**SECTION 1.0**  
INTRODUCTION

### 1.1 PURPOSE OF THE SPECIFIC PLAN

The Valley Boulevard Corridor Specific Plan will enable the City to implement policies adopted in the 1986 Alhambra General Plan, and create a comprehensive long range plan of action. On January 23, 1989, the Alhambra City Council, approved the preparation of a specific plan for the Valley Boulevard corridor and provided for the creation of a project Steering Committee consisting of City Council and Planning Commission members as well as a representative of the Chamber of Commerce to assist in the formulation of the land use plan, development standards, and long-range planning policies. The Council's action was in direct response to recent development trends that underscored the need for a comprehensive and thoughtful plan for Valley Boulevard.

The Valley Boulevard Corridor Specific Plan will serve the best interests of the community by establishing design standards and controls for new development. The Plan will also assist the business and development community by clearly establishing the desires and needs of Alhambra.

**Background for Planning**

The Valley Boulevard corridor is one of the largest and most viable commercial districts in the City. Many thousands of residents, commuters, and visitors travel Valley Boulevard every day. In recent years, as freeway congestion has increased, thousands of additional vehicles have used Valley Boulevard for commutes to and from work in lieu of using the nearby freeways.

Existing development along Valley Boulevard consists of a wide range of land uses, many of which cater to the commuters using the roadway. On the whole, recent development along the corridor has been constructed at average to below-average quality standards.

The corridor has experienced tremendous change in recent years. Investor interest has become increasingly strong due to Alhambra's positive image as a desirable place to live and do business. As a result, property values within the City in general, and along Valley Boulevard in particular, are quite high in comparison to surrounding cities. A number of important issues need to be considered in future planning and development:

- There are a large number of small shallow lots which restrict the types and variety of land uses.
- There is inadequate on-site parking for a large number of the older commercial buildings.
• There is lack of a comprehensive plan and appropriate development controls to guide the re-use and redevelopment of the corridor.

**Planning Objectives**

Implementation of the Specific Plan will allow Alhambra to deal with the wide range of issues facing the corridor and to capitalize on the opportunities presented along the corridor. The major objectives of the plan include the following:

• To ensure that new development is sensitive to the adjacent residential land uses.

• To encourage the revitalization of those commercial areas that have become blighted, poorly maintained, or under-utilized in recent years.

• To promote development that will provide the most benefits to the city in terms of revenue generation and employment.

• To provide guidelines and standards for new development and the rehabilitation of existing structures so that the appearance of the corridor can be enhanced over the life of the Plan.

• To reduce the likelihood of further adverse impacts on local circulation from new development by incorporating design measures that will ease traffic congestion.

• To establish a long-range development plan for the Valley Boulevard corridor that reflects the goals and objectives of city residents and the local business community.

The above objectives will be achieved in the following ways:

• The Plan encourages the agglomeration of more specialized land use activities in selected areas of the corridor.

• The Plan directs market forces and developer interest to key locations along Valley Boulevard where development is most appropriate.

• The Plan provides for a lowering of potential building densities and intensities over what would otherwise be possible under the current zoning. This lowering of density will ensure that the livability of the adjacent residential neighborhoods is maintained.

• The Plan establishes development and design standards for new and existing development within the corridor to improve the quality and appearance of development.
1.2 AUTHORITY FOR THE SPECIFIC PLAN

The Valley Boulevard Specific Plan has been prepared in accordance with Section 65451 of the California Government Code which requires that every specific plan include regulations, conditions, and programs concerning the following:

- The distribution, location, and extent of the uses of land, including open space, within the planning area;
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the planning area and needed to support the land uses described;
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;
- A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the above three paragraphs; and,
- Provisions that state the relationship to and implementation of, the City of Alhambra General Plan.

The Specific Plan and Final Environmental Impact Report cover all of the above points in detail.

1.3 ENVIRONMENTAL SETTING OF THE SPECIFIC PLAN

The planning area is located in the southern portion of the City of Alhambra, a city of approximately 74,000 persons located in the western portion of the San Gabriel Valley (refer to Exhibit 1-1). The planning area encompasses approximately 130 acres (excluding streets and alleys) and extends the entire 3.1 mile length of Valley Boulevard as it passes through the city (refer to Exhibit 1-2). Valley Boulevard is an average of 1/2 mile north of the San Bernardino Freeway (I-10) and is the temporary terminus of the Long Beach Freeway (I-710). The corridor is largely developed as retail commercial with the majority of business activities catering to traffic traveling along Valley Boulevard. Other uses located along the corridor range from residential development in the easternmost portion of the planning area to smaller auto repair and light industrial activities in the westernmost portion of the planning area.

Exhibit 1-1: Regional Location Map
For planning purposes, the corridor has been divided into five subareas or districts:

**District 1:** This district is bounded on the east by New Avenue which is also the easternmost boundary of the city and continues westward to Chapel Avenue.

**District 2:** District 2 is bounded on the east by Chapel Avenue and by Sixth Street on the west. The planning area also extends in a north/south direction along Garfield Avenue.
District 3: The eastern boundary of District 3 is Sixth Street and the western boundary is Marengo Avenue. The district's boundaries also extend in a northerly and southerly direction at the intersection of Atlantic and Valley Boulevards.

District 4: District 4 is bounded on the east by Marengo Avenue and on the west by Grandview Drive south of Valley Boulevard and Meridian Avenue north of Valley Boulevard. Along Fremont Avenue, the district extends northward to the Southern Pacific Rail Road and south to Norwood Place.

District 5: District 5 is bounded on the east by Meridian Avenue north of Valley Boulevard and by Grandview Drive south of Valley Boulevard and continues westward to the city limits, and the temporary terminus of I-710.

The five districts are illustrated in Exhibit 1-3.
1.4 RELATIONSHIP TO THE GENERAL PLAN AND ZONING

Adoption of the Valley Boulevard Corridor Specific Plan will create a new land use designation known as the "Valley Corridor Specific Plan" designation, for the planning area. The plan will replace the City of Alhambra General Plan and Zoning Ordinance as the primary implementation tool for future land use policy. Any future General Plan update or zoning ordinance revision must be consistent with the land use policies described within the Specific Plan, unless the Plan is first amended to reflect the change. The Plan will also enable implementation of several key policies contained in the Land Use and Economic Development Elements of the 1986 General Plan. The policies are as follows:

- Encourage land use patterns that minimize incompatibility between uses. (Land Use Element).
- Encourage the assembly and preservation of large land parcels to facilitate economically viable commercial and industrial development and redevelopment (Land Use Element).
- Encourage the development of commercial land uses that enhance the City's share of the regional retail sales market (Land Use Element).
- Encourage and enhance the development of the City's commercial areas to capture a larger share of the regional market while serving the needs of the local community (Economic Development Element).
- Provide for and encourage economic maintenance and revitalization of existing commercial areas (Economic Development Element).
- Encourage new development that provides benefits to the community in balance with the costs of the provision of urban services (Economic Development Element).

1.5 INTERPRETATION OF THE SPECIFIC PLAN

In cases where standards are not addressed in the Specific Plan, the City of Alhambra Zoning Ordinance shall apply.

There may, however, be cases where interpretation of the Specific Plan guidelines are necessary. The guidelines may take the form of preferred policies or actions. These guidelines are intended to give policy-makers a framework for decision making regarding approval or denial of development proposals, and direction for negotiated agreements with private property owners. Since it is necessary to maintain flexibility in the plan to respond to changing market conditions, the recommendations made herein may need interpretation in light of new information.
In all cases where interpretations are reasonably necessary it shall be the duty of the Development Services Director to interpret the provisions of the Specific Plan to assure adherence to the City Council's purpose and intent in adopting the Plan. All such interpretations shall be reduced to written form and shall be permanently maintained by the Director.

Any interested party affected by an interpretation of the Director may request a Planning Commission review of the interpretation, by filing a written request with the Commission's Secretary within ten (10) days of the Director's interpretation. The Commission shall review the interpretation to determine whether it complies with the purpose and intent of the Specific Plan. The Commission's decision may similarly be reviewed by the City Council, by filing an application with the City Clerk within ten (10) days of the Commission's decision.
SECTION 2.0
LAND USE PLAN

2.1 INTRODUCTION TO THE LAND USE PLAN

This section of the Valley Boulevard Specific Plan establishes land use and development standards for the planning area. The land use policy maps (exhibits 2-1 through 2-5) and the accompanying land use designations described in this section indicate the type, location, and extent of permitted land uses within the planning area.

Land Use Policy Map

The land use policy for the Valley Boulevard Corridor is illustrated in exhibits 2-1 through 2-5 which depict the location and extent of future land uses within the planning area. A land use designation has been assigned to every parcel within the planning area. In this way, every property owner, citizen, city staff person, and elected and appointed official will be able to identify the applicable land use for each parcel.

The land use designations contained in the land use maps are the minimum standards necessary to further develop the property. The property can be developed in excess of these standards, if additional property is acquired. For example, if the property is designated Retail Commercial (A) with a minimum lot size of 15,000 square feet and a floor area ratio of 0.30, the floor area ratio will be increased to 0.50 if 30,000 square feet of property is assembled. A separate traffic study may also be necessary, per the requirements of Section 3.3 (Arterial Roadways).

Some blocks are designated for more than one land use. In these cases, the property can be developed at any of the specified designations provided the minimum standards are met. For example, the area between Second Street and Sixth Street, which is designated as Financial Services (A), Retail Commercial (B), and Office Professional (B), can be developed at any of the three designations if the applicable standards are met.

2.2 LAND USE STANDARDS

The land use policy for the Valley Boulevard Corridor Specific Plan provides for seven land use designations with corresponding development standards and permitted uses. The land use designations are as follows:

Residential Specific Plan (RSP): Residential uses are permitted in selected areas along the corridor at densities of 43 units per acre.

Retail Commercial (RC): This category of land use is characterized by a wide range of retail establishments. Structures in this category may have one or two floors, depending on the parcel size.
Sub-Regional Commercial (SRC): The sub-regional commercial designation applies to larger retailing uses located primarily in District 1 in the easternmost portion of the planning area. The purpose of this designation is to promote the retention of these commercial uses by ensuring that these larger landholdings are not subdivided into smaller parcels.

Financial Services (FS): The financial services land use designation applies to those types of business activities related to finance, insurance, real estate, and securities. Other related office uses are permitted provided they do not exceed 25% of the gross floor area and are located above the first floor. Restaurants are also permitted within a financial complex.

Office Professional (OP): This category of land use applies to a wide range of office and administrative activities. Restaurants are also permitted within an office complex.

Service Commercial (SC): This land use designation applies to specific areas within the planning area located at key intersections. The purpose of this designation is to encourage larger mixed use development at locations where it is most appropriate.

Service (SV): The service designation applies only to District 5. This designation provides for the retention of low intensity uses similar to those already present along the extreme west end of Valley Boulevard.

Each category is further subdivided into one or more subcategories with each one relating to a particular intensity of development. Development intensity, in this instance, refers to the size of a structure in relation to the parcel on which the structure is situated. Development intensity is measured in terms of a floor area ratio or "FAR." A floor area ratio is simply the ratio of a building's floor area to the total lot area of the parcel on which it is located. For example, the floor area ratio of a 10,000 square foot building on a 20,000 square foot lot is 0.5 to 1.0. In this instance, the building's floor area is exactly 1/2 the area of the parcel, or a 0.5 FAR.

An important element of the land use policy is to encourage the assembly or "joining together" of smaller lots into larger parcels, thus discouraging sprawl or strip commercial. In this way, new development can more efficiently utilize the land contained within the planning area. For example, a larger development can benefit from the economy of scale, with increased setbacks, more efficient parking, better on-site circulation and better overall design.

The individual land use designations and sub-categories are described in Table 2-1 on the following page.
### Table 2-1: Land Use Designations

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Minimum Lot Size (Sq. Ft.)</th>
<th>FAR</th>
<th>Maximum* Height (Feet)</th>
<th>Maximum No. Floors</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Specific Plan (RSP)</strong></td>
<td>40,000</td>
<td>na</td>
<td>3</td>
<td>40</td>
</tr>
<tr>
<td><strong>Retail Commercial (RC)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>15,000</td>
<td>0.30</td>
<td>1 floor</td>
<td>35</td>
</tr>
<tr>
<td>B</td>
<td>30,000</td>
<td>0.50</td>
<td>1 floor</td>
<td>35</td>
</tr>
<tr>
<td>C</td>
<td>45,000</td>
<td>0.70</td>
<td>2 floors</td>
<td>45</td>
</tr>
<tr>
<td><strong>Sub-Regional Commercial (SRC)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>75,000</td>
<td>0.35</td>
<td>2 floors</td>
<td>45</td>
</tr>
<tr>
<td>B</td>
<td>2.0 ac.</td>
<td>0.35</td>
<td>2 floors</td>
<td>45</td>
</tr>
<tr>
<td>C</td>
<td>5.0 ac.</td>
<td>0.35</td>
<td>2 floors</td>
<td>45</td>
</tr>
<tr>
<td>D</td>
<td>10.0 ac.</td>
<td>0.35</td>
<td>2 floors</td>
<td>45</td>
</tr>
<tr>
<td><strong>Financial Services (FS)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>12,000</td>
<td>0.45</td>
<td>2 floors</td>
<td>45</td>
</tr>
<tr>
<td>B</td>
<td>20,000</td>
<td>0.60</td>
<td>3 floors</td>
<td>65</td>
</tr>
<tr>
<td>C</td>
<td>40,000</td>
<td>1.00</td>
<td>3 floors</td>
<td>65</td>
</tr>
<tr>
<td><strong>Office Professional (OP)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>12,000</td>
<td>0.45</td>
<td>2 floors</td>
<td>45</td>
</tr>
<tr>
<td>B</td>
<td>20,000</td>
<td>0.60</td>
<td>3 floors</td>
<td>65</td>
</tr>
<tr>
<td>C</td>
<td>40,000</td>
<td>1.00</td>
<td>3 floors</td>
<td>65</td>
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<tr>
<td>D</td>
<td>60,000</td>
<td>1.50</td>
<td>3 floors</td>
<td>65</td>
</tr>
<tr>
<td><strong>Service Commercial (SC)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>40,000</td>
<td>1.50</td>
<td>3 floors</td>
<td>65</td>
</tr>
<tr>
<td>B</td>
<td>60,000</td>
<td>2.50</td>
<td>4 floors</td>
<td>75</td>
</tr>
<tr>
<td><strong>Service (SV)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5,000</td>
<td>0.40</td>
<td>1 floor</td>
<td>35</td>
</tr>
</tbody>
</table>

*A mezzanine is permitted, provided there is no outside access from the mezzanine.*

A wide range of land uses and activities are permitted under the Valley Boulevard Corridor Specific Plan. Some categories such as Service or Retail Commercial are very broad in defining the permitted types of uses while the range of permitted uses is more focused within the
Financial Services designation. Table 2-2 below indicates the permitted uses for each of the land use designations.

Table 2-2: Permitted Uses

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Permitted Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Specific Plan (RSP)</td>
<td>Residential units up to 43 units an acre.</td>
</tr>
<tr>
<td>Retail Commercial (RC)</td>
<td>All uses permitted in the CPD zone, except offices, auto repair, indoor entertainment, and hotels. Service stations and car washes are permitted at corners only.</td>
</tr>
<tr>
<td>Sub-Regional Commercial (SRC)</td>
<td>All uses permitted in the Retail Commercial designation and indoor entertainment.</td>
</tr>
<tr>
<td>Financial Services (FS)</td>
<td>Financial service activities, real estate offices, insurance offices, banks, credit agencies, and security brokers. Other related office uses provided they are located above the first floor and limited to 25% of the gross floor area. Restaurants that are within a financial complex and intended to serve the financial tenants.</td>
</tr>
<tr>
<td>Office Professional (OP)</td>
<td>All uses permitted in the PO zone and restaurants that are within an office complex and intended to serve the office tenants.</td>
</tr>
<tr>
<td>Service Commercial (SC)</td>
<td>All uses permitted in the Sub-regional Commercial and offices. Office and retail is permitted only in three story buildings where the top two floors are office.</td>
</tr>
<tr>
<td>Service (SV)</td>
<td>Office, light industrial, storage, warehousing, and auto repair.</td>
</tr>
</tbody>
</table>

* Hotels are not permitted in any land use category.

Along with land use designations and permitted uses, the Specific Plan also contains property development standards which establish setbacks for different designations. The setbacks are designed to allow stair-step building design, which allows the upper floors to be setback from
lower floors in order to meet the minimum required setbacks. Table 2-3 below indicates the minimum required setbacks.

**Table 2-3: Property Development Standards**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Front</th>
<th>Rear*</th>
<th>Interior Side</th>
<th>Street Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Specific Plan (RSP)</td>
<td>10 ft.</td>
<td>15 ft. from R-1, R-2 or R-3 property.</td>
<td>None</td>
<td>10 ft.</td>
</tr>
<tr>
<td>Retail Commercial (RC)</td>
<td>7 ft. Avg.</td>
<td>15 ft. from R-1, R-2 or R-3 property for the first 30 ft. in height, with an increase of 5 ft. for every 10 ft. increase in height.</td>
<td>None</td>
<td>5 ft. for the first 30 ft. in height, with an increase of 1 ft. for every 10 ft. increase in height.</td>
</tr>
<tr>
<td>Sub-Regional Commercial (SRC)</td>
<td></td>
<td>Same as Retail Commercial.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Financial Services (FS)</td>
<td>10 ft. Avg.</td>
<td>15 ft. from R-1, R-2 or R-3 property for the first 30 ft. in height, with an increase of 5 ft. for every 10 ft. increase in height.</td>
<td>None</td>
<td>5 ft. for the first 30 ft. in height, with an increase of 1 ft. for every 10 ft. increase in height.</td>
</tr>
<tr>
<td>Office Professional (OP)</td>
<td></td>
<td>Same as Financial Services.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service Commercial (SC)</td>
<td></td>
<td>Same as Financial Services.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service (SV)</td>
<td></td>
<td>Same as Retail Commercial.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* For buildings in excess of 3 floors or 65 ft. the minimum rear setback shall be 20 ft. from the rear property line for the first 30 ft. in height, with an increase of 5 ft. for every 10 ft. increase in height.
2.3 LAND USE PLAN: DISTRICT 1

The land use plan for District 1 provides for retention of larger commercial centers such as the Alhambra Market Place and Crawford's Corner by requiring that the large parcels be maintained in the event of redevelopment. In this way, the existing uses will be retained over the life of the Specific Plan. That portion of District 1 between Almansor Street and Chapel Avenue has been designated as Financial Services and will be the eastern half of the "Financial Services District" planned for the Valley Boulevard Corridor. The land use plan for District 1 is shown in Exhibit 2-1.

Exhibit 2-1: Land Use Plan For District 1

LEGEND:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>RSP</td>
<td>Residential Specific Plan</td>
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<tr>
<td>RC</td>
<td>Retail Commercial</td>
</tr>
<tr>
<td>SRC</td>
<td>Sub-Regional Commercial</td>
</tr>
<tr>
<td>FS</td>
<td>Financial Services</td>
</tr>
<tr>
<td>OP</td>
<td>Office Professional</td>
</tr>
<tr>
<td>SC</td>
<td>Service Commercial</td>
</tr>
<tr>
<td>SV</td>
<td>Service</td>
</tr>
</tbody>
</table>
2.4 LAND USE PLAN: DISTRICT 2

The Specific Plan land use policy, as it applies to District 2, promotes the development of a wide range of land uses between Chapel Avenue and Sixth Street. The land use plan encourages the development of a commercial and office center at the intersection of Garfield Avenue and Valley Boulevard. In the eastern half of the district (east of the Garfield/Valley development node) the Financial Services designation has been applied to promote the development of a financial services district. The western portion of District 2 has been designated for a variety of land uses including Financial Services (FS-A), Retail Commercial (RC-B), or Office Professional (OP-B). The land use plan for District 2 is shown in Exhibit 2-2.

Exhibit 2-2: Land Use Plan For District 2

LEGEND:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>RSP</td>
<td>Residential Specific Plan</td>
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<tr>
<td>RC</td>
<td>Retail Commercial</td>
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<tr>
<td>SRC</td>
<td>Sub-Regional Commercial</td>
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<tr>
<td>FS</td>
<td>Financial Services</td>
</tr>
<tr>
<td>OP</td>
<td>Office Professional</td>
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<tr>
<td>SC</td>
<td>Service Commercial</td>
</tr>
<tr>
<td>SV</td>
<td>Service</td>
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</tbody>
</table>
2.5 LAND USE PLAN: DISTRICT 3

The land use policy for District 3 provides for a variety of business activities within the district. The focal point of the district will be larger service commercial activities proposed in the vicinity of the Atlantic Boulevard/Valley Boulevard intersection. Office professional activities and smaller retailing uses are permitted between Sixth Street and Ninth Street. A wide range of activities are permitted west of Atlantic Boulevard including Retail Commercial, Office Profession, Service Commercial, and residential. The land use plan for District 3 is shown in Exhibit 2-3.

Exhibit 2-3: Land Use Plan For District 3
2.6 LAND USE PLAN: DISTRICT 4

The land use plan, as it applies to District 4, promotes the development of uses ranging from residential or Retail Commercial for the majority of the parcels east of Elm Street to Service Commercial, Retail Commercial, and Office Professional permitted elsewhere. The land use plan for District 4 is shown below in Exhibit 2-4.

Exhibit 2-4: Land Use Plan For District 4

LEGEND:

<table>
<thead>
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<td>Residential Specific Plan</td>
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<tr>
<td>RC</td>
<td>Retail Commercial</td>
</tr>
<tr>
<td>SRC</td>
<td>Sub-Regional Commercial</td>
</tr>
<tr>
<td>FS</td>
<td>Financial Services</td>
</tr>
<tr>
<td>OP</td>
<td>Office Professional</td>
</tr>
<tr>
<td>SC</td>
<td>Service Commercial</td>
</tr>
<tr>
<td>SV</td>
<td>Service</td>
</tr>
</tbody>
</table>
2.7 LAND USE PLAN: DISTRICT 5

District 5, which is located at the westernmost end of the planning area has been designated entirely as Service on the north side and Service and Retail Commercial (A) on the south side, this provides for smaller retailing uses, industrial uses, repair shops, auto service businesses, and other activities similar to those presently located in this portion of the Planning Area. The land use plan for District 5 is shown in Exhibit 2-5.

Exhibit 2-5: Land Use Plan for District 5

LEGEND:

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<td>Residential Specific Plan</td>
</tr>
<tr>
<td>RC</td>
<td>Retail Commercial</td>
</tr>
<tr>
<td>SRC</td>
<td>Sub-Regional Commercial</td>
</tr>
<tr>
<td>FS</td>
<td>Financial Services</td>
</tr>
<tr>
<td>OP</td>
<td>Office Professional</td>
</tr>
<tr>
<td>SC</td>
<td>Service Commercial</td>
</tr>
<tr>
<td>SV</td>
<td>Service</td>
</tr>
</tbody>
</table>
SECTION 3.0
CIRCULATION PLAN

3.1 INTRODUCTION TO THE CIRCULATION PLAN

Significant improvement to the vehicular and pedestrian circulation are envisioned as part of the Specific Plan. These improvements will result from the policies and programs included here. Some of the program goals can be implemented through available public and private resources, while others can only be encouraged.

The overriding concern is to strike a balance between providing optimum vehicular circulation for the residents of Alhambra and the land uses along Valley Boulevard, while minimizing the use of Valley Boulevard, to accommodate regional travel through the City. Based on the assessment of current conditions and future needs, the following goals have been established to guide the City's response to traffic and circulation in the Valley Specific Plan area.

- Develop and maintain a safe, efficient, and comprehensive system of circulation for public and private vehicles and pedestrians. Concurrently, develop improvements and alternate modes of transportation at both the local and regional levels that reduce the impact of regional traffic on Valley Boulevard.

- Strive to provide vehicular circulation on all roadways within the Specific Plan area at level of service "D" or better (as defined by the National Research Council, Highway Capacity Manual).

- Develop a circulation system which promotes energy efficiency and improves air quality.

- Minimize the impacts of future development within the Specific Plan area on the surrounding residential neighborhoods and local streets.

- Improve access and minimize the impacts to land uses adjoining Valley Boulevard and the other arterials within the Specific Plan area.

3.2 REGIONAL TRANSPORTATION

An important policy of this Specific Plan is to encourage the development of increasingly safe and efficient freeway and transit systems that will serve the City and discourage the use of Valley Boulevard and the north/south arterial roadways in the Specific Plan area by regional traffic. The following measures and programs will be effective in this regard.

- Support the extension of I-710 Freeway and pursue operational and capacity improvements for I-10 Freeway.
• Participate in federal, state, and county programs to expand the use of ridesharing, vanpooling, and other transportation demand management (TDM) measures developed to reduce congestion within Alhambra and on the regional circulation system.

• Support regional transit system improvement projects that would serve Valley Boulevard and the City.

### 3.3 ARTERIAL ROADWAYS

A goal of the Specific Plan is to provide a complete, well maintained arterial roadway system in the planning area which will serve the needs of the City and development on Valley Boulevard. The following programs will promote the efficient use of these roadways.

• Continue to develop the roadways within the Specific Plan area to ultimately provide travel lanes which conform to the right-of-way and lane configuration studies prepared by the City Engineer for each of the arterial roadways listed below, as directed by the City Council:

- Valley Boulevard
- Fremont Avenue
- Atlantic Boulevard
- Garfield Avenue
- Chapel Avenue

Priorities for improving the arterials within the Specific Plan are as follows:

1) Fremont Avenue - north and south of Valley Boulevard
2) Garfield Avenue - north and south of Valley Boulevard
3) Atlantic Boulevard - north and south of Valley Boulevard
4) Valley Boulevard - Westminster Avenue/Cabrillo Avenue to Primrose Avenue
5) Valley Boulevard - Fourth Street to Chapel Avenue
6) Valley Boulevard - Chapel Avenue to Granada Avenue

Although not an arterial, Sixth Street was analyzed as a part of the Valley Boulevard right-of-way study. The improvements required at Sixth and Valley require striping of a left turn pocket for Sixth Street in both the north and south directions.

Exhibit 3-1 indicates the ultimate circulation improvements, which would be implemented as directed by the City Council and as conditions dictate. Table 3-1 shows the ultimate circulation improvements in tabular form.
Exhibit 3-1: Ultimate Circulation Improvements
Exhibit 3-1 (Continued): Ultimate Circulation Improvements
<table>
<thead>
<tr>
<th>Location</th>
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</tbody>
</table>

<sup>a</sup> Additional improvements not recommended in the corridor studies
<sup>b</sup> Three travel lanes during the PM peak hours only
<sup>c</sup> Three travel lanes during the AM peak hours only

**LT** = Left turn lane
**RT** = Right turn lane
**TH** = Through travel lanes
Policies for improving arterial roadways are as follows:

- As future conditions warrant, Alhambra may wish to consider instituting peak hour parking restrictions along the north side of Valley Boulevard for the westbound traffic in the morning and along the south side of Valley Boulevard for the eastbound traffic in the evening, to provide a third travel lane in each direction during the peak periods. These parking restrictions creating a third travel lane in each direction should be considered in the future for any major segment of Valley Boulevard where the average daily traffic (ADT) approaches 33,000.

- Require traffic impact studies for new development that proposes to exceed the minimum established land use designations (e.g., an increase from RC-B to RC-C), and that are anticipated to generate 350 or more vehicle trips during the p.m. peak hour. The peak hour trips will be calculated using the most recent edition of *Trip Generation* published by the Institute of Transportation Engineers. If the land use is not addressed in the publication, an appropriate source recognized by the City's Public Works Department may be substituted.

- Pursue the installation of raised landscape median islands along Valley Boulevard to enhance aesthetics and assist in reducing conflicting vehicular movements.

- Continue to pursue and perpetuate the programs underway to coordinate traffic signals on Valley Boulevard and the north/south arterials that intersect Valley Boulevard, to increase capacity and promote smooth traffic flow.

### 3.4 LOCAL STREETS AND ALLEYS

The use of local residential streets and alleys by non-residential and "through" vehicular traffic will be discouraged with the implementation of the following programs:

- Consider vacating any existing local street or alley in the Specific Plan area that is no longer needed for access and/or circulation.

- In determining whether a street or alley can be vacated the following items shall be addressed by a brief traffic study:

  - Will all adjoining parcels continue to have access to a publicly dedicated street?

  - Are the adjacent streets able to accommodate the traffic that will result once the street or alley is vacated without significant negative environmental impacts?
- Will fire and police emergency access continue to be adequate?

  - Minimize the number of access points from commercial uses to local streets serving residential areas.

3.5 ACCESS AND OFF-STREET CIRCULATION

The implementation of the Specific Plan will create safe and efficient off-street circulation and access from land uses to adjacent public streets with the following programs:

- Require that new development provide an irrevocable reciprocal parking and access agreement to adjacent property owners which will become effective when the adjacent property(s) is developed. At the time new development occurs, driveways shall be located or relocated by the developer in accordance with the standards listed below.

- Whenever possible, driveway location shall be based on the following criteria:
  - Driveway spacing should be approximately 250 feet. Where properties have less than the required frontage to allow for the 250 foot spacing, driveways should be limited to one per property.
  
  - Driveways shall be located a minimum of 100 feet and preferably 200 feet from adjacent intersections that are signalized. One hundred feet is sufficient for non-signalized intersections.
  
  - Where commercial developments require loading activities to take access from local streets or alleys, the design should incorporate elements that direct traffic back to the arterial streets and away from sensitive land uses. Driveway designs that limit commercial vehicles to movements toward arterials should be used to accomplish this goal.
  
  - Driveways on opposite sides of the arterial roadways should be aligned whenever possible. When conditions do not allow for alignment, driveways shall be offset 150 feet from centerline to centerline.
  
  - Consideration should be given to signalizing a development's access when outbound traffic volume for a single driveway is projected to exceed 1,600 vehicles per day and the driveway can be located more than 600 feet from an adjacent signalized intersection.

- A circulation access study will be required for all new developments that will be located in the Service Commercial areas. The purpose of the study will be to
identify the optimum location(s) for access to the development. The study, prepared by a qualified traffic engineer, will need to address at a minimum the following key areas:

- Existing conditions, opportunities, and constraints to providing access.
- Daily, a.m. and p.m. peak hour trip generation.
- Inbound and outbound peak hour traffic volumes.
- Relationship of existing driveways and street intersections to proposed points of access. (This includes driveways on the opposite side of the streets).
- Recommendations for on-street and on-site channelization, turn lane needs, and vehicle stacking.

3.6 PARKING

The parking requirements for the Specific Plan are contained within the City of Alhambra Zoning Ordinance. However, if the gross floor area of a multi-tenant building exceeds 20,000 square feet, the applicant may request a reduction in parking. The request must be accompanied by a parking study demonstrating that the parking provided is adequate for the proposed uses.

3.7 PEDESTRIAN CIRCULATION

The Specific Plan will encourage the development of safe, efficient pedestrian access ways to all land uses within the Specific Plan as an important link to local circulation with the implementation of the following program:

- Require that the Urban Design Plan for each development address pedestrian circulation and include walkways, lighting, and provisions for the physically handicapped. These walkways shall provide direct connection(s) to the sidewalks within the public right-of-way.
SECTION 4.0
URBAN DESIGN PLAN

4.1 INTRODUCTION TO THE URBAN DESIGN PLAN

The Urban Design Plan is intended to allow the broadest possible range of architectural styles and themes for both future development and the rehabilitation of existing development. The design guidelines contained in this section emphasize architectural consistency and harmony, and the interrelationships between buildings rather than imposing a single design theme on the corridor. The Urban Design Plan encompasses building design, landscaping, sidewalk and streetscape treatments, and performance standards.

The City and Design Review Board shall develop an inventory of landmarks and buildings of architectural merit which will be used as a beginning point in the design process.

To assure the best possible design in the most cost effective manner, the Urban Design Plan requires that property owners and architects meet with Planning Division staff when the design is in the concept phase, prior to the formal application submittal so that staff comments are addressed in the final plan. This pre-design conference will reduce design costs and enhance the plans prior to review by the Design Review Board.

Components of the Urban Design Plan

- Building Placement
- Building Bulk
- Architectural Treatments
- Roof Lines and Cornice Lines
- Building Proportions
- Parking Lots and Parking Structures
- Building Entrances
- Lighting
- Loading Bay Locations
- Color Palette
- Remodeling Standards
- Signs
- Trash Bins
- Anti-Graffiti Treatment
- Landscape Design Guidelines
- Streetscape Plan
- Performance Standards
4.2 ARCHITECTURAL DESIGN GUIDELINES

• Building Placement

The relationship and placement of new buildings to existing buildings is a key element to implementing the Specific Plan. Buildings with a common setback allow for reciprocal parking and access between lots. Additionally, common setbacks allow for increased visibility for all tenants.

In order to assure that these goals are met, the Urban Design Plan requires, where possible, that new buildings be placed in a manner similar to adjacent development. The architect shall provide a site plan for the entire block showing existing development. At the pre-design conference, planning staff will review with the applicant the potential future development scenarios within the block. This process assures that the designers frame of reference is moved from the individual project level to the block level.

**Desirable**

**Undesirable**

![Desirable Diagram]

![Undesirable Diagram]
• Building Bulk

Taller buildings can have a positive or negative effect upon the street, depending upon how the building mass is distributed. The massive appearance of a building can be mitigated by design strategies that attempt to break up the mass through the use of offsets and other methods to articulate the wall planes of buildings.
• Architectural Treatments

To encourage variety in exterior facades, one exterior material shall not dominate the entire surface. The use of different materials and textures is encouraged to distinguish between different building elements.

Attention should be paid to enhancing the pedestrian environment by providing pedestrian overhangs or awnings. Storefronts shall also be varied or offset to provide articulation and visual interest.

**Desirable**

**Undesirable**
Architectural Treatments (Continued)

Buildings are three dimensional objects and, as such, need to present a pleasing facade to all sides. The Urban Design Plan therefore, requires that all elevations that are visible from off-site be treated in a similar architectural manner.

Building walls shall be articulated to provide visual relief. Furthermore, buildings that are constructed to an interior property line shall be constructed of materials requiring low maintenance such as scored concrete or decorative block.
• Roof Lines and Cornice Lines

Roof lines and cornice lines are often overlooked during the design phase. On taller buildings the rooftop is highly visible and, therefore, added care must be taken in its design. On smaller buildings cornice treatments are a desirable method of breaking up single monotonous roof lines.

Desirable

Undesirable

• Building Proportions
A variety of architectural forms and elements are important to building articulation. There are, however, instances where there are too many elements or the elements are not proportioned to the building. Care must be taken to avoid garish, cluttered facades or elements that are ill-proportioned.

**Parking Lots and Parking Structures**

At-grade parking shall be screened so that it is not visible from off-site through the use of a landscaped berm if located in the front or street side yard. Parking located at the rear of the property shall be screened from adjacent residential uses through the use of a decorative screen wall. The use of variable parking surface textures is encouraged to delineate walkways across parking areas or to highlight driveway entrances.

Due to the scale of anticipated development the City recognizes that parking structures may be necessary. Above-grade structures must be incorporated into the overall building design by including similar exterior materials on the parking structure and building. Openings in parking structures shall be treated with the use of awnings or window box treatments.

Lighting for deck top parking shall be limited to recessed wall lighting. Pole lights are prohibited. Parking structures are required to have landscaping on the rooftop in a manner that it is visible from adjacent streets or properties.

**Desirable**

**Undesirable**

- *Building Entrances*
Entryways should be inviting to patrons and building occupants. Building entrances should be highlighted and easily identifiable from the street and parking lot. A variety of techniques can be used to accentuate building entrances by setting the entrances at an angle or by using different materials or colors in and around doorways. The use of different walkway paving materials may also be used to accentuate entrances.

**Desirable**

**Undesirable**

- **Lighting**
Building and landscape lighting is an important feature to be considered during design. Up-lighting on building walls and rooftops as well as on landscaping can accentuate different elements and add depth to buildings and landscaping.

The Design Plan requires, where appropriate, that low level directional lighting be included in the design to accentuate building features and landscaping.

**Desirable**

- Moonlighting

**Undesirable**

- Non-directional lighting

- Silhouette (Up-lighting)

- Loading Bay Locations
Loading bays are essential to the operation of all commercial and office developments. The placement of loading areas must be incorporated into the overall parking plan. Loading and unloading operations shall not interfere with adjacent residential areas. Furthermore, exterior loading bays must be screened by a minimum eight foot high decorative wall.

The screen wall shall be parallel to the building and run 25 percent of the length of the loading bay.

• **Color Palette**

The use of primary colors shall be limited to building accents only.

• **Remodeling Standards**

Facade improvements, colors, and signs shall be compatible throughout the development. Partial remodels or additions shall take into account the existing style and colors and they shall be sensitive to them. Only one architectural style or theme is permitted within the development.

• **Signs**

Signs are a necessary ingredient to a thriving business as well as an aesthetically pleasing street. The Urban Design Plan incorporates all of the signage standards within the Alhambra Municipal Code and any revisions thereto.

Sign colors shall be compatible with the building colors.

• **Trash Bins**

Trash areas shall be located no closer than 25 feet to residentially zoned property.

• **Anti-Graffiti Treatment**

On building walls constructed to the property line an anti-graffiti treatment shall be used.
4.3 LANDSCAPE DESIGN GUIDELINES

The following guidelines apply to the landscaping of new development within the Valley Boulevard Corridor planning area.

• Placement

When parking is located in the front or street side yard, a minimum eight (8) foot wide bermed landscape area shall be provided. The earthen berm shall be twenty-four (24) inches in height, measured from the finished parking lot grade or sidewalk grade which ever is higher.

• Percentage

A minimum landscape area of seven (7) percent of the total lot area shall be provided. The landscaping is to be distributed throughout the site.

Additional at-grade open space requirements are listed below. The at-grade open space may include the landscaped areas, courtyards, and at-grade pedestrian walkways. Parking areas are not counted towards meeting the open space requirement.

1) If the required minimum lot size is between 20,000 - 39,999 square feet eleven (11) percent; or,

2) If the required minimum lot size is greater that 40,000 square feet fifteen (15) percent.
4.4 STREETSCAPE PLAN

The manner in which buildings and spaces address the street and sidewalk is of primary concern to the user and the whole community. The Urban Design Plan establishes goals and standards for streets, sidewalks, and plazas.

Plazas, courtyards, and other areas of common open space take their definition from the strength of their edges. If the edges are not well defined, the plaza or courtyard loses its focus. Spaces shall be defined on at least three sides with buildings, walls, or landscaping. Plazas shall contain seating areas and passive elements to encourage activity or to enhance the aesthetic appearance. Plazas are required within the areas designated for higher density development where the floor area ratio is one and one-half or greater.

Desirable

Undesirable
• Plaza Surface Textures

A variety of plaza surface textures is encouraged. The use of different textures and materials is important to creation of a visually interesting space. Different textures also set the plaza apart from adjacent public or private sidewalks and walkways. Shown below are some of the different textures and materials.

• Sidewalk Cafes/Eateries

In order to promote outdoor street level activities, Alhambra encourages sidewalk cafes/eateries at all locations, with the greatest potential for success being in the node areas. The cafes/eateries shall be located in a plaza, courtyard, or other appropriate location, so as to separate eating areas from vehicular traffic.
SECTION 5.0  
INFRASTRUCTURE PLAN

5.1 INTRODUCTION TO THE INFRASTRUCTURE PLAN

This section of the Valley Boulevard Corridor Specific Plan identifies the infrastructure that will be required to adequately serve the development anticipated with the implementation of the land use policies. A number of major public improvements are planned within the planning area to address projected deficiencies within the Valley Boulevard corridor.

Future development within the planning area will result in increased water, natural gas, and electrical consumption over the existing levels, assuming development proceeds according to the character outlined in the Specific Plan land use policy. In addition, future anticipated development will generate additional effluent over that generated by existing development. As noted, however, in the Environmental Impact Report, these increased levels of consumption in natural resources and additional effluent are considerably less than the potential consumption and effluent production that would occur if the Specific Plan were not adopted.

5.2 INFRASTRUCTURE PROGRAM

The infrastructure program highlights those infrastructure improvements that are presently planned that will improve service within the planning area. In addition, a number of policies are identified which will improve service and/or appearance, or promote the conservation of scarce or limited resources.

Planned Infrastructure Improvements

The following sewer system improvements have been recently completed or will be implemented during the plan's implementation to address projected deficiencies in the sewer system serving the planning area:

Fremont-Ross-Ramona Trunk Reconstruction: This project was recently completed and improved capacity to handle flows within the vicinity of Fremont and Ross Avenues.

Westmont Drive Relief Line: This project, also recently completed, increased the capacity of lines in Westmont Drive from Front Street to Pump Station Number 4.

Valley Boulevard Trunk Reconstruction: The proposed Valley Boulevard Trunk Reconstruction Project will improve the future capacity problems in Valley Boulevard between Marguerita and Eighth Street. The proposed project will provide an additional capacity of 1,000 gallons per minute, which will be able to accommodate the effluent level projected for the year 2000. This project is a low priority due to the
15 foot depth of the line and because projected overcapacity will not present overflow problems.

The Water Master Plan prepared for the City in 1984 identifies those infrastructure improvements which will be required to improve water service in the planning area, particularly in those areas where deficiencies exist. The location of these improvements are shown in Exhibit 5-1 and are summarized below:

District 1: The construction of a 10-inch line in New Avenue, north of Valley Boulevard, and in Valley Boulevard between Almansor Street and Chapel Avenue.

District 4: The construction of a 10-inch line in Valley Boulevard between Fremont Avenue and Meridian Avenue.

District 5: The construction of 8-inch lines in Front Street, Westminster Avenue, and Westmont Drive.

\textit{Exhibit 5-1: Planned Infrastructure Improvements}
According to recent studies completed by the Los Angeles County Flood Control District, the existing storm drain system has inadequate capacity to handle reported capital runoff from the local watersheds. The City should continue to work with the Los Angeles County Flood Control District in investigating possible storm drain improvement projects that should be implemented during the planning period to mitigate flooding problems within the planning area.

The implementation of the proposed project will also result in increased electrical and natural gas consumption over the existing levels though the utility purveyors are expected to be able to meet anticipated demands.

**Infrastructure Programs and Policies**

A primary objective of the Valley Boulevard Specific Plan is to ensure that a safe and efficient utilities delivery system is provided to existing and future land uses within the planning area. Utility services for the planning area shall be supplied by developers in accordance with the following policies and programs:

- Electrical transmission lines should be placed underground to enhance the appearance of the Valley Boulevard corridor.

- Detailed plans for individual projects should be submitted to the Southern California Edison Company for review to determine the nature, location, and number of additional facilities that will be required to serve the development.

- The City of Alhambra Water Department will review all proposed plans for development to ensure that adequate infrastructure is available to serve the project and to identify any improvements that may be needed.

- All new developments must utilize low flush toilets and other water conservation measures on plumbing fixtures.

- Wherever possible, drought tolerant plant species should be utilized in landscaping.

- All future development must obtain written confirmation (as required by the California Regional Water Quality Control Board) that there will be available water treatment capacity at the time of connection.
SECTION 6.0
ECONOMIC DEVELOPMENT PROGRAM

6.1 INTRODUCTION TO THE ECONOMIC DEVELOPMENT PROGRAM

A number of economic studies were conducted which examined past and current market trends that are affecting development and real estate practices in the planning area. These studies included background analyses of existing conditions, market studies to evaluate the feasibility of specific land use standards, and a preliminary redevelopment feasibility study.

The economic development plan is intended to turn the previous market studies into a plan of action for Alhambra. The Economic Development Plan includes an identification of possible economic development strategies which would aid in the implementation of the Specific Plan, a review of the Plan's impact on the local jobs/housing balance, and a review of possible redevelopment options.

6.2 DEVELOPMENT PROGRAM

The Specific Plan relies largely on market forces to develop the Valley Boulevard Corridor as described in the previous sections of this Plan. The Land Use Plan provides maximum development opportunities in those areas located near major intersections. Elsewhere, the plan scales back development potential to assure compatibility with the adjacent residential land uses and to ensure that the shopping and service needs of the community are met. Finally, the plan makes an effort to encourage the revitalization of the commercial corridor, while at the same time improving its appearance.

The underlying role of the Specific Plan and the development standards contained herein, is to encourage the assembly of smaller parcels into larger land holdings. In this way, development will be more efficient in its utilization of land (parking, access, design, etc.). The manner in which assembly is encouraged is by providing a density bonus for developments on larger parcels. In this way, developers are encouraged to purchase adjacent parcels so they can derive benefit from the increased permitted floor area.

As mentioned previously, the development of the plan included an in-depth market study to assure that established standards would lead to a market balance along the street and within Alhambra. Other programs to foster and encourage development and economic growth within the Valley Boulevard Corridor include the following:

Commercial Property Inventory: The city should establish a computerized inventory of building and site characteristics for the planning area that would be kept up to date and made available to commercial real estate firms, investors, property owners, and citizens. Much of the data prepared for the Specific Plan could be incorporated into the database.
City Liaison: A member of the planning staff should be designated as staff liaison between the public and private sector to promote cooperation between the city and business community. This individual would be responsible for maintaining the database, coordinating the review of projects within the Valley Boulevard Corridor, and to manage the implementation of the Specific Plan.

Marketing Program: The city should establish a marketing program to identify those areas where development opportunities are present. Another important function of the marketing program would be to promote the Specific Plan. This marketing program may involve direct contact with firms and businesses to encourage them to locate in the Planning Area.

Valley Boulevard Business Organization: The City should work with the Chamber of Commerce and businesses located in the planning area to establish a commercial/business organization which will be devoted exclusively to Valley Boulevard.

Redevelopment Feasibility Study: The City could evaluate opportunities for establishing a new redevelopment project area or expanding an existing project area to certain areas within the Valley Boulevard corridor.

6.3 JOBS/HOUSING BALANCE

The Land Use Plan envisioned in Section 2.0 will be beneficial to the City in that additional jobs will be provided. The City is presently considered to have an imbalance between the number of households and the number of jobs located in the city. Alhambra's current jobs/housing "imbalance" is due to the greater number of households compared to the number of employment opportunities that are present in the city. As a result, the city is considered to be "housing rich and jobs poor."

The implementation of the Specific Plan will be beneficial in the following ways:

Increased Jobs: Overall, the commercial and business development possible under the Specific Plan will result in many new jobs for the city. These jobs will range from retail clerks, office and professional positions, to new opportunities for business ownership.

Income/Revenue for the City: The Plan promotes the creation of additional revenue sources for the city primarily through sales tax generation.

Additional Housing Opportunities: The proposed land use plan provides for a limited amount of additional residential development in certain areas of the corridor. Residential development is desirable only when quality commercial development is infeasible.
6.4 REDEVELOPMENT

The Specific Plan will promote the revitalization of commercial and employment activities along Valley Boulevard and encourage lot consolidation wherever possible for a more efficient utilization of the land and to improve the general appearance of the Valley Boulevard Corridor.

The city could investigate possible opportunities for establishing a new redevelopment project area or extension of an existing redevelopment project area, within the planning area. The focus of any future redevelopment, if implemented, will be to assist in lot consolidation, provision of infrastructure, and the removal of blight.

The first phase of this investigation will involve the establishment of a survey area or areas by the City of Alhambra Redevelopment Agency.
SECTION 7.0
IMPLEMENTATION PROGRAM

7.1 INTRODUCTION TO THE IMPLEMENTATION PROGRAM

This section of the Valley Boulevard Corridor Specific Plan identifies those actions required for implementation of the Specific Plan. Also included are provisions for the plan review and approval process, the process for amending the Specific Plan, and finally, provisions for resolving issues related to nonconforming uses.

7.2 ACTIONS REQUIRED FOR PLAN IMPLEMENTATION

The City of Alhambra must adopt any necessary ordinances and regulations to establish the Specific Plan as the implementing regulation for the Valley Boulevard Corridor planning area.

The following actions are required of developers and property owners within the planning area:

- Upon adoption of the Specific Plan, developers or property owners may prepare development plans for development of parcels within the planning area. These plans shall indicate conformance with the requirements of the Specific Plan and shall specify any variations from the Specific Plan and the reasons for that change.

- Developers and property owners shall initiate and/or participate in the costs of any off-site improvements where the development will necessitate the infrastructure improvements or if the development will benefit from the improvement.

7.3 PLAN REVIEW AND APPROVAL PROCESS

The implementation of the Valley Boulevard Corridor Specific Plan will be accomplished through the Planned Development Permit process. The requirements of the submittal review process are described in the following subsections.

Submission of Materials

Submission requirements for the Planned Development Permit are contained within the City of Alhambra Filing Procedures. Additional materials may also be required as deemed necessary by the Community Development Department.

The final site plan will show how future reciprocal parking and access will be accomplished in accordance with Section 3.5 (Access and Off-Street Circulation). Also as specified in Section 4.0 (Urban Design Plan), a complete site plan and brief description of existing development within the block where the development is proposed, is required.
Review Procedures

Plan review shall follow the same procedures as that required of all other Planned Development Permits, except as stated below:

1. At the beginning of the design phase the property owner and architect shall meet with the Planning division staff for a pre-design conference. The pre-design conference will expedite the review and approval process, as well as assuring the best possible design in the most cost effective manner.

Prior to approval of any Planned Development Permit the Planning Commission, or where necessary, the City Council, shall make the following findings:

1. The proposed project is consistent with the stated goals and intent of the Valley Boulevard Corridor Specific Plan;

2. The proposed project will not severely restrict the development opportunities of adjacent properties; and,

3. The proposed project is consistent with the applicable provisions of the City of Alhambra Zoning Ordinance and General Plan.

7.4 VARIANCES TO THE SPECIFIC PLAN

In cases where the minimum lot size standards designated on the District Maps in Section 2.0 (Land Use Plan) cannot be met, an applicant may request a variance from the minimum lot sizes required herein. The Planning Commission may grant variances to the Plan only after the following findings are made:

- It has been demonstrated, by the applicant, that the existing development is not economically viable;

- It has been demonstrated, by the applicant, that they have been unable to acquire additional property or enter into a joint venture with adjacent property owners in the past, and there does not appear to be any prospect of consolidation in the future (e.g. the adjacent property has recently been developed); and,

- Approval of the variance will not severely restrict the development opportunities of adjacent properties.
7.5 AMENDMENTS TO THE SPECIFIC PLAN

Below are the provisions for amending the Specific Plan.

Minor Amendments

At the time a Planned Development Permit is reviewed, the Planning Commission may approve the following minor amendments to the plan:

1. A reduction in yard requirements by permitting portions of a building to extend into and occupy not more than 10 percent of a required yard.

2. A minor modification to architectural or landscaping standards contained in Section 4.0 (Urban Design Plan).

Where minor amendments are denied or conditionally approved by the Planning Commission, the decision may be appealed to the City Council in accordance with the City of Alhambra Zoning Ordinance.

Major Amendments

All proposed amendments other than those identified as minor amendments or variances shall be considered major amendments to the Specific Plan and shall be processed and acted upon pursuant to the provisions of the State of California Government Code Title 7, Section 65453.

With the recommendation of the Planning Commission the City Council shall find in approving or conditionally approving amendments that there is not a conflict with the objectives or the general intent of the Specific Plan for the Valley Boulevard Corridor.

Enforcement

Enforcement of the provisions of the Valley Boulevard Corridor Specific Plan shall be as stated below:

1. The Community Development Director shall have the duty to enforce the provisions of this Specific Plan.

2. Any use of a building or structure hereafter erected, built, maintained, or used contrary to provisions of the Specific Plan shall constitute a public nuisance.

3. Any person violating any provision of this Specific Plan shall be guilty of a misdemeanor.

7.6 NONCONFORMING USES/STRUCTURES/LOTS
The purpose of this section is to identify those applicable regulations which will provide for the termination of nonconforming structures, uses, and lots in order to promote the public health, safety and general welfare and to bring such structures, uses, and lots into conformity with the goals and policies of the Valley Boulevard Corridor Specific Plan. These provisions are intended to limit the expansion of nonconforming uses and structures, establish the circumstances under which they may remain in existence, and provide for the removal, correction, or change of such uses, structures, and lots.

A legal nonconforming structure, use, or lot is one which lawfully existed prior to the effective date of Valley Boulevard Corridor Specific Plan. Except as stated below, the standards applicable to nonconforming uses, buildings, and lots are contained within the City of Alhambra Zoning Ordinance.

- Additions of floor area are permitted, provided the proposed addition does not exceed twenty percent (20%) of the existing building gross floor area or 4,000 square feet which ever is less. The proposed addition must conform to all parking, design, setback and height requirements.

- Changes of use are permitted, provided the proposed use does not generate a parking demand that is more than twenty percent (20%) greater than the previous use. The proposed new use must meet all parking requirements.

Only one addition or change of use is permitted under the nonconforming portion of the Valley Boulevard Corridor Specific Plan.

If the proposed addition or change of use exceeds the above provisions, the development must comply with all provisions of the Valley Boulevard Corridor Specific Plan contained herein.
VALLEY BOULEVARD CORRIDOR
SPECIFIC PLAN
CITY OF ALHAMBRA, CALIFORNIA

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ACKNOWLEDGMENTS

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SECTION 1.0 INTRODUCTION

VALLEY BOULEVARD CORRIDOR SPECIFIC PLAN
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