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2400 SOUTH FREMONT AVENUE SPECIFIC PLAN

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PROJECT OBJECTIVES

The 2400 South Fremont Avenue Specific Plan (2400 SP) provides direction for the orderly development of 70 single-family homes on an unoccupied 8.8-acre site in the City of Alhambra. The Specific Plan provides detailed text and exhibits which describe the various residential home types, amenities, and infrastructure improvements planned for the community. The project components and design are intended to achieve the following major objectives:

1. Develop a collection of high-quality single-family homes in a range of product types that appeal to a diverse market of homebuyers.
2. Establish product types, circulation design, site development standards, and design guidelines that promote the site's potential and enhance the character of the site and adjacent land uses.
3. Reposition the currently unoccupied site into an attractive residential project compatible with the surrounding neighborhood.
4. Support access to open space and recreation by providing facilities on-site and creating a connection to Granada Park.
5. Create view opportunities for residential homes through a grading plan that responds to the site's topography.
6. Improve the pedestrian environment and image along Fremont Avenue and Carlos Street through site design, building orientation, and landscaping.
PROJECT SETTING

The 2400 South Fremont Avenue Specific Plan is an 8.8-acre site located on the north side of Carlos Street between Fremont Avenue and Whitney Drive in the southwest portion of the City of Alhambra.

Regional Location

The City of Alhambra is in the western San Gabriel Valley of Los Angeles County, approximately eight miles from downtown Los Angeles. The City encompasses seven and a half square miles with a population of approximately 83,000 residents.

Regional access to the project area is provided via Interstates 10 and 710 which intersect southwest of Alhambra. Known as the San Bernardino Freeway, I-10 runs east and west through the southern portion of the city and connects Alhambra to I-5 and SR-101 in Downtown Los Angeles. I-710, also known as the Long Beach Freeway, has its northern terminus in the southwest portion of Alhambra at West Valley Boulevard and its southern terminus in the City of Long Beach. The regional location of the development site is highlighted in Figure 1: Regional Location.

Local Context

The project area is located between two of the City’s historic neighborhoods: Midwick Tract to the south and east and Granada Park to the north and west. Today, these areas are generally characterized by single-family ranch style homes with colonial revival and modern touches. The Midwick Tract has an especially rich history, named after the 208-acre Midwick Country Club, in operation from 1913 to the mid 1940s. During the 1910-1930s, Midwick was known as one of the more prestigious polo and golf clubs in southern California, but declined in prosperity during World War II. In 1941 the club was sold to local resident Dominic Jебbia. Following a fire in 1944 that destroyed the club’s Victorian clubhouse, Jебbia sold the property for subdivision. A small parcel of land was donated to Los Angeles County as Granada Park. The club’s history lives on in the neighborhood, where some streets are named after famous athletes such as golfer Sam Snead and polo player Thomas Hitchcock.

The project site is mostly bordered by single-family residencies, except for its northeast corner, which abuts Granada Park, and its southwest corner, which is across the street from a two-story apartment community. Granada Park provides a variety of recreational amenities for the community, including ballfields, open grass areas, picnic tables, playground equipment, tennis courts, a swimming pool, gymnasium, and community meeting facilities. The St. Thomas More Church is also nearby and is visible from elevated portions of the site.

Existing vehicular access to the site is provided from Fremont Avenue, with secondary access from Carlos Street near its intersection with Whitney Drive. Pedestrian access is facilitated by a sidewalk on the north side of Carlos Street, separated from the curb by a grass parkway, and a sidewalk along Fremont Avenue which is curb-adjacent. The local context of the project area is illustrated in Figure 2: Local Context and local streetscapes are captured in the photos to the left.
Existing Conditions
The site was previously used by the Alhambra Retirement Community, a 127-bed retirement community, and the Lutheran Health Facility of Alhambra, a skilled on-site nursing center with 50 beds (see photo below). Both facilities were closed in September of 2011 and the structures remain on the project site. The site also includes 5 single-family detached residences that front onto Carlos Street; these existing homes will be retained as part of the project and integrated into the project design. A four-plex at the corner of Fremont Avenue and Carlos Street will be removed as part of this project. Demolition of any existing on-site structures will occur before project grading begins. The aerial of the project area included in Figure 2: Local Context, displays the site’s existing structures and adjacent uses.

PURPOSE AND AUTHORITY OF THE SPECIFIC PLAN
The 2400 South Fremont Avenue Specific Plan has been prepared and established under the authority granted to the City of Alhambra in accordance with the requirements of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 and 65457. The California Government Code authorizes cities to adopt specific plans by ordinance. A public hearing is required, after which the Specific Plan must be adopted by ordinance by the Alhambra City Council for final approval. The 2400 South Fremont Avenue Specific Plan was adopted on May 26, 2015.

A specific plan is a customized set of policies and regulations tailored to address the unique issues and infrastructure requirements encountered in a particular area. The purpose of the 2400 South Fremont Avenue Specific Plan is to provide comprehensive planning for an infill residential project, along with sufficient guidance and detail concerning the project design. The 2400 South Fremont Avenue Specific Plan is intended to be a regulatory document that serves as the zoning regulation for the property. Some elements of the development program will be enforced through conditions, covenants and restrictions (CC&Rs) established in conjunction with the subdivision map for the property.

The development includes the following entitlements:
- General Plan Amendment (map amendment)
- Zone change (text and map amendment)
- Design Review
- Planned Development Permit
- Tentative Map
- Mitigated Negative Declaration
FIGURE 2: LOCAL CONTEXT
RELATED PLANS AND PROGRAMS

This Specific Plan has been prepared to provide an essential link between City of Alhambra policies and actual development in the project area. Functioning as a regulatory document, The 2400 South Fremont Avenue Specific Plan details specific requirements and guidelines for future development in the Specific Plan area. In this regard, all future development plans, tentative parcel, and/or tract maps or other similar entitlements shall be consistent with regulations set forth in this document and with all applicable City regulations.

General Plan

California state law requires each city and county to adopt a comprehensive, long-term general plan (Govt. Code §65300). The general plan represents the community’s view of its future: it is a blueprint for a city or county’s growth and development. Cities use the goals and policies of the general plan as a basis on which to make their land use decisions. Alhambra’s general plan includes the following elements: land use, circulation, housing, conservation, open space, noise, safety, and economic development.

The City’s Land Use Element identifies and describes a set of land use designations for the community and illustrates these designations on the Land Use Policy Map. Land use designations in the general plan are limited to broad descriptions of the land use intent and are accompanied by density or intensity thresholds for residential and non-residential development, respectively.

Although the general plan establishes the location, density and intensity of land uses, it does not directly regulate the specifics of a property’s development. To determine whether a particular use is permitted or not permitted, and to understand what development standards are applicable to a particular parcel, one must consult the zoning ordinance.

Existing General Plan Designations

Under the Alhambra General Plan, the project area is designated with Low Density Residential (LDR) and High Density Residential (HDR) land uses. Four parcels (0.90 acres) along Carlos Street are designated for LDR and currently developed as single-family homes which will be retained as part of the project (note that a fifth existing single-family home, which will also be retained, exists on a parcel designated as HDR. The LDR designation allows residential development at densities between 1 and 5 units per acre. The remainder of the site, 7.9 acres, is designated for HDR which permits residential development at densities between 13 and 24 units per acre.

Proposed General Plan Designation

General Plan Figure 1-1, Land Use Policy Map, will be revised to reflect a land use designation of Specific Plan for the entire project area, which will accommodate a mix of residential types and densities on site. Figure 3: Existing and Proposed General Plan Land Use Designations, illustrates the site’s existing and proposed designations.
FIGURE 3: EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATIONS

EXISTING

PROPOSED

Legend:
- Low Density Residential (LDR)
- Open Space (OS)
- High Density Residential (HDR)
- Specific Plan (SP)
Zoning Ordinance

The City of Alhambra Zoning Ordinance, part of the City’s Municipal Code, is the primary tool for implementing the goals and policies of the City’s General Plan. The Zoning Ordinance is a set of regulations that prescribes or restricts what landowners can do with their property. Zoning is adopted by ordinance and carries the weight of local law (Govt. Code §65850). The distribution of residential, commercial, industrial, and other zones in the ordinance is based on the pattern of land uses established by the community’s general plan (because the zoning ordinance implements the goals and policies of the general plan, the two plans must be consistent).

Existing Designations

In the City of Alhambra’s Zoning Ordinance, the project area is designated with Single-Family Residential (R-1) and Multiple-Family Residential (R-3) zones. The R-1 zone typically allows one single-family home per lot and the R-3 zone allows for single-family dwellings and multifamily dwellings, including condominiums. The R-1 and R-3 zones implement the Low Density Residential and High Density Residential general plan land use designations, respectively.

Proposed Designation

To implement the proposed development, this document will change the existing R-1 and R-3 designations to 2400 South Fremont Avenue Specific Plan (2400 SP). This designation is consistent with the proposed General Plan designation. Figure 4: Existing and Proposed Zoning Designations, illustrates the site’s existing and proposed designations.

California Environmental Quality Act

Concurrently with this Specific Plan document, a Mitigated Negative Declaration has been prepared in accordance with the provisions of the California Environmental Quality Act. This Mitigated Negative Declaration identifies project revisions and/or specific mitigation measures that eliminate or reduce adverse effects on the environment to a less than significant level; this report is available under separate cover at the City of Alhambra.
FIGURE 4: EXISTING AND PROPOSED ZONING DESIGNATIONS

EXISTING

- Single-Family Residential (R-1)
- Multiple Family Residential (R-3)
- Open Space (OS)

PROPOSED

- Single-Family Residential (R-1)
- Multiple Family Residential (R-3)
- Open Space (OS)
- 2400 South Fremont Avenue Specific Plan (2400 SP)
DOCUMENT ORGANIZATION

Chapter 1: Introduction
Chapter 1 covers the project’s objectives, its setting, the purpose and authority of the specific plan, related plans and programs, the document organization, and actions and expectations.

Chapter 2: Plan Description
The development plan for the project area is presented in Chapter 2. This includes the land use concept, open space and recreation plan, circulation plan, and infrastructure and grading plans.

Chapter 3: Development Standards
Chapter 3 outlines development standards for the project area, including building height, setbacks, parking and open space requirements. It also details the uses permitted, conditionally permitted, and precluded in the project area.

Chapter 4: Design Guidelines and Landscape
Design guidelines for the project area and the landscape plan are presented in Chapter 4. Topics include site and building design; general architectural character; design strategies for parking, lighting, signage, and utility areas; and key components of the landscape design including the plant palette, walls and fences, and entries and monumentation.

Chapter 5: Administration and Implementation
This section provides direction for administration and implementation of the Specific Plan, including design review; phasing; and financing.

Appendix A: General Plan Consistency
The California Government Code states that a “Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan, and further, that it may not be adopted or amended unless found to be consistent with the General Plan.” Appendix A provides an analysis of the 2400 South Fremont Avenue Specific Plan’s consistency with the City of Alhambra General Plan goals and policies.

ACTIONS AND EXPECTATIONS
Numerous statements occur in this plan in the form of standards and guidelines that define action expectations to achieve the desired results. The following terms clarify the level of commitment intended in the plan. They reflect the expectation or outcome desired. The application of each term to a particular policy or action is a deliberate application of these definitions.

Shall: Always follow the policy or apply the standard. This is an absolute commitment to the direction expressed. The expectation is that the direction will definitely be implemented under all circumstances.

Should: Follow the policy or apply the standard in almost all cases. Exceptions or degrees of implementation are acceptable for good reason. The expectation is that the direction will almost always be followed.

Allow: Permit someone else’s initiative and support it unless there is a very good reason not to. The expectation is that the direction will generally be implemented, even though a party other than the applicant carries it out.

Consider: Investigate the proposed action or standard to determine the actual level of commitment that is appropriate under the circumstances. The expectation is that an open-minded effort will be made to evaluate the possibilities until facts are determined and a decision can be made based on those facts.

Restrict: Take action within certain bounds to limit the direction defined. The expectation is that implementation will occur, but at a constrained level or within specified limits.

Prohibit: Actively prevent a specified condition, use or standard from occurring. The expectation is that the condition or action described will not happen under any circumstance.

Other terminology may appear in certain policy statements. These terms are to be interpreted according to their similarity to the appropriate term described above.
LAND USE CONCEPT

The 2400 South Fremont Avenue Specific Plan proposes 70 residential units on an unoccupied site adjacent to Granada Park in the southern part of Alhambra. The plan retains 5 existing single-family homes and introduces 26 new single-family homes, 28 single-family motorcourt townhomes (two buildings with 10 units each and one building with 8 units), 1 single-family neighborhood home, and 10 single-family hillside cluster homes. The scale and orientation of each new home in the project area has been designed to integrate with the 5 existing single-family homes that are being retained on Carlos Street and the historic fabric of the community, all while creating a distinct sense of place through new diverse housing opportunities.

The project capitalizes on the site’s topography through the use of grading design to create view opportunities for its hillside homes. The grading concept also emphasizes a harmonious transition between the project area and adjacent single-family homes through the use of enhanced retaining walls and strategic landscaping.

To further integrate the project with adjacent uses, the project provides a direct secured gated pedestrian access point to Granada Park. While a variety of complementary passive and recreation amenities are provided on site, including a tot lot, community garden, and open turf areas, it is envisioned that residents of the Specific Plan area will benefit from the site’s proximity to community recreation facilities.

Figure 5: Land Use Concept, illustrates the conceptual site plan for the project area.
Home Types
The 2400 South Fremont Avenue Specific Plan includes four new distinct home types that have been designed to blend harmoniously with the surrounding neighborhood and the existing single-family homes along Carlos Street. The project supports a range of unit sizes with two-, three- and four-bedroom floor plans that meet the diverse housing needs of the community. Over half the units are single-family detached homes (single-family homes and hillside cluster homes) and they are complemented by spacious single-family attached motorcourt townhomes.

### TABLE 1: PROPOSED HOME TYPES

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<th>Home Type</th>
<th>Units</th>
<th>Range of Unit Sizes (approximate)</th>
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<td>Single-Family Homes</td>
<td>26</td>
<td>1,876 SF – 2,396 SF</td>
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<tr>
<td>Single-Family Motorcourt Townhomes</td>
<td>28</td>
<td>1,257 SF – 1,948 SF</td>
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<tr>
<td>Single-Family Neighborhood Home</td>
<td>1</td>
<td>1,700 SF (maximum)</td>
</tr>
<tr>
<td>Single-Family Hillside Cluster Homes</td>
<td>10</td>
<td>3,269 SF – 3,600 SF</td>
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Along Fremont Avenue, the buildings are two stories and articulated through varying roof lines, recessed entrances, and architectural projections. These enhancements create a dynamic streetscape that promotes pedestrian activity with human-scale design features. The back four units, farthest from Fremont Avenue and closest to the interior drive, step-up to three stories. This maintains a softer building facade along the street while providing necessary screening from higher elevations for equipment stored on the second story rooftop.

Three townhome units are designed to be ADA accessible with interior access provided from the garage and exterior access via ramps on Fremont Avenue.

**Single-Family Homes (Detached)**

The proposed project includes 26 detached single-family homes, that are all two stories and each unit has an attached two car garage with side-by-side parking spaces. They range from approximately 1,876– 2,396 square feet and offer three or four bedrooms. All of the homes have private ground-floor porches and some also have second-story balconies.

**Single-Family Motorcourt Townhomes (Attached)**

The land use concept includes three single-family townhome buildings, two with 10 units and one with 8 units, organized around a central motorcourt and fronting onto Fremont Avenue. Townhome units are two or three stories, range from approximately 1,257 – 1,948 square feet, and offer a variety of living configurations including two-, three-, and four-bedroom floor plans. Additionally, all units have attached two car garages and dedicated private open space; two-story townhomes have a ground-floor patio and three-story townhomes have a balcony on the second story.

**Single-Family Neighborhood Home (Detached)**

One new single-family neighborhood home is located along Carlos Street in between the existing single-family homes that are being retain. The neighborhood home will be a maximum of 1,700 square feet, served by a two-car attached garage with driving access from Carlos Street, and will be designed to blend harmoniously with the adjacent existing single-family homes on the property and across the street.

**Single-Family Hillside Cluster Homes (Detached)**

Ten single-family hillside cluster homes are located at the highest elevation of the project and offer unique views of the neighborhood. These two- and three-story homes are the largest in the project, offer four bedrooms, and range in size from 3,269 – 3,600 square feet. All of the hillside cluster homes have two car garages and loggias off the home’s main living space along with large private yards. An enhanced gated entrance will provide access to the hillside homes, with individual unit access from the interior drive or from a central motorcourt.

**Single-Family Homes (Existing)**

In addition to the units identified in Table 1, the project area includes 5 existing single-family homes along Carlos Street that will not exceed a maximum of 1,700 square feet in size (existing square footages shown on Figure 5).
FIGURE 5: LAND USE CONCEPT
Open Space and Recreation

Providing access to open space and recreation opportunities is a defining objective of the 2400 South Fremont Avenue Specific Plan. On-site, the Specific Plan provides common open space with an array of amenities to meet the active and passive recreation needs of the community. These amenities include a tot lot with seating area, open turf areas, and a picnic area with outdoor furniture and barbecue. Passive common open space is provided throughout the community and serves as a transition between residential units and adjacent uses. Several arbors are strategically positioned in common open space areas to create visual interest and define the community’s edges and primary recreation areas.

A community garden is also provided within the project area and is envisioned to be a place where residents of 2400 South Fremont Avenue can cultivate herbs and produce for personal use. The community garden is located along Fremont Avenue at the project’s northwest boundary, next to an existing alleyway. The proposed garden location creates a soft buffer between the proposed project and adjacent single-family uses.

The project’s landscape design features the use of accent trees, specimen trees, and canopy trees to create a dynamic internal streetscape. Specimen trees will be planted at the project’s entrances and other key areas.

The open space and recreation amenities presented in the Specific Plan are representational and may change depending on final site plan or grading design. The project’s conceptual landscape plan is presented in Figure 6.
CIRCULATION

Vehicular
The project area will be accessed by one un gated vehicular entrance/exit on Fremont Avenue (across from Las Flores Street). An emergency vehicle only access (EVA) point is located on Carlos Street (near its intersection with Whitney Drive); bollards will be installed at this location to restrict public access. These entrances are shown on Figure 7: Circulation Plan.

Internally, the project will be served by a series of 24-foot wide drive aisles leading to individual garages. All internal streets will be private roads and maintained by the homeowners association.

Gated Entries
Access to the project’s hillside homes will be managed through a vehicular/pedestrian gate located adjacent to the project’s eastern boundary. Figure 7: Conceptual Circulation Plan identifies the location of this gate.

Parking
Every residential unit in the community has its own attached two-car garage with side-by-side parking. Thirty-five (35) uncovered guest parking spaces are provided throughout the project area and an additional thirty-two (32) guest spaces are accommodated in the driveways of the ten hillside cluster homes, five existing single-family homes, and the neighborhood lot home. This equates to 0.96 guest spaces per unit. One pull-in guest parking space has been identified for disabled person parking.

Pedestrian
Existing sidewalks along Fremont Avenue, Carlos Street, and Whitney Drive provide pedestrian access to the site from adjacent residential neighborhoods. Along Carlos Street and Whitney Drive the sidewalk is separated from the curb by a small turf parkway; along Fremont Avenue, the sidewalk is curb-adjacent.

The project’s internal pedestrian network connects to the existing sidewalks at the two entrances and from stairs along Fremont Avenue and Carlos Street. Additional pathways meander through the project’s open space areas and provide convenient connections to the project’s amenities and Granada Park. Community residents will be able to access Granada Park through a gated staircase that will start in the project’s northeast corner (adjacent to the single-family hillside cluster homes) and connect to the park’s existing baseball field bleachers.

Public Transit
LA Metro provides local bus service to the site from route 258 which runs along Fremont Avenue; the closest northbound stop is at San Clemente Street and the closest southbound stop is at Carlos Street. Alhambra is the northern terminus of route 258, which runs south to Paramount. LA Metro express bus route 485 also runs along Fremont Avenue, however, the closest timed stop is approximately 1 mile north at Fremont Avenue and Valley Boulevard. The route quickly connects Alhambra residents to Altadena to the north and the Patsaouras Plaza Transit Center in downtown Los Angeles to the south, where they can access Metrolink, Amtrak, and other local and regional public transit providers.
FIGURE 7: CONCEPTUAL CIRCULATION PLAN

- Uncovered guest parking
- Private road
- Gated access
- Emergency Vehicle Access (EVA)
- Primary entry
- Pedestrian access to Granada Park
- Call box
INFRASTRUCTURE

A variety of infrastructure systems are necessary to ensure the project area is provided adequate basic services. When possible, these systems connect to existing infrastructure along Fremont Avenue, Carlos Street, and/or Whitney Avenue.

Water
Existing 18” and 12” water lines extend along Carlos Street, a 6” water line extends along Fremont Avenue, and an 8” water line extends along Date Avenue. Proposed water lines will be constructed in locations as depicted on Figure 8: Conceptual Infrastructure Plan.

Sewer
Existing 8” sewer lines extend along Fremont Avenue, Carlos Street, and Whitney Drive. Proposed sewer lines to service the planned development will be constructed in locations depicted on Figure 8: Conceptual Infrastructure Plan.

Drainage
The existing site surface drains overland onto the adjacent streets. An existing LA County 36” storm drain facility exists along Fremont Avenue. There are no known storm drain facilities along Carlos Street or Whitney Drive. Proposed storm drains and parkway culverts will be constructed in the locations depicted on Figure 8: Conceptual Infrastructure Plan to provide water quality to the proposed development.

Water Quality
The project area has high ground water and its soil composition is not well-suited for infiltration. To incorporate Low Impact Development design considerations, the project proposes the use of biofiltration devices. The proposed grading will improve the drainage runoff condition and reduce stormwater runoff from the property.

Dry Utilities
Southern California Edison (SCE) supplies electricity to the project area. SCE has confirmed that the electrical loads of the proposed project area are within the parameters of projected load growth, which SCE is planning to meet in this area. Southern California Gas Company supplies natural gas to this area and has confirmed that it has existing facilities in the project area. SBC/Pacific Bell provides telecommunication service to the project area and Charter Communications provides television cable. Electric, gas, and telephone, and cable services to the proposed development are anticipated to be provided through extension/expansion of existing facilities within Fremont Avenue, Carlos Street, and Whitney Avenue.

Solid Waste Disposal
Allied Waste Services provides waste disposal and recycling services for the City of Alhambra. Service to the project area will include weekly pickup of general household trash items as well as recyclables, including glass, plastic bottles, aluminum cans, newspapers, cardboard, etc. All units will have individual trash facilities.
GRADING

The project area has dynamic topography that generally slopes north to south and ranges from approximately 495 feet at Fremont Avenue and Carlos Street to 530 feet at the hillside homes’ finished grade. This creates unique view opportunities for some of the hillside homes. To create buildable flat pads for the project’s different home types, the project employs a grading plan and use of retaining walls and landscaping strategies to reduce visual grade-change impacts. The project’s conceptual grading plan is illustrated in Figure 8: Grading Plan. Special attention has been paid to create pleasing transitions between the project area’s finished grades and adjacent properties. The following sections describe the project’s grading and elevations as they relate to the project’s edges.

Fremont Avenue

The project’s single-family motorcourt townhomes are generally elevated from Fremont Avenue with a 5-7’ retaining wall protecting the stoops and stairs. The single-family townhome units that front onto Fremont Avenue feature stoops which connect the units’ front door to the existing sidewalk. The grade separation delineates the project’s open space from the public right-of-way but is still scaled to encourage an active pedestrian environment along the street.

Carlos Street

The existing single-family homes that front onto Carlos Street are generally at-grade. In some cases, landscape planters are elevated from the street with a short retaining wall. The new single-family neighborhood lot home will be designed to fit within the existing grading pattern along Carlos Street.

Interface with Adjacent Properties

A 5’ – 15’ retaining wall encompasses most of the project’s boundary with adjacent properties. Along the project’s northern boundary, approximately from Date Avenue to the pedestrian staircase, the finished grade of the project area is below the adjacent properties and is protected by two retaining walls (each an 8’ maximum height) with a 5’ level bench between. While this is the general grade separation at this edge, some portions of the project are the same grade as the adjacent single-family homes outside the project area.

The project area transitions to an elevated topography (over adjacent properties) from the pedestrian gate along the northern edge and along the eastern project boundary. In these areas, the finished grade of the project area is elevated from adjacent uses, including Granada Park and single-family homes, up to 16’ and the separation is created through the construction of two retaining walls (each an 8’ maximum height with a 5’ level bench between).

Planted Retaining Walls

Two 15’ plantable gravity retaining walls, with a level bench between, support the elevated topography of the single-family hillside cluster homes. A third 15’ plantable gravity retaining wall is also included on the east side of the interior drive leading up to the hillside homes, north of the gated entry. The gravity retaining walls will be architecturally complementary to the project and the slopes and bench will be landscaped to reduce the visual impact of the walls; refer to Figure 10 for a conceptual illustration of the community’s gravity retaining walls.
FIGURE 9: CONCEPTUAL GRADING PLAN
FIGURE 10: CONCEPTUAL PLANTED RETAINING WALL SECTION
PURPOSE AND INTENT

To accommodate the proposed development’s variety of home types, including single-family attached and detached units, variations from the City zoning regulations are necessary. These custom-tailored standards support the project’s integration into the existing neighborhood and help create a more pedestrian-friendly environment along Fremont Avenue and Carlos Street. For these reasons, a zone change from R-1 and R-3 (as described in Chapter 1) to 2400 South Fremont Avenue Specific Plan (2400 SP) is proposed.

The development standards contained in this Specific Plan document solely apply to the subject site and supersede all provisions, standards, and requirements of the City of Alhambra Municipal Code, except in instances where the 2400 South Fremont Avenue Specific Plan remains silent. In instances where the Specific Plan does not address a specific issue, then the Alhambra Municipal Code shall apply as follows: the R-2 zone shall be referenced for questions regarding hillside cluster homes and R-3 shall be referenced for single-family homes and single-family motorcourt townhomes. If a conflict arises between the regulations contained in this Specific Plan and the City’s Municipal Code, then the standards in this chapter shall take precedence.
DEVELOPMENT STANDARDS
The average density of the proposed project is 8.0 dwelling units per acre (including all home types). This Specific Plan sets forth minimum lot size dimensions that are smaller than allowed by the city’s municipal code. Table 2: Residential Development Standards, sets forth building setbacks, height, lot coverage, and other requirements for the project’s four new home types and the existing single-family homes as described in Chapter 2 and illustrated in Figure 5: Land Use Concept. Setbacks shall be measured to the main residential structure, not including accessory structures or appurtenances such as stairwells or patios. Projections into required yards shall comply with Section 23.42.030 of the Alhambra Municipal Code.

TABLE 2: RESIDENTIAL DEVELOPMENT STANDARDS

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Motorcourt</td>
<td>Homes</td>
<td>Neighborhood</td>
<td>Hillside Cluster</td>
</tr>
<tr>
<td>Townhomes</td>
<td>Homes</td>
<td>Home</td>
<td>Homes</td>
</tr>
</tbody>
</table>

| Max. Building Height (as measured from finished floor to top of roof sheeting) | 36’ | 30’ | 30’ | 30’ | 36’ |
| Max. Building Length | 150’ | N/A | N/A | N/A | N/A |
| Building Setback (1) | From CL of Fremont Ave: 45’ | From Common Open Space: 6’ | From CL of Carlos Street: 36’ | From CL of Carlos Street: 40’ | From Primary Entry Curb: 8’ |
| Rear Yard Setback | 5’ from drive aisle | 3’ from drive aisle | 10’ from PL | 8’ from PL | 10’ from PL |
| Side Yard Setback | N/A | 5’ from PL | 5’ from PL | 5’ from PL | 5’ from PL |
| Max. Lot Coverage | 0.7 | 0.6 | 0.6 | 0.6 | 0.4 |
| Min. Distance Between Buildings | 30’ (20’ between patios and porches) | N/A | N/A | N/A | N/A |
| Max. Unit Size | 1,950 sf | 2,400 sf | 1,700 sf | 1,700 sf | 3,600 sf |
| Unit Parking | 2 covered | 2 covered | 2 covered | 2 covered | 2 covered |
| Guest Parking (2) | 0.5 spaces per unit | 0.5 spaces per unit | 0.5 spaces per unit | 0.5 spaces per unit | 0.5 spaces per unit |
| Common Open Space | 350 sf | 350 sf | N/A | N/A | N/A |
| Private Open Space | 45 sf/unit | N/A | N/A | N/A | N/A |

CL = Center Line, PL = Property Line
1. Porches and patios may encroach into required setback as much as 5 feet.
2. Excludes driveway guest parking spaces

PERMITTED USES
The following uses shall be permitted in the 2400 SP zone:
• Single-family dwellings
• Multifamily dwellings (including condominiums)
• Accessory buildings and structures
• Home occupations

All uses not specifically listed above are prohibited in the project area.
INTRODUCTION

Quality development is achieved through attention to detail that is implemented from the initial conception of a project to the final construction of buildings, pathways, entry features, signage, and other design elements. The goal of these design guidelines is to provide a general framework for the physical design of the 2400 South Fremont Avenue Specific Plan and to ensure the creation of a high quality residential project while allowing for variation and flexibility. These guidelines will also provide the City of Alhambra with the necessary assurances that the 2400 South Fremont Avenue Specific Plan will be developed in accordance with the quality and character set forth in this document.

While the design guidelines promote a quality design, they are not a set of rigid requirements. They are general and illustrative in nature and are intended to provide a wide range of flexibility to encourage creativity and variety on the part of designers. In some instances, one guideline may be relaxed in order to accomplish another, more important, guideline. The overall objective is to ensure that the intent and spirit of the design guidelines are followed to attain the best possible design solutions.
GENERAL ARCHITECTURAL CHARACTER

A key feature of the Specific Plan is the creation of a coherent architectural style that establishes a distinct and quality image while complementing the existing neighborhood. The 2400 South Fremont Avenue Specific Plan includes the use of several architectural styles, including Mediterranean, Cottage, Spanish, Bungalow, and Tuscan. Conceptual elevations for the project’s different architectural styles are provided at the end of this chapter, following the Plant Palette. Special accents and architectural detailing create unique styles and other details like building massing, color selection, and building orientation work together to create a cohesive project character. Conceptual architectural styles and details are provided in Table 3 below and general building design standards are highlighted in the following sections.

Site Design

1. Buildings should be placed close to, and oriented toward, the street to create visual interest along streets.
2. Buildings should emphasize pedestrian access and connections to sidewalks, paseos, plazas, and other pedestrian spaces.
3. Pedestrian access from public sidewalks to the on-site pedestrian circulation system should be easily identifiable.
4. Buildings should be configured and oriented to afford a sense of privacy and create small-scale open spaces. Window placement should respect the privacy of adjacent residential structures.

<table>
<thead>
<tr>
<th>TABLE 3: CONCEPTUAL ARCHITECTURAL STYLES AND DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mediterranean</strong></td>
</tr>
<tr>
<td>Roof</td>
</tr>
<tr>
<td>Fascia</td>
</tr>
<tr>
<td>Eaves</td>
</tr>
<tr>
<td>Gable</td>
</tr>
<tr>
<td>Window and Door Trim</td>
</tr>
<tr>
<td>Veneer</td>
</tr>
<tr>
<td>Accents</td>
</tr>
</tbody>
</table>
5. The entrances to individual units should be visible from public areas where possible. Building entrances should be emphasized through the use of lighting, landscaping, and architecture.

6. Recreational facilities shall be conveniently and centrally located for the majority of units.

**Building Massing, Scale, and Forms**

1. Vertical and horizontal articulation, such as strategic placement of window and door openings, or the use of balconies, awnings, and canopies, should be incorporated into structures.

2. Buildings should be divided into distinct massing elements. Building massing includes wall plan location, wall heights, and roof levels. Facades should be articulated with significant use of architectural elements and details. Garages should be designed as an integral part of the architecture of the development, and should use the same materials, colors and details found on the principal buildings of the development.

**Materials and Colors**

1. Colors should include a base color and accent colors. Generally, a minimum of three colors should be used for each building. Color schemes should be selected with a harmonious range of accent materials and roof profile colors.

2. Utilizing a variety of materials on a wall plane is encouraged.

3. Materials should be aesthetically pleasing but very durable and should require low maintenance.

**Roofs**

1. Breaks should be provided in roofline ridges to create a variety in roof form and elevation appearance.

2. Roof types should be consistent with the architectural concept and the style, materials, and scale of the building.

**AUXILIARY STRUCTURES/EQUIPMENT AND UTILITIES**

**Mechanical Equipment, Storage, and Utilities**

1. Any outdoor equipment, whether on a roof, side of a structure, or the ground, should be appropriately screened from view. The method of screening should be architecturally integrated with the adjacent structure in terms of materials, color, shape, and size.

2. Air conditioning units for the motorcourt townhomes shall be placed on the second story roof and shielded from view by the third story and other building and site design techniques.

3. Utility service areas, such as electrical panels, should be placed within enclosures that are architecturally integrated into the building design.

4. A combination of elements may be used for screening, including walls complementary to the project’s architectural style, berms, and landscaping.

5. Common mailbox enclosures, if used, should be designed similar in form, materials, and color to the surrounding buildings.

**SIGNAGE**

1. Signs shall consist of high quality materials and color palettes that reflect the architectural themes of the project. The designs should also complement the architecture of the surrounding environment.

2. The design of all signage within the project should be consistent and complimentary. The location and placement of signs should not obstruct pedestrian or vehicular movement.
LIGHTING

1. Light fixtures should be architecturally compatible with the main structure and complement the surrounding neighborhood.

2. Reduce light pollution by avoiding outdoor lighting where it is not needed, providing adequate as opposed to excessive lighting. The quality of light, level of light as measured in footcandles, and type of bulb or source should be carefully considered to ensure light is not projected off-site.

3. Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk and dawn.

4. Walkways, recreational amenities, and other common areas should be lit to ensure safe nighttime conditions and enhance the pedestrian experience. Consider the amount and color temperature of the light provided.

5. Wall-mounted lights should be utilized to the greatest extent possible to minimize the total number of freestanding light standards.

6. Light fixtures should relate to the human scale, especially in pedestrian areas.

WALLS AND FENCES

1. Community walls and fences shall be used for noise attenuation, privacy, and spatial delineation.

2. View fences (which are partially solid and see-through material such as wrought iron) provide a visually attractive alternative to solid walls and fences. They allow for safety and privacy while preserving views and creating a more visually appealing neighborhood. View fences shall be used instead of solid walls when feasible.

3. Trees, vines, and landscaping shall be used to soften the visual appearance of walls and fences.

4. Walls and fences, including patio walls, shall be made of durable yet attractive materials that complement the adjacent architecture.

5. Long, monotonous walls are to be avoided. Walls shall have breaks, recesses, and offsets, especially at entries and project edges.

6. Chain link fences are prohibited.

ENTRIES AND MONUMENTATION

1. A combination of the following accent features shall be incorporated into a project entry drive:
   » Ornamental landscaping
   » Architectural monuments
   » Decorative walls
   » Enhanced paving (stamped concrete)

2. Project entry features should reflect the overall architectural character of the development.

3. The number of site access points should be minimized to improve traffic flow inside and outside of the project.

4. Call boxes located at gated entries shall be architecturally integrated with the project and enhanced with facade details such as stone or brick walls.

5. A variety of planting materials, including multiple tree types, should be used at project entries.
FIGURE 11: CONCEPTUAL LANDSCAPE PLAN—WALLS AND FENCES

Tubular Steel View Fence at Lots 34 to 40
Scale: 1/2"=1'-0"

Wood Fence at Private Back Yard
Scale: 1/2"=1'-0"

Private Patio - 42" Ht. Block Wall with Block Por-Cap
Scale: 1/2"=1'-0"
FIGURE 12: CONCEPTUAL LANDSCAPE PLAN—ENTRY TO HILLSIDE HOMES

<table>
<thead>
<tr>
<th>LEGEND</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 5'-6&quot; High Property Line Wall.</td>
<td>5. Call Box.</td>
<td></td>
</tr>
<tr>
<td>2. 6' High Decorative Wall.</td>
<td>6. Accent Tree.</td>
<td></td>
</tr>
<tr>
<td>3. Decorative Wrought Iron Sliding Gate.</td>
<td>7. 3' High Stone Garden Wall. Height varies. 6' max.</td>
<td></td>
</tr>
<tr>
<td>4. Signage.</td>
<td>8. 3'-6&quot; Height Decorative Low Garden Wall with Gate.</td>
<td></td>
</tr>
</tbody>
</table>

Enlargement Plan A-A

Elevation A-A
FIGURE 13: CONCEPTUAL LANDSCAPE PLAN—ENTRY FROM FREMONT AVENUE
LANDSCAPE

General Landscape Guidelines

1. Landscape planters should be provided adjacent to garage entries along drive aisles to help soften the built environment.
2. Soil depths, roof drainage, and waterproof membranes should be considered during the structural design of the building.
3. Landscaping should be used to screen, parking areas, storage areas, loading areas, and public utilities.
4. Shade trees should be provided in parking areas to reduce the amount of heat absorbed by paved parking surfaces.
5. Hedges and other low landscape elements should be used to soften the appearance of walls and fences and act as a buffer to adjacent uses.

Private Open Space

1. Private open space should be delineated from common open space through the use of decorative gates and/or low block walls.
2. The yards of the hillside cluster homes shall be bound by 6-foot wood fences.
3. Covenants, Conditions, and Restrictions (CC&Rs) will require maintain of wood fences.

Common Open Space

1. Common open space areas should include seating, lighting, landscaping, and other amenities to promote pedestrian activity.
2. Convenient access to public and private open spaces should be incorporated into the project by way of pedestrian pathways.
3. Open spaces should focus on areas that are usable to the residents and not merely remainder parcels with marginal utility.
4. Safety and visibility shall be considered in the design of both public spaces and pathways for the security of residents and their guests.
5. Active and passive open space areas should be provided to encourage a variety of users.
6. Artificial turf should only be allowed in the interior common open spaces and not in any common open spaces adjacent to the public right-of-way.

Paving

1. Enhanced paving treatments, such as stamped concrete, should be used to highlight project entries and pedestrian access points and walkways.
2. Light colored paving should be incorporated near buildings to reduce the amount of heat radiating onto buildings and people.
3. Vehicular pavement materials will be asphalt or concrete.
4. Pedestrian pathways should be made of durable material such as concrete.

Plant Palette

1. Lawn areas should be planted to serve a functional purpose. Sod should be used for turf installation.
2. Drought tolerant grasses should be used for lawn areas where possible.
3. See Table 4: Plant Palette (on the following pages) for specific plant recommendations.
<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arbutus unedo</td>
<td>Strawberry Tree</td>
</tr>
<tr>
<td>Citrus sp.</td>
<td>Citrus</td>
</tr>
<tr>
<td>Cinnamomum camphora ‘Mon Proud’</td>
<td>Majestic Beauty Camphor Tree</td>
</tr>
<tr>
<td>Cupressus sempervirens</td>
<td>Italian Cypress</td>
</tr>
<tr>
<td>Elaeocarpus decipiens</td>
<td>Japanese Blueberry Shogun</td>
</tr>
<tr>
<td>Geijera parvillflora</td>
<td>Australian Willow</td>
</tr>
<tr>
<td>Juniperus c. ’Spartan’</td>
<td>Spartan Juniper</td>
</tr>
<tr>
<td>Koelreuteria paniculata</td>
<td>Goldenrain tree</td>
</tr>
<tr>
<td>Lagestoemia indica sp.</td>
<td>Crape Myrtle</td>
</tr>
<tr>
<td>Liquidambar</td>
<td>Sweetgum</td>
</tr>
<tr>
<td>Melaleuca sp.</td>
<td>Melaleuca Trees</td>
</tr>
<tr>
<td>Magnolia grandiflara ‘Majestic Beauty’</td>
<td>Majestic Beauty Magnolia</td>
</tr>
<tr>
<td>Olea euopaea sp.</td>
<td>Fruitless Olive</td>
</tr>
<tr>
<td>Pistacia chinesis</td>
<td>Chinese Pistashe</td>
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<tr>
<td>Pinus canariensis</td>
<td>Canary Island Pine</td>
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<tr>
<td>Pinus eldarica</td>
<td>Mondell Pine</td>
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<tr>
<td>Platanus x acerifalia ‘Columbia’</td>
<td>London Flame Tree</td>
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<td>Platanus racemosa</td>
<td>California sycamore</td>
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<td>Punica granatum</td>
<td>Pomegranate</td>
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<tr>
<td>Sophora japonica</td>
<td>Japanese Pagoda Tree</td>
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<tr>
<td>Tabebua heterophylla</td>
<td>Pink Trumpet Tree</td>
</tr>
<tr>
<td>Tipuana Tipu</td>
<td>Tipu Tree</td>
</tr>
<tr>
<td>Tristania conferta</td>
<td>Brisbane Box</td>
</tr>
<tr>
<td>Ulmus</td>
<td>Chinese Elm</td>
</tr>
<tr>
<td><strong>Shrubs and Ground Cover</strong></td>
<td></td>
</tr>
<tr>
<td>Cordyline sp.</td>
<td>Cordyline / Dracaena Palm</td>
</tr>
<tr>
<td>Delosperma cooperi</td>
<td>Trailing Ice Plant</td>
</tr>
<tr>
<td>Dietes bicolor</td>
<td>Fortnight Lily</td>
</tr>
<tr>
<td>Dymondia margaretae</td>
<td>Silver Carpet</td>
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<tr>
<td>Shrubs and Ground Cover (continued)</td>
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<tr>
<td>-----------------------------------</td>
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<tr>
<td><strong>Feijoa sellowians</strong></td>
<td>Pineapple Guava</td>
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<tr>
<td><strong>Gardenia jasminoides</strong></td>
<td>Gardenia</td>
</tr>
<tr>
<td><strong>Hemerocallis sp.</strong></td>
<td>Daylily</td>
</tr>
<tr>
<td><strong>Iris sp.</strong></td>
<td>Iris</td>
</tr>
<tr>
<td><strong>Lavandula stoechas ‘Larkman Hazel’</strong></td>
<td>Spanish Lavender</td>
</tr>
<tr>
<td><strong>Ligustrum japonicum “Texanum”</strong></td>
<td>Japanese Privet</td>
</tr>
<tr>
<td><strong>Liriope m. ‘Giganteo’</strong></td>
<td>Big Blue Lily turf</td>
</tr>
<tr>
<td><strong>Lonicera sp.</strong></td>
<td>Honeysuckle</td>
</tr>
<tr>
<td><strong>Muhlenbergia rigens</strong></td>
<td>Deer Grass</td>
</tr>
<tr>
<td><strong>Nasella sp.</strong></td>
<td>Needlegrass / Feather Grass</td>
</tr>
<tr>
<td><strong>Pittosporum sp.</strong></td>
<td>Mock Orange</td>
</tr>
<tr>
<td><strong>Phoenix Roebelenii</strong></td>
<td>Pygmy Palm</td>
</tr>
<tr>
<td><strong>Rosa rugosa sp.</strong></td>
<td>Carpet Rose</td>
</tr>
<tr>
<td><strong>Rosa rugosa ‘Jacrulav’</strong></td>
<td>Wildberry Breeze Shrub Rose</td>
</tr>
<tr>
<td><strong>Rosmarinus p. ‘Huntington Carpet’</strong></td>
<td>Groundcover / Prostrate Rosemary</td>
</tr>
<tr>
<td><strong>Rosmarinus officinalis ‘Tuscan Blue’</strong></td>
<td>Rosemary</td>
</tr>
<tr>
<td><strong>Strelitzia reginae</strong></td>
<td>Bird of Paradise</td>
</tr>
<tr>
<td><strong>Trachelospermum jasminoides</strong></td>
<td>Star Jasmine</td>
</tr>
<tr>
<td><strong>Vinca major</strong></td>
<td>Periwinkle</td>
</tr>
<tr>
<td><strong>Viburnum sp.</strong></td>
<td>Viburnum</td>
</tr>
<tr>
<td><strong>Xylosma congestrum ‘Compact</strong></td>
<td>Compact Xylosma</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vines and Espaliers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bougainvillea ‘Monka’</strong></td>
</tr>
<tr>
<td><strong>Distictis buccinatoria</strong></td>
</tr>
<tr>
<td><strong>Hedera helix</strong></td>
</tr>
<tr>
<td><strong>Ophiopogon phaniscapus ‘Nigrescens’</strong></td>
</tr>
<tr>
<td><strong>Pandorea jasminoides ‘Ladi Di’</strong></td>
</tr>
<tr>
<td><strong>Solandra maxima</strong></td>
</tr>
<tr>
<td><strong>Trachelospermum jasminoides</strong></td>
</tr>
<tr>
<td><strong>Trachelospermum asiaticum</strong></td>
</tr>
</tbody>
</table>
Style elements: Mediterranean

Roof: Concrete "S" Tile
Fascia: 2x4 Wood Fascia
Eaves: 12" Overhang with Stucco over Shaped Foam
Gable: Decorative Gable Vent
Exterior: Stucco (Sand Finish)
Window and Door Trim: Min. 2" Recessed Windows and/or 2" Nominal Decorative Foam Trim
Garage Door: Decorative Metal Roll-UpGarage Door
Entry Door: Decorative Front Entry Door
Veneer: Manufactured Stone Veneer

Single-Family Motorcourt Townhome Conceptual Front Elevation

Single-Family Motorcourt Townhome Conceptual Rear Elevation
Single-Family Motorcourt Townhome Conceptual Right Side Elevation

Single-Family Motorcourt Townhome Conceptual Left Side Elevation
Single-Family Home Conceptual Elevations: Cottage Architectural Style A

LEFT

FRONT

RIGHT

REAR

© 2013 WILLIAM HEZMALHALCH ARCHITECTS, INC.
Single-Family Home Conceptual Elevations: Cottage Architectural Style B
Single-Family Home Conceptual Elevations: Bungalow Architectural Style B
Single-Family Home Conceptual Elevations: Bungalow Architectural Style C

Left

Front

Right

Rear

Note: Artist’s conception; colors, materials and applications may vary.
Single-Family Home Conceptual Elevations: Spanish Architectural Style A
Single-Family Home Conceptual Elevations: Spanish Architectural Style B
Single-Family Home Conceptual Elevations: Spanish Architectural Style C
Single-Family Hillside Cluster Homes Conceptual Elevations: Tuscan Architectural Style A
Single-Family Hillside Cluster Homes Conceptual Front and Rear Elevations: Tuscan Architectural Style B
Single-Family Hillside Cluster Homes Conceptual Side Elevations: Tuscan Architectural Style B
Single-Family Hillside Cluster Homes Conceptual Elevations: Tuscan Architectural Style C
ADMINISTRATION

Administration of the provisions of the 2400 South Fremont Avenue Specific Plan shall be undertaken by the City of Alhambra in accordance with the State of California Government Code, Subdivision Map Act, the Alhambra General Plan, and the City of Alhambra Municipal Code. Whenever the regulations contained in this Specific Plan conflict with the regulations of the City of Alhambra Municipal Code, the provisions of this Specific Plan shall take precedence. If the Specific Plan is silent regarding any development standard or process, the provisions identified in the Municipal Code shall prevail. Other documents have been prepared and processed concurrently with the adoption of the 2400 South Fremont Avenue Specific Plan, including a General Plan Amendment, Zoning Change, Residential Planned Development Permit, and Mitigated Negative Declaration.
REVIEW AND ADOPTION

The 2400 South Fremont Avenue Specific Plan requires multiple levels of review prior to adoption. The Design Review Board conducts site plan and design review and approval of the proposed project, as defined in Chapter 23.64 of the City’s Municipal Code. Prior to building permit issuance, conceptual architectural and landscape architecture plans shall be approved by the City’s Design Review Board and subsequently reviewed and approved by the Planning Commission and Director of Development Services.

The Planning Commission will then review the DRB’s findings, the General Plan Amendment, Zone Change, Residential Planned Development Permit, and 2400 South Fremont Avenue Specific Plan and make a recommendation to City Council. The General Plan Amendment and Zone Change associated with this project are described in detail in Chapter 1: Introduction.

The project is then reviewed by the City Council which has the authority to take final action on all of the proposed plans and entitlements and serves as the appealing body.

Subdivision maps shall be submitted, reviewed, and processed in accordance with the City of Alhambra Municipal Code and the California Subdivision Map Act. For projects requiring a tentative tract or parcel map(s), the provisions and procedures of this Specific Plan, notwithstanding the procedures of the City’s Municipal Code shall apply. A tentative tract map or parcel map may be processed concurrently with this Specific Plan.

PHASING

Given the size and lot configuration of this project, phasing will occur in three components: grading, construction, and landscaping.

Grading of the Specific Plan project area will be the first component of the project’s phasing. Construction will begin on the motorcourt townhomes while grading is being completed. When grading is complete, the remaining units will be constructed. Landscaping improvements will be implemented concurrently with unit construction.

FINANCING AND MAINTENANCE OF IMPROVEMENTS

A well-developed and executed plan for project financing, including financing for infrastructure and other capital improvements, and the maintenance of those improvements, is a key component in ensuring successful implementation of a Specific Plan. Various financing methods may be used to meet the needs of the 2400 South Fremont Avenue Specific Plan, including:

- Impact fees
- Homeowners Association(s) (HOA)
- Conventional Condominium Financing
ENFORCEMENT

Enforcement of the provisions of this Specific Plan shall occur as follows:

1. The Director of Development Services and the City Manager shall be responsible for interpreting and enforcing the site development standards and design guidelines set forth herein. When there is a question or ambiguity regarding the interpretation of this Specific Plan, the Director of Development Services and/or the City Manager have the authority to interpret the intent of such provision.

2. Any decision by the Director of Development Services may be appealed to the City Council. Any decision by the Planning Commission is subject to appeal to the City Council.

3. The appropriate City departments, specifically Public Works, shall aid the Planning Commission and the Director of Development Services in fulfilling their enforcement roles as needed or directed.

SPECIFIC PLAN REVISIONS

Approval of this Specific Plan indicates acceptance by the City Council of a general framework for development of the project area. Part of that framework establishes specific development standards that constitute the zoning regulations for the 2400 South Fremont Avenue Specific Plan. It is anticipated that certain minor adjustments or modifications to the Specific Plan text, exhibits, and/or project may be necessary over the lifetime of the project. These modifications, should they occur, are divided into two categories: Substantial Conformance and Specific Plan Amendment.

Substantial Conformance

Substantial Conformance allows for administrative approval and interpretation of minor modifications to the Specific Plan text, graphics, and/or project design that do not change the meaning or intent of the Specific Plan. Through the Substantial Conformance process, a project may be found to be in substantial conformance with the provisions of this Specific Plan and may be approved, conditionally approved, or denied by the Director of Development Services without a public hearing. The Director of Development Services shall also have the discretion to refer any such request for Substantial Conformance to the Planning Commission. The following are examples of issues that may be considered for Substantial Conformance:

1. Realignment or modifications of private streets serving the project, lot lines, easement locations, and grading adjustments, if also approved by the City Engineer.

2. Modification of design criteria on a case-by-case basis, such as setbacks, plotting, unit size, paving treatments, architectural details, landscape treatments, sidewalks, fencing, lighting, and entry treatments.

3. Final facility sizing and precise locations of water, sewer, and storm drainage improvements when directed by the City Engineer.
4. Minor revisions to the landscape concept and plant palette, so long as the change does not significantly alter the intent of the original landscape plan.

5. Revisions to project graphics that do not substantially change the intent of the graphics in the Specific Plan.

6. Specific modifications of a similar nature to those listed above, which are deemed minor by the Director of Development Services, which are in keeping with the intent of the Specific Plan and which are in conformance with the General Plan.

Amendments
All Specific Plan modifications that do not fall under the umbrella of items addressed under the Substantial Conformance process shall require a Specific Plan Amendment. Formal Amendments constitute the second category of modifications to the Specific Plan. All amendments shall be processed pursuant to provisions contained in California Government Code Section 65453, and in the same manner as a Zoning Ordinance text amendment. The Director of Development Services shall make the final determination as to whether or not an amendment is required.

SEVERABILITY
If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the plan.
The 2400 South Fremont Avenue Specific Plan has a direct relationship to the City of Alhambra’s General Plan and provides site-specific, detailed descriptions of regulations, standards, and guidelines for implementing General Plan goals and policies. To achieve this, the Specific Plan must demonstrate that it is consistent with the General Plan. The California Government Code states that a “Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan, and further, that it may not be adopted or amended unless found to be consistent with the General Plan.”

Consistency with the General Plan is achieved when the Specific Plan is compatible with the goals and policies contained in the General Plan. Consistency is defined as follows: “An action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment.”

A detailed discussion of the conformance of this Specific Plan with applicable goals and policies from the elements of Alhambra’s General Plan is contained in this Appendix. Only goals and policies applicable to the 2400 South Fremont Avenue Specific Plan are analyzed here for consistency. Goals and policies found to be unrelated to the Specific Plan have been intentionally omitted from this discussion.
LAND USE

Goal LU-1: To manage the use of land so growth, development and redevelopment occur in an orderly and beneficial manner which recognizes and is sensitive to opportunities and constraints imposed by the City’s infrastructure, and environmental and social resources.

Policy LU-1: Promote growth, development and redevelopment that recognizes the costs, benefits and trade-offs, both social and economic, of the capacities of the natural and man-made environment of the City.

The proposed development is primarily an infill residential project located on the north side of Carlos Street between Fremont Avenue and Whitney Drive in the southwest portion of Alhambra. As an infill residential project, this development will benefit the City by creating new single-family housing opportunities that are compatible with the surrounding area on an unoccupied site. The proposed project is supported by sufficient resources including the provision of adequate infrastructure. The project also retains five existing single-family homes which front onto Carlos Street.

Policy LU-2: Continue to encourage and support an adequate level of public services to meet the needs of the existing and future planned population.

In order to support an adequate level of public services for the future planned population, the proposed development will include new infrastructure including water, sewer, and storm drain facilities.

Policy LU-3: Encourage land use patterns that minimize incompatibility between uses.

The site is located in a neighborhood characterized by single-family residential uses (both attached and detached) and recreation facilities (Granada Park) and the site is currently designated for low and high density residential uses. The project proposes four types of single-family homes, including detached and attached options, complemented by passive and active recreation opportunities. The 2400 South Fremont Avenue Specific Plan’s site plan, including building size and orientation, has been prepared to blend into the fabric of the existing neighborhood. Additionally, special attention has been paid to create visually appealing buffers between the project and adjacent uses.

Policy LU-5: Encourage the maintenance or improvement of the existing quality of life for all City residents.

The proposed development will improve the existing quality of life for all City residents through the provision of new housing, addition of new recreation space and amenities, and through the preservation and maintenance of high quality neighborhoods.

Policy LU-6: Promote the preservation, maintenance and enhancement of existing, identifiable residential neighborhoods.

As a residential infill project, this development promotes the enhancement of adjacent neighborhoods by introducing new high-quality single-family homes that are compatible with the surrounding area on an unoccupied site. The project’s architectural styles and landscape concept, including a plant palette, have been designed to complement the area and respect the history of the Midwick and Granada Hills neighborhoods.
HOUSING
Goal HE-3: Identify adequate housing sites through appropriate land use, zoning, and specific plan designations to accommodate the City’s share of regional housing needs.

Policy HE-3.1: Encourage a wide range of housing types, prices, and ownership forms.

The plan retains 5 existing single-family homes and introduces 26 new single-family homes, 28 single-family motorcourt townhomes (two buildings with 10 units each and one building with 8 units), 1 single-family neighborhood home, and 10 single-family hillside cluster homes.

Collectively, the proposed project provides a range of new housing opportunities for Alhambra at a variety of prices that will attract a diverse market of homebuyers.

Policy HE-3.3: Promote mixed-use development where housing is located adjacent to jobs, shopping, services, schools, transportation corridors, and leisure opportunities.

The Specific Plan promotes mixed-use development by locating housing adjacent to transportation corridors, schools, and leisure opportunities. The 2400 South Fremont Avenue Specific Plan is located along Fremont Avenue (one of Alhambra’s main north-south connectors), is adjacent to Granada Park, and is one block away from St. Thomas More School.

Policy HE-3.4: Identify available infill lots for future housing development opportunities.

The proposed project is an infill residential development that will integrate a mix of residential product types in an existing residential neighborhood.

Goal HE-5: Promote equal housing opportunity for all residents.

Policy HE-5.1: Continue to enforce fair housing laws prohibiting discrimination in the building, financing, selling, or renting of housing on the basis of race, ethnicity, ancestry, national origin, religion, sex, disability, age, marital status, familial status, source of income, sexual orientation, or any other arbitrary factor.

The proposed residential development will adhere to fair housing laws prohibiting discrimination. New housing opportunities on the site will be equally accessible to potential residents regardless of age, race, ethnicity, sex, family composition, or disability in accordance with the law.

CIRCULATION
Goal CE-1: To provide a balanced transportation system for the safe and efficient movement of people, goods and services throughout the City.

Policy CE-3: Reduce the negative impact of the automobile.

The project is designed to reduce automobile usage by promoting pedestrian activity through connections between new homes and pedestrian pathways, Granada Park, local schools and amenities. It is also located in proximity to local bus service to encourage transit use.

Policy CE-15: Encourage, through land use and building design policies and regulations, the proximity of compatible residential, commercial and industrial land uses with related pedestrian facilities to encourage pedestrian travel as an alternative to the automobile.

The proposed development is designed to facilitate pedestrian travel by connecting an internal pedestrian pathways with existing sidewalks on major streets including Fremont Avenue, Carlos Street, and Whitney Drive, and also through connectivity to the project’s open space and Granada Park.
ENVIRONMENTAL MANAGEMENT

Goal EM-2: To provide adequate and accessible outdoor recreation and open space amenities.

Policy EM-14: Promote the designation and/or acquisition of open space to meet existing and future open space and parks needs of City residents. By providing open space in parkland in accordance with the standards of four acres of local park space for every 1,000 persons.

The proposed development allocates land for parks and open space including a variety of passive and recreational amenities such as a tot lot, community garden, open turf area, landscaped courtyards, and pedestrian paseos. Based on a general projected population of 195 people (approximately 3 persons per household) and an open space standard of 4 acres per 1,000 persons, the 2400 Fremont Avenue Specific Plan should provide a minimum of 0.78 acres of parkland. The 2400 Fremont Avenue Specific Plan provides approximately 26,056 square feet of common useable open space for the project area.

Goal EM-4: To develop a unified overall community appearance

Policy EM-9: Promote community identification and beautification.

The Specific Plan includes design guidelines that will create an attractive project with a clear sense of community and identity through detailed architectural styles, landscaping, signage, consistent use of quality building materials, and site design strategies that improve the streetscene along Fremont Avenue and Carlos Street.

Policy EM-13: Prepare and implement design and architectural review standards for new commercial, industrial and residential development.

The Specific Plan provides detailed design and architectural standards that ensure cohesive, high quality residential development. Prior to approval by the City Council, the project design and architecture will be processed through the City’s Design Review Committee to ensure it meets the high standards of the community.

ECONOMIC DEVELOPMENT

Goal ED-3: To provide a safe, decent and economically profitable environment in support of a strong local business community.

Policy ED-3: Eliminate and prevent the spread of blight and deterioration in the City and in redevelopment project areas.

The proposed development will contribute to the elimination of blight and deterioration by replacing unoccupied facilities with high quality residential development.

Policy ED-4: Encourage new development that provides benefits to the community in balance with the costs of the provision of urban services.

The plan retains 5 existing single-family homes and introduces 26 new single-family homes, 28 single-family motorcourt townhomes (two buildings with 10 units each and one building with 8 units), 1 single-family neighborhood home, and 10 single-family hillside cluster homes. All applicable City fees will be paid before occupancy of the homes.

NOISE

Goal N-2: To protect and maintain those areas having acceptable noise environments.

Policy N-12: Evaluate noise generated by construction activities.

A Mitigated Negative Declaration (MND) is being prepared for the development. The MND will consider any noise impacts potentially generated by construction and will identify mitigation measures for reducing impacts. The proposed uses are consistent with adjacent residential properties and are not anticipated to generate noise levels that are different from surrounding uses.

Goal N-3: To provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions.

Policy N-9: Encourage acoustical design in new construction.

The proposed development has been designed with careful consideration of acoustical design and community noise levels. The site orientation, building location, building materials, and the types of use will all minimize noise impacts.