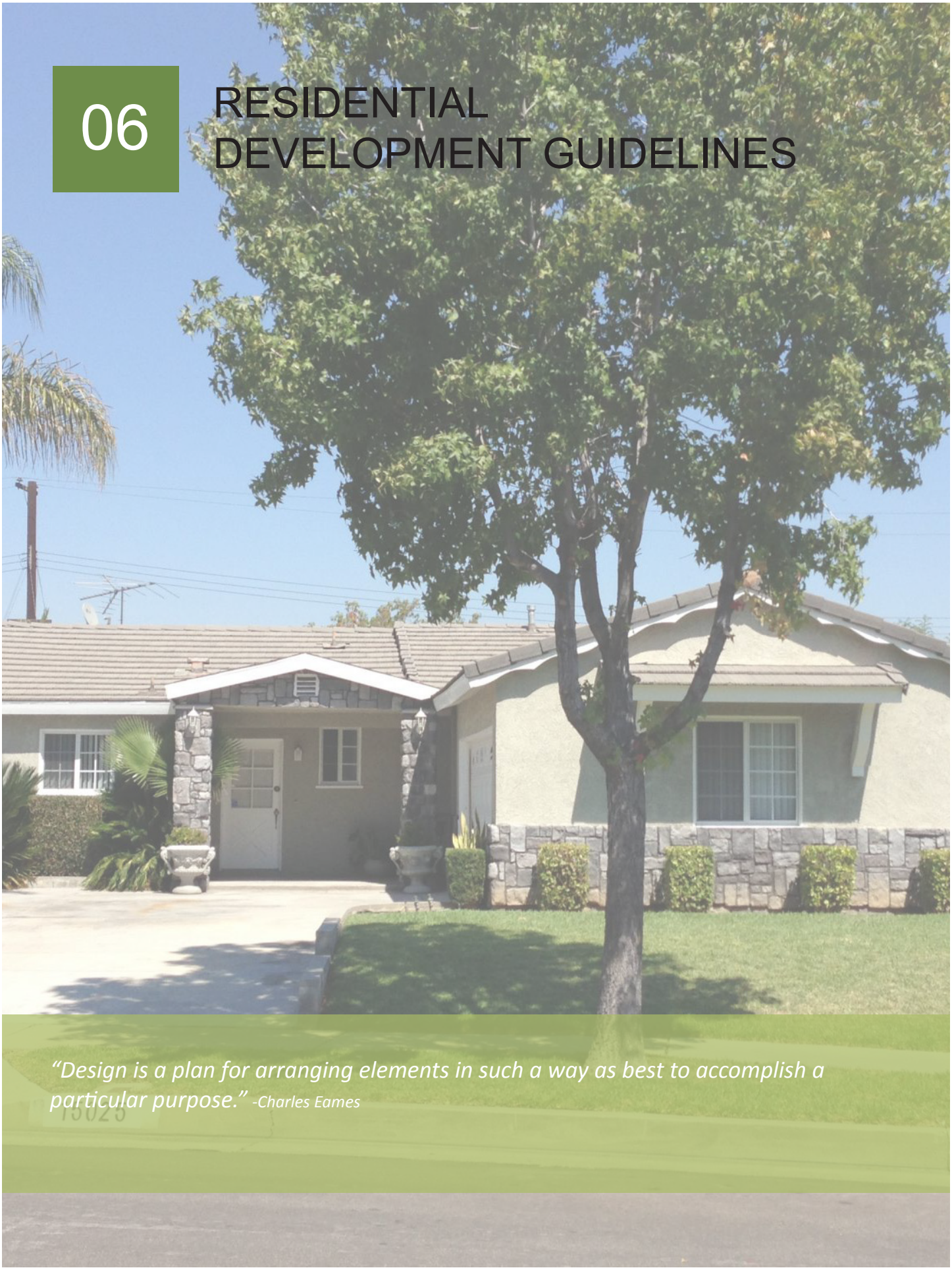
Signs should make contributions to the general appearance of the street and project area.

- Scale of signs should be appropriate for the building on which they are placed.
- Signs should be organized on buildings to not visually cluttter the streetscape.



Scaling of signs shall be appropriate as to not block the view of adjacent buildings

06 RESIDENTIAL DEVELOPMENT GUIDELINES



"Design is a plan for arranging elements in such a way as best to accomplish a particular purpose." -Charles Eames

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RESIDENTIAL DEVELOPMENT GUIDELINES

06

Rowland Heights is known for its neighborhoods and the visual quality of its buildings. The architecture is diverse in this small community, and that is what makes Rowland Heights an attractive place to live, work, and visit. In order to maintain the visual interest of a neighborhood, it is important that the design of new buildings and renovations to existing buildings be compatible with nearby buildings. To support future growth and development of these homes, the following guidelines will only apply to the Residential houses directly located on Colima Road (Figure 6.1).

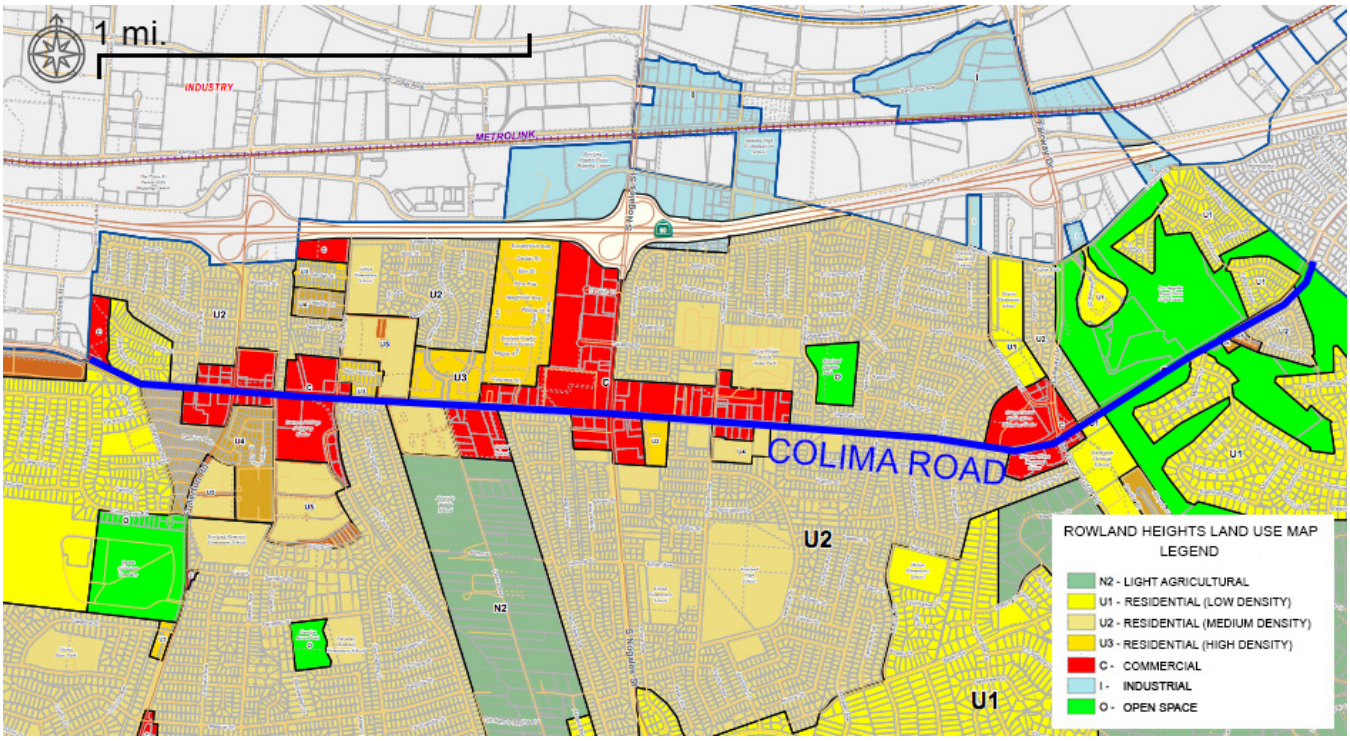


Figure 6.1 The Residential Guidelines will only apply to those areas that are hightlighted the shades of yellow

Vegetation buffer between main road and residential road

Arial view of vegetation buffer with on street parking and a cul-de-sac at the end

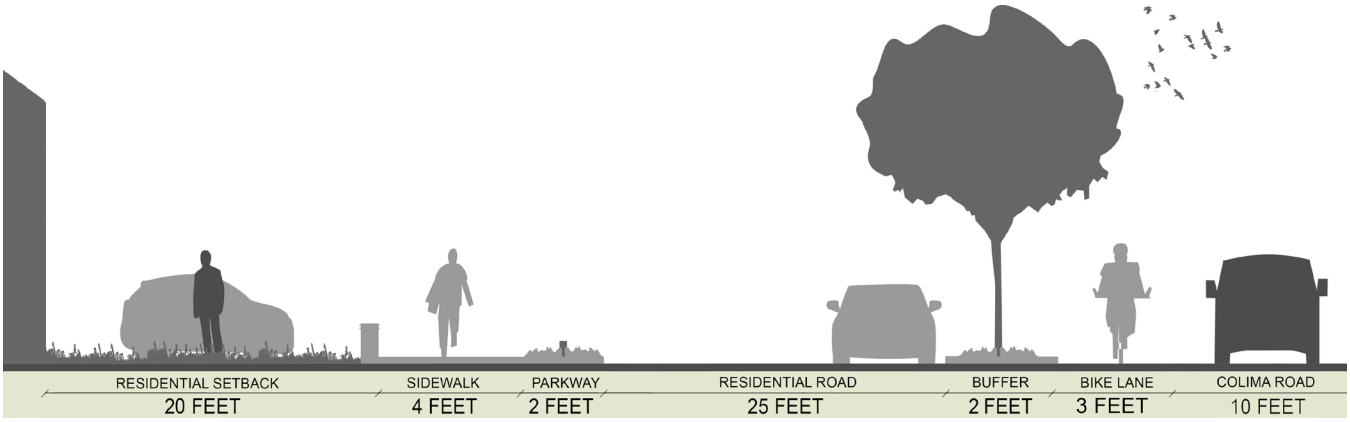
A. VEHICLE ACCESS AND CIRCULATION

Provide a safe street network by creating a separate road between residential buildings and Colima Road.

- Install a 2’ vegetation buffer between residential use and Colima Road.
- The residential road will be 25’ to accommodate vehicle circulation as well as on street parking for guests and visitors.
- At the end of the residential road will contain a cul-de-sac that allows cars to make a full turn to travel in the opposite direction.
- Access to residential roads will be located at the existing intersections of Colima Road.

Local residential roads should include design features that will reduce or slow down automobile traffic.

- Devices to slow traffic entering residential roads are encouraged. Such devices may include bulb outs at intersections or different pavings.
- Pedestrian green belts or lush vegetation will be planted along the 2’ buffer to enforce the idea that the residential road is separate from Colima Road.

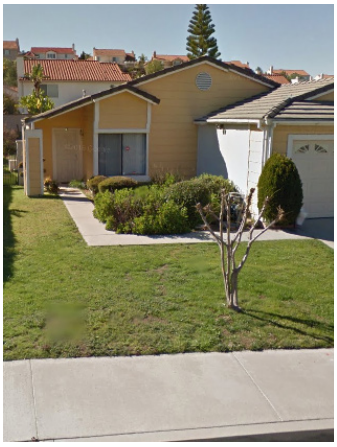


Cross section of what the Residential development along Colima Road should look like

B. SETBACK

Building setback shall provide adequate private/public transition space.

- Residential buildings will have a minimum 20’ front setback.
- Setbacks in residential zones are encouraged to provide a porch or landscape area to enhance the visual aspect of the development as a whole.

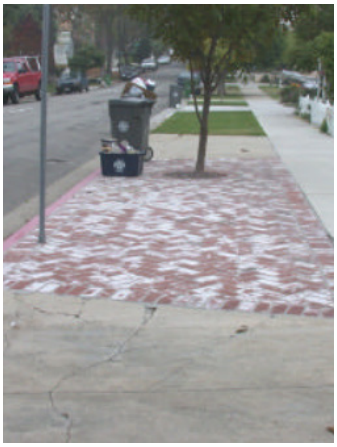


Residential house with a 20’ front setback that utilizes vegetation for aesthetic appeal

C. SIDEWALKS AND PARKWAYS

Incorporate sidewalks that accommodate walking for residents and visitors.

- Provide a minimum 4’ continuous uninterrupted travel path.
- Sidewalks should be accessible and designed for the ease and convenience of residents and visitors.
- All parkways shall be landscaped. Impervious surfaces should be minimized to reduce storm water runoff.
- Street trees should be incorporated in parkways along all residential units facing Colima Road.

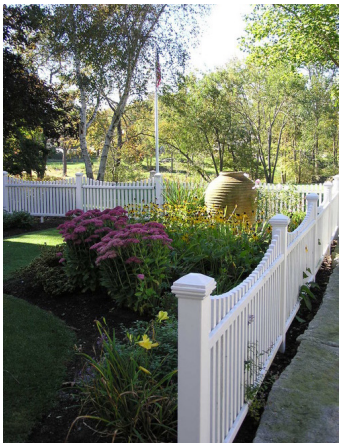


Parkways shall be landscaped and not covered up with impervious materials

Good example of landscaped parkway that also incorporates street trees

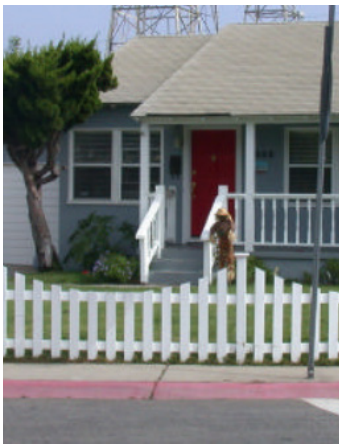
D. WALLS AND FENCES

Design building dences to be as transparent as possible to promote a more vibrant and walkable neighborhood.



Front yard fencing should complement the landscape to have an attractive appearance

- Walls and fences impact the street chracter of a neighborhood. Walls and fences are encouraged to be designed in such a manner as to create an attractive appearance to the street and to compliment the style and character of the homes along Colima Road.
- Front yard fencing is encouraged to be as transparent as possible.
- Solid walls are strongly discouraged in the front yard.
- Walls are encouraged to made of decorative masonry, wood, or a combination of both.
- Side or rear walls that face a street or sidewalk are encouraged to be architecturally enhanced by changes in height, setback and vegetation.
- New development will better fit into an existing lot if building facades are constructed of materials already used in the downtown.



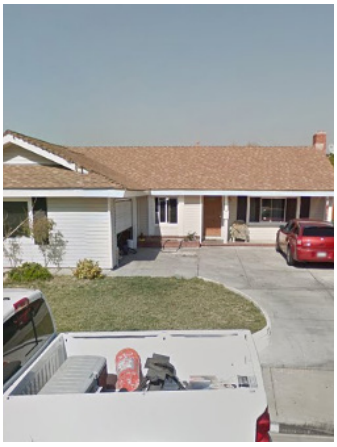
Front yard fencing should be transparent and as low as possible

Long continuous perimeter walls are discouraged. Perimeter walls should be broken up by pillars

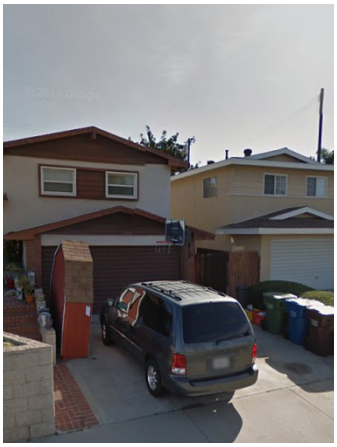
E. MATERIALS AND COLORS

Create a unique but compatible appearance to the surrounding architectural features.

- Consistent and harmonious use of good quality, durable materials are encouraged.
- Materials that are complementary with surrounding properties are encouraged.
- For new structures, repeating colors and materials found in the existing neighborhood is encouraged.
- For most architectural styles, the number of colors on the exterior should be limited to a maximum of three.
- Exposed gutters and downspouts, unless designed as an outstanding architectural feature of the overall theme, should be colored to match the wall material.
- The color of roofing materials should be left natural.



Colors on the exterior of buildings hsould be limited to a maximum of three



Example of residential buildings being complementary with surrounding properties

Residential houses should use good quality, durable materials

F. ENTRIES

Promote an inviting entryway as the transition between public and private zones.

Doorways and entries should be recessed from building facades

- Each doorway or entry should be recessed from the building facade or provide a projecting overhead covering.
- Entryways should be at least 10’ in height as measured from the base of the ground in front of the door.
- Front entry doors should be architecturally compatible with the style of the house.

G. MASSING

Create buildings with variations in the building envelope to enhance the visual aspect of residential houses along Colima Road.

- New dwellings and additions should be compatible in mass and scale to surrounding buildings in the neighborhood.
- Design elements such as overhangs, textured wall materials, recessed windows and door openings, ornamental details, and landscaping are encouraged for visual interested and to help reduce the impact of building scale.
- All sides of a structure, should have adequate wall and roof articulation to minimize the building’s visual impact.
- The upper story of a house should exhibit a lighter cahracter than the base, by reducing floor area and building mass.

Residential buildings are compatible in mass and scale to surrounding buildings in neighborhoods

H. ROOFS

Enhace the visual appearance of residential buildings along the corridor with different styles of roofs.

- Roof plans and materials should be compatible with the architectural style and design of the existing structure.
- Traditional roof forms such as gables, hips and dormers are encouraged, provided that they are an integral part of the overall roof design and work within the building's architectural style.
- Combining two different roof pitches is discouraged.
- Roofing materials should be non-reflective.
- Avoid box-like appearance through variations in the roofline and building elevations.

Traditional roof forms are encouraged

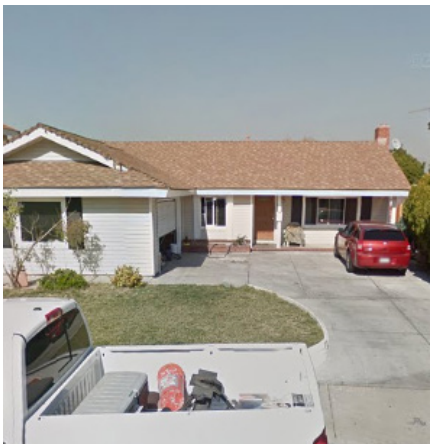
Reflective roofs are discouraged

Roof plans should be compatible with the architectural style of the existing structure

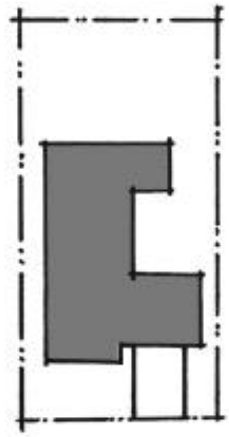
I. GARAGE PLACEMENT

Create a pedestrian oriented environment by utilizing different placement methods.

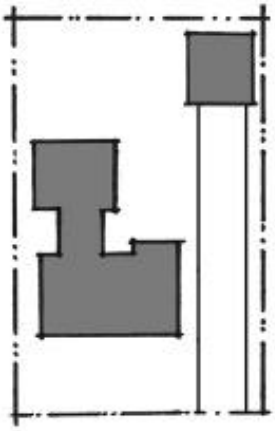
- Garage design and placement should diminish the visual impact of garage doors along street frontages.
- Garages are discouraged from facing the street. If the garage door must face the street, the doors should contain windows and/or architectural detailing.
- Detached rear garages and alley loaded garages (where there are alleys) are encouraged, if there is no alley, a side loading garage may also be considered as an alternative.



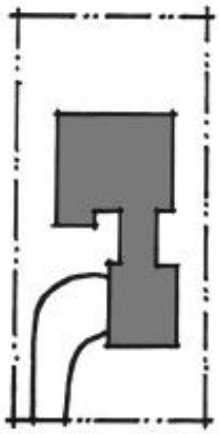
Examples of side loading garages



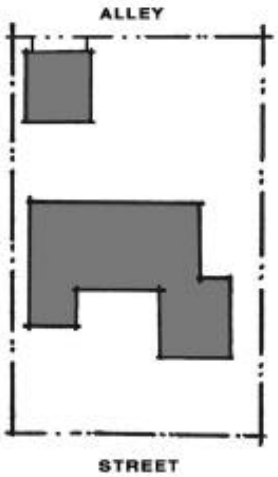
FRONT LOADED GARAGE



REAR LOADED GARAGE



SIDE LOADED GARAGE

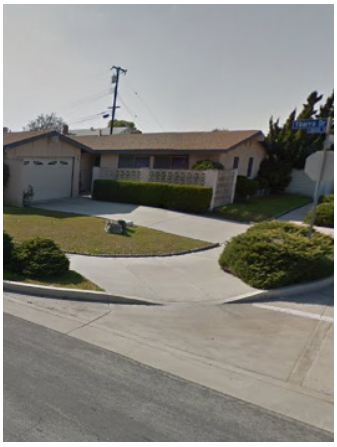


ALLEY LOADED GARAGE

J. DRIVEWAYS

Enhancing drive ways to provide an appropriate transition from public sidewalks to private residentials.

- Adequate space is encouraged to be provided between two adjacent driveways to allow for landscaping.
- The use of alternative materials in place of asphalt or concrete to pave driveways is encouraged to reduce impervious surfaces.
- Driveways on corner lots should be located as far as possible from street intersections.



Houses on corner lots should have driveways located as far as possible from street intersections

K. LANDSCAPING

Provide adequate private/public transition space from the public sidewalks to the residential unit.

- Landscaping at the front of a building softens the public face of a building and creates a green, relaxed neighborhood environment.
- Landscaping will be used as an effective buffer from the activity of the sidewalk for ground floor residential units.
- Front setback landscaped areas provide opportunities for residents to personalize the public face of their residences.
- Existing trees in good condition sould be preserved whenever possible.
- A pedestrian path should be provided to the front door, separate from the driveway.
- Drought-tolerant and native plant species are encouraged.

Landscaping in front of houses can create a relaxed neighborhood environment

A pedestrian path should be provided to the front door, separate from the driveway

L. ADDITIONS AND ALTERATIONS

Encourage the integration of new with old development while maintaining the best elements of the existing house.

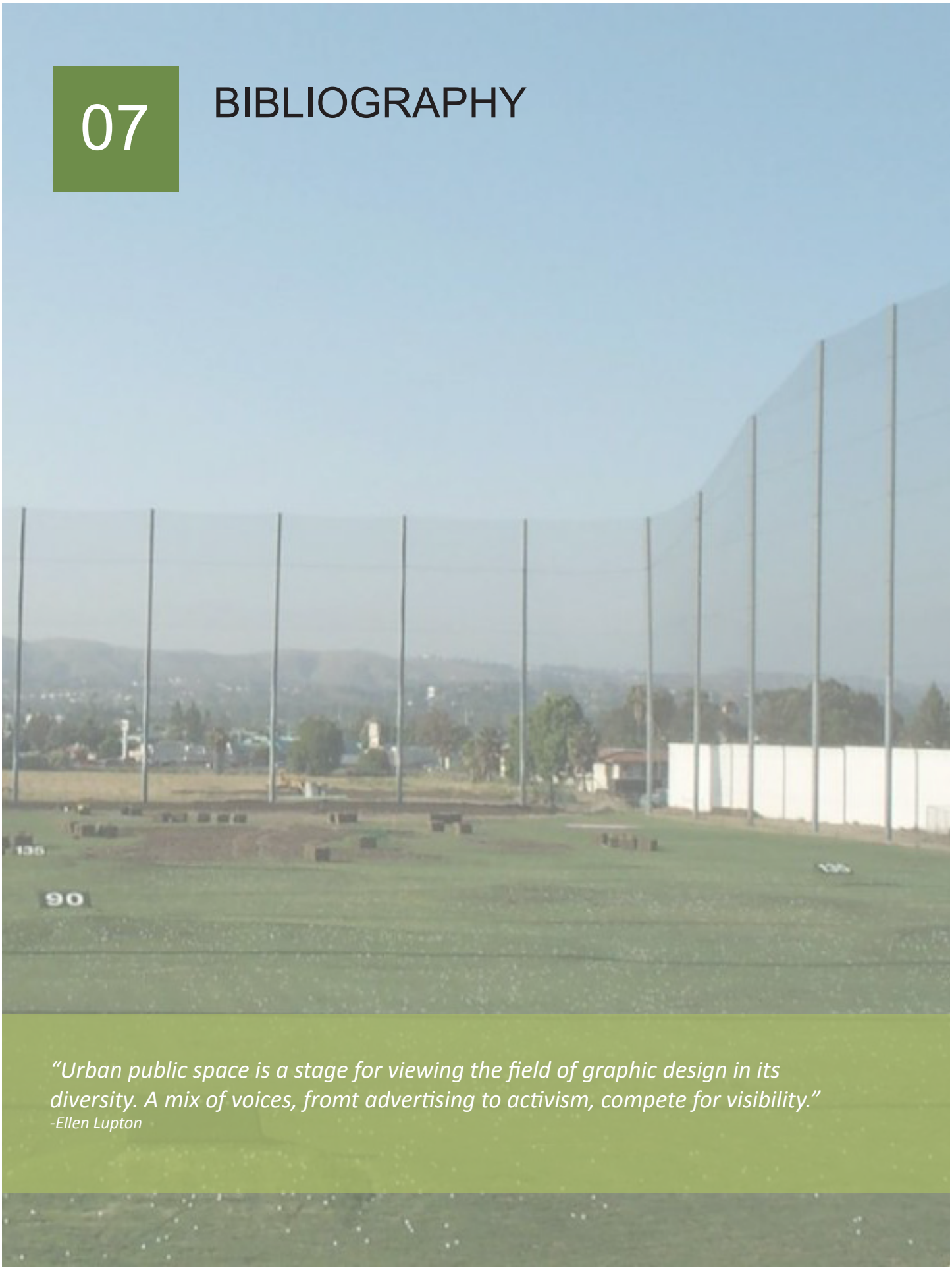
Any addition should be designed to look like part of the original house

- An addition should be designed to look like part of the original house.
- All exterior treatments should match those of the existing house as closely as possible.
- Porch additions should match the scale and architectural style of the existing house.
- Alterations to an existing house that do not enlarge its floor area, such as replacement windows, doors, or roof tiles, should be consistent with the building's architectural style.

Replacement windows should be consistent with the building's architectural style

Example of front porch addition that matches the scale and architecture of the home

07 BIBLIOGRAPHY



“Urban public space is a stage for viewing the field of graphic design in its diversity. A mix of voices, fromt advertising to activism, compete for visibility.”
-Ellen Lupton

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