



Valley Vision: Valley Boulevard Neighborhoods Sustainability Plan

Case No. PL-04-132

Prepared for



**City of San Gabriel
425 Mission Drive
San Gabriel, California 91778-0130**

Prepared by



**EIP Associates
12301 Wilshire Boulevard, Suite 430
Los Angeles, California 90025**

Funded by

**City of San Gabriel
and the
California State Treasurer's Office
Sustainable Communities Grant Program**

Adopted December 19, 2006

Amended January 15, 2013

ACKNOWLEDGMENTS

City of San Gabriel

CITY COUNCIL

David R. Gutierrez, Mayor
Kevin Sawkins, Vice Mayor
Juli Costanzo, Councilmember
Albert Huang, Councilmember
Harry Baldwin, Councilmember

PLANNING COMMISSION

Norman Garden, Chairperson
Thomas Klawiter, Vice-Chair
Randy Galang, Commissioner
James Porter, Commissioner
Carol Ojeda-Kimbrough, Commissioner

CITY MANAGEMENT

P. Michael Paules, City Manager
Steven A. Preston, FAICP, Deputy City Manager
Robert L. Kress, City Attorney

CITY STAFF

Lucita Tong, Planning Manager
Mark Gallatin, AICP, City Planner
Erlinda Romo, Economic Development Specialist
Bruce Mattern, PE, TE, City Engineer
Evan Zeisel, Senior Building Inspector
Christine McPhail, Consulting Landscape Architect
Martin E. Weil, City Preservation Architect
Shao Wei, Finance Department

Con Sultant team

EIP Associates
Patricia L. Smith, ASLA
RNL Designs
Meyer Mohaddes Associates
Keyser Marston Associates

State of California

Phil Angelides, State Treasurer
Sherri Wahl, California Pollution Control Financing Authority

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

RESOLUTION 06-13

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF SAN GABRIEL, COUNTY OF LOS ANGELES, STATE OF
CALIFORNIA, AMENDING THE LAND USE MAP OF THE
COMPREHENSIVE GENERAL PLAN FOR SPECIFIED PARCELS IN
CONNECTION WITH A PROPOSED VALLEY BOULEVARD SPECIFIC
PLAN (CASE NO. PL 04-132); CERTIFYING THE FINAL
ENVIRONMENTAL IMPACT REPORT FOR THE VALLEY BOULEVARD
SPECIFIC PLAN; ADOPTING A STATEMENT OF OVERRIDING
CONSIDERATIONS AND MITIGATION MONITORING PROGRAM**

WHEREAS, Sections 65000 et seq. of the California Government Code and Section 153.465 of the San Gabriel Municipal Code authorize preparation of a comprehensive general plan governing the orderly growth and development of the City; and

WHEREAS, both State law and City Council policy encourage the preparation of specific plans in neighborhoods where the plan will allow the Council to tailor its development policies to the unique and special needs of that neighborhood; and

WHEREAS, the City Council of the City of San Gabriel has established its interest in developing innovative planning solutions to address questions of environmental and economic sustainability in its Valley Boulevard corridor; and

WHEREAS, the resulting studies indicate that minor amendments to the general plan land use map and zoning map are in order to consistently implement the general plan text; and

WHEREAS, the City staff and consultants, working with local residents, business people, community leaders, and institutions of the Valley Boulevard Neighborhoods conducted an extensive series of charettes, community meetings and other programs; and based on their input have drafted a proposed specific plan (Exhibit "B", attached) to promote sustainable development practices in the Neighborhoods, including certain changes in general plan land use and zoning designations; and

WHEREAS, the Planning Commission held duly noticed public hearings on May 30, 2006 and June 12, 2006 to consider the proposed amendments and made a recommendation for the City Council to adopt the amendments (Planning Case No. PL-04-132) and certify the environmental impact report; and

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

WHEREAS, the City Council held duly noticed public hearings on June 20, 2006 and July 18, 2006 to consider these amendments, accepting oral and written testimony;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN GABRIEL DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Findings and Conclusions. The City Council HEREBY FINDS and DETERMINES that the general plan amendments (illustrated in Exhibit "A" land use map, attached) satisfy the requirements of the 2004 San Gabriel general plan in that:

- a. The proposed amendments are consistent with the goals and objectives set forth in the general plan, including transformation of Valley Boulevard into a vibrant, functional, and quality environment; conservation of the currently sound housing stock; enhancement of pedestrian access and circulation; creation of commercial and residential streetscapes that are sustainable; promotion of environmentally sustainable planting practices; targeting selected commercial and residential corridors for action to improve their appearance; and preservation and protection of valuable but threatened resources. These principles are outlined in the staff reports dated May 30, 2006 and June 12, 2006, and incorporated herein by reference.

- b. The proposed amendments represent good city planning practices in that they concentrate and intensify development in nodes along Valley Boulevard in proximity to primary transit stops and corridors and at key intersections; conserve existing and develop new housing in the residential neighborhoods; promote the multiple use of schools, religious facilities, parklands, and other public facilities; improve the public streetscapes and Alhambra Wash and develop new pocket parks, public plazas, and open spaces; locate and design development to relate to public streetscapes and open spaces, promote pedestrian activity, and achieve a high level of architectural quality; and support the goals of the land use, housing, mobility, economic development, open space, environmental resources, community design, and cultural resources elements of the 2004 General Plan.

SECTION 2. Certification of Environmental Impact Report; Adoption of Statement of Overriding Considerations and Mitigation Monitoring Program. The City Council HEREBY FINDS and DETERMINES that:

- 1 a. A Program Environmental Impact Report was prepared and four
2 environmental alternatives were considered. The report
3 determined that the Reduced Intensity Alternative is the
4 Environmentally Superior Alternative, which will fulfill many, if not
5 most, the City's objectives for the Valley Boulevard Specific Plan.
- 6 b. Of those alternatives studied, the Reduced Intensity Alternative is
7 the preferred alternative and the only alternative that can
8 successfully obtain the benefits in terms of walkability, "green"
9 building practices, mixed-use development, development linked to
10 transportation alternatives, location of population in proximity to
11 commercial uses and community services, providing residents with
12 a balance of housing, shopping, entertainment, cultural, religious,
13 and social opportunities, and redeveloping vacant and underutilized
14 parcels while also minimizing the number of significant and
15 unavoidable environmental impacts.
- 16 c. The mitigation measures contained in the Environmental Impact
17 Report (Exhibit "C", attached), if implemented, will ensure that most
18 environmental issues will be mitigated to a level of insignificance,
19 except for certain air quality, noise, and transportation impacts.
20 The City Council HEREBY ADOPTS the Statement of Overriding
21 Considerations, attached as Exhibit "D" and incorporated herein by
22 reference, for which the Specific Plan's benefits will outweigh these
23 unavoidable adverse environmental effects.
- 24 d. The City Council HEREBY CERTIFIES the Program Environmental
25 Impact Report, finding that it provides a full, complete and accurate
26 accounting of environmental issues associated with the proposed
27 sustainability strategy for the Valley Boulevard Neighborhoods.
- 28 e. The City Council HEREBY ADOPTS the Mitigation Monitoring
Program, and DIRECTS that all mitigation measures contained in
the initial study and environmental impact report documents are
hereby incorporated herein by this reference, and are imposed as
though fully set out in this resolution.
- f. The City Council HEREBY DIRECTS the Community Development
Department to perform mitigation monitoring of the plan as
provided by State law in accordance with the Mitigation Monitoring
Program contained in the final environmental impact report
incorporated herein by this reference.

SECTION 3. The City Council HEREBY APPROVES the proposed amendments to the City's General Plan in connection with Ordinance 562 C.S. which adopts the Valley Boulevard Specific Plan and zone changes, and HEREBY AMENDS the general plan land use map as illustrated in

Exhibit "A" attached. These include the following changes in land use map designations:

**PROPOSED GENERAL PLAN AMENDMENTS
IN CONNECTION WITH VALLEY BOULEVARD SPECIFIC PLAN**

EXISTING GENERAL PLAN DESIGNATION	PROPOSED GENERAL PLAN DESIGNATION	DENSITY RANGE	PROPOSED ZONING CLASSIFICATION
Low Density Residential	Commercial Specific Plan	(1) 0.50-0.70 FAR for retail projects, 0.70-1.50 FAR for retail/office projects, 3.00 FAR for mixed use projects; (2) 0.50-0.70 FAR for retail projects, 0.70-1.00 FAR for retail/office projects, 2.00 FAR for mixed use projects	(1) Transit Oriented Development; (2) Mixed Use
Medium Density Residential	Commercial Specific Plan	(1) 0.50-0.70 FAR for retail projects, 0.70-1.00 FAR for retail/office projects, 2.00 FAR for mixed use projects; (2) 20-40 units/acre	(1) Mixed Use; (2) Multi Family Residential
High Density Residential	Commercial Specific Plan	(1) 0.50-0.70 FAR for retail projects, 0.70-1.50 FAR for retail/office projects, 3.00 FAR for mixed use projects; (2) 0.50-1.00 FAR for retail or retail/office projects (3) 0.50-0.70 FAR for retail projects, 0.70-1.00 FAR for retail/office projects, 2.00 FAR for mixed use projects (4) 0.50-0.70 FAR for retail projects, 0.50-1.00 FAR for office or retail/office projects; 2.00 FAR for mixed use projects; 20-40 units/acre	(1) Transit Oriented Development; (2) Commercial Centers and Nodes; (3) Mixed Use; (4) Mixed Use, Commercial or Multifamily
General Commercial	Commercial Specific Plan	(1) 0.50-0.70 FAR for retail projects, 0.70-1.50 FAR for retail/office projects, 3.00 FAR for mixed use projects; (2) 0.50-1.00 FAR for retail or retail/office projects (3) 0.50-0.70 FAR for retail projects, 0.50-1.00 FAR for office or retail/office projects; 2.00 FAR for mixed use projects; 20-40 units/acre	(1) Transit Oriented Development; (2) Commercial Centers and Nodes; (3) Mixed Use, Commercial or Multifamily

SECTION 4. Certification by Clerk. The City Clerk shall certify to the passage and adoption of the Resolution, and thereupon the same shall take effect and be in force.

SECTION 5. Transmittal. Upon adoption, the City Clerk shall transmit a copy of this resolution and the adopting ordinances to the California Pollution Control Financing Authority in Sacramento, California; and shall file the Notice of Determination as provided by law.

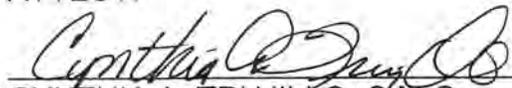
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

THE FOREGOING RESOLUTION IS APPROVED AND ADOPTED
BY THE CITY COUNCIL OF THE CITY OF SAN GABRIEL THIS
18TH DAY OF JULY, 2006.



DAVID R. GUTIERREZ, MAYOR
CITY OF SAN GABRIEL

ATTEST:



CYNTHIA A. TRUJILLO, C.M.C
CITY CLERK

- Exhibit "A":** General Plan Land Use Map Amendments
- Exhibit "B":** Valley Boulevard Specific Plan *[Documents Delivered to Council Under Separate Cover; Full text on file in the office of the Community Development Department]*
- Exhibit "C":** Environmental Impact Report, and Mitigation Monitoring Program *[Documents Delivered to Council Under Separate Cover; Full text on file in the office of the Community Development Department]*
- Exhibit "D":** Statement of Overriding Considerations

RESOLUTION NO. 06-13

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

I, Cynthia A. Trujillo, City Clerk of the City of San Gabriel, do hereby certify that the foregoing resolution was adopted by the San Gabriel City Council at a postponed regular meeting held thereof on the 18th day of July, 2006, by the following vote, to wit:

Ayes: Gutierrez, Sawkins, Costanzo, Huang

Noes: None

Abstain: None

Absent: Baldwin

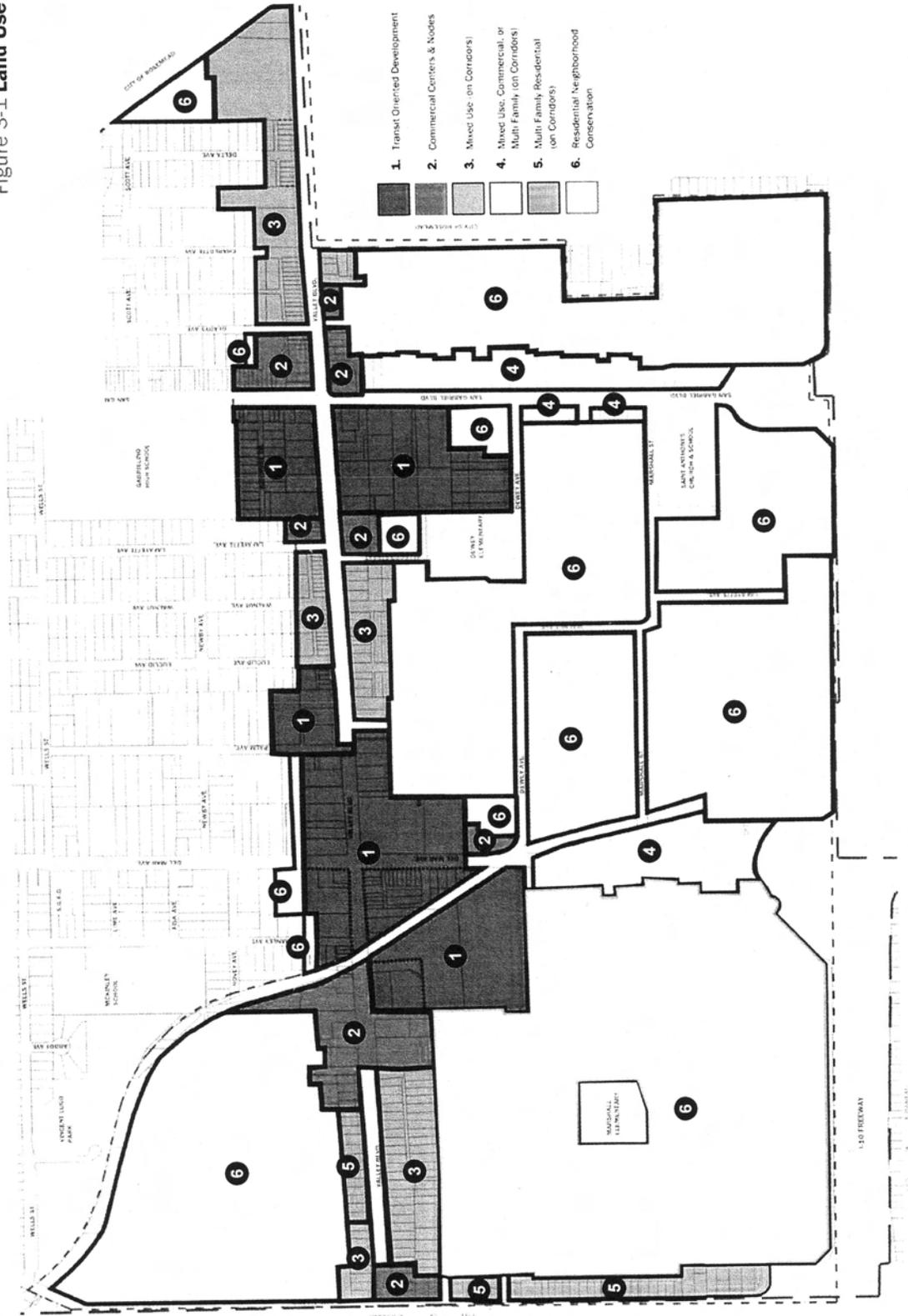


Cynthia A. Trujillo, C.M.C., City Clerk

City of San Gabriel, California

EXHIBIT A

Figure 3-1 Land Use Strategies



Valley Boulevard Neighborhoods Sustainability Plan

How We Use Our Land in a Sustainability Way

EXHIBIT "D"
RESOLUTION NO. 06-13
STATEMENT OF OVERRIDING CONSIDERATIONS

I. INTRODUCTION

The California Environmental Quality Act (CEQA) and the CEQA Guidelines provide in part the following:

- a) CEQA requires that the decision maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable".
- b) Where the decision of the public agency allows the occurrence of significant effects that are identified in the Specific Plan Program EIR but are not mitigated, the agency must state in writing the reasons to support its action based on the Specific Plan Program EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(2) or (a)(3) of the CEQA Guidelines.
- c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15093 of the CEQA Guidelines).

The City Council, having reviewed and considered the information contained in the Program EIR for the Valley Boulevard Specific Plan (the project), Responses to Comments and the public record, adopts the following Statement of Overriding Considerations that have been balanced against the unavoidable adverse impacts in reaching a decision on this project.

II. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Although all potential project impacts have been substantially avoided or mitigated as described in the preceding findings, there is no complete mitigation for three project impacts:

1. Air Quality
2. Noise
3. Transportation

Details of these significant unavoidable adverse impacts were discussed in the Valley Boulevard Specific Plan Program EIR and are summarized, or were otherwise provided in Section 5.3 Significant, Unavoidable Impacts.

III. OVERRIDING CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires the lead agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. The City of San Gabriel proposes to adopt the Valley Boulevard Specific Plan Reduced Intensity Alternative even though unavoidable adverse air quality, noise and transportation impacts have been identified in the Final Program EIR. While these adverse impacts are not reduced to a level considered less than significant, the San Gabriel City Council finds those impacts are outweighed by the benefits of the Valley Boulevard Specific Plan Project. Further, the other alternatives that were identified in the Final Program EIR would not provide the project benefits, as summarized below, to the same extent as the proposed project:

1. The City of San Gabriel finds that all feasible mitigation measures have been imposed to lessen project impacts to less than significant, and furthermore, that other alternatives to the project are infeasible because while they have similar or less environmental impacts, do not provide the benefits of the project, or are otherwise socially or economically infeasible as fully described in the Final Program EIR.
2. The Valley Boulevard Specific Plan has a number of specific objectives intended to guide the future development of the Valley Boulevard Corridor and its surrounding neighborhoods. The primary goal of the Specific Plan is to maintain and enhance quality of life for San Gabriel residents, particularly in the plan area. This is to be achieved through the integration of sustainable practices within the plan area, enabling a more supportable level of growth over time than is currently allowed by the San Gabriel Municipal Code. More specifically, the plan will:
 - Promote walkability
 - Introduce “green” building practices that reduce energy use and pollution
 - Encourage mixed-use development to decrease automobile use and increase the customer base supporting local businesses in the area
 - Link development to transportation options to provide an alternative to driving
 - Locate population in proximity to commercial uses and community services to sustain economic vitality
 - Provide a balance of housing, shopping, entertainment, cultural, religious, and social opportunities for residents to sustain social well-being
 - Redevelop vacant and under utilized parcels to complement community character
3. The project is consistent with the direction set by the City Council to develop goals, policies and development standards specifically for the Valley Boulevard Neighborhoods. The intent of the City Council is articulated in Goal Number 1.12 in the Land Use Chapter of the General Plan which seeks to “transform Valley Boulevard into a vibrant, functional, and quality environment”. Target 1.12.1 of the Land Use Chapter of the General Plan calls for the adoption and implementation of a Specific Plan for Valley Boulevard. The proposed Specific Plan implements Goal 1.12 and Target 1.12.1.
4. The project will promote walkability by creating walkable streets in commercial and mixed-use corridors and residential neighborhoods that provide access among all uses and are pleasant places to be. An improved walking environment will reduce automobile use and its impacts on energy, air, noise, and resident quality of life.
5. The project will introduce “green” building practices by encouraging buildings that utilize materials, architectural design features, and interior fixtures and finishings to reduce energy and water consumption, toxic and chemical pollution, and waste. This can diminish our use of non-renewable natural resources.
6. The project will encourage mixed use development by creating a more compact community that concentrates major new commercial development at key centers along the corridors with mixed-use structures that integrate housing with retail and office uses. This will reduce automobile use, energy consumption, air pollution, and noise, increase pedestrian activity, increase the customer base for local businesses, and spur economic activity.
7. The project will link development to transportation options by expanding transit opportunities and increasing development densities and housing opportunities in proximity to major transit hubs and transit routes. As compact development, this will reduce automobile use, energy consumption, air pollution, and noise, and increase pedestrian activity and local economic activity.
8. The project will locate population in proximity to commercial uses and community services by developing new housing within close walking distances, concentrating retail uses close to one another so that customers can shop at more than one business without having to use their car, and re-use properties and buildings that are no longer suitable to accommodate market-driven commercial uses.

9. The project will provide a balance of housing, shopping, entertainment, cultural, religious, and social opportunities for residents by fostering a vital and active community where events are regularly scheduled to promote economic activity of local businesses, social interaction among local residents, and neighborhood improvement, as well as celebrate local history and culture. Such events can help in sustaining a healthy business environment that contributes revenue to support the community, the quality of life of residents, and be a basis for resident pride.
10. The project will redevelop vacant and under utilized parcels by promoting and providing incentives for the aggregation of individual parcels and consolidation as a single development site, whose type, scale, and intensity of use and architectural character can serve as a primary activity center and visual landmark for the Valley Boulevard Neighborhoods.

IV. CONCLUSION

Therefore, the San Gabriel City Council, having reviewed and considered the information contained in the Final Program EIR and the public record, adopts the Statement of Overriding Considerations that has been balanced against the unavoidable adverse impacts in reaching a decision on this project.

ORDINANCE NO. 562 C.S.

**AN ORDINANCE OF THE CITY COUNCIL OF
THE CITY OF SAN GABRIEL, COUNTY OF LOS ANGELES, STATE OF
CALIFORNIA, ADOPTING A SPECIFIC PLAN FOR THE VALLEY BOULEVARD
AREA (CASE NO. PL-04-132), ZONE CHANGE, AND ZONE TEXT
AMENDMENTS**

WHEREAS, Section 65450 *et seq.* of the California Government Code authorizes the preparation of specific plans governing the development of private property; and

WHEREAS, City Council policy encourages the preparation of specific plans in neighborhoods where the plan will allow the Council to tailor its development policies to the unique and special needs of that neighborhood; and

WHEREAS, the City of San Gabriel received a grant from the State of California Treasurer's Office Sustainable Communities Grant and Loan Program in May 2003 for the preparation of a specific plan for the Valley Boulevard Neighborhoods; and

WHEREAS, the City staff and consultants, working with local residents, business people, community leaders, and institutions of the Valley Boulevard Neighborhoods conducted a charette, community meetings and other programs; and have drafted a proposed specific plan to promote sustainable development practices in the Neighborhoods; and

WHEREAS, the Planning Commission held duly noticed public hearings on this matter on May 30, and June 12, 2006, recommending adoption of the Valley Boulevard Specific Plan; and

WHEREAS, the City Council held a duly noticed public hearing on June 20 and July 18, 2006 to consider these amendments, accepting oral and written testimony;

WHEREAS, in adopting Resolution No. 06-13 on July 18, 2006, the City Council has certified the Final Environmental Impact Report for the project; adopted a Statement of Overriding Considerations; and imposed its mitigation measures on the subject specific plan, general plan amendments, zone change, text amendments, and related actions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN GABRIEL DOES HEREBY ORDAIN AS FOLLOWS:

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

neighborhoods consistent with the prescribed densities of their respective zones to achieve consistent patterns of development, improves neighborhood quality and identity, and promotes social interaction among residents. Furthermore, it promotes the multiple use of schools, religious facilities, parklands, and other public facilities for community-serving activities, improves the public streetscapes and Alhambra Wash and develops new pocket parks, public plazas, and open spaces within the commercial and mixed-use corridors and residential neighborhoods. Finally, the plan locates and designs development to relate to public streetscapes and open spaces, promote pedestrian activity, and achieve a high level of architectural quality that distinguishes the Valley Boulevard Neighborhoods as a unique place.

(C) The new zoning designation conforms to the general plan, including the housing element, as adopted by the City Council on May 18, 2004 and amended by Resolution No. 06-13. The remaining sites identified in the housing element are adequate to accommodate the City's share of the regional housing need pursuant to Section 65584.

SECTION 4. *Specific Plan Map and Text.* The City Council HEREBY FINDS and DETERMINES that the proposed specific plan text and map satisfy the requirements of California Government Code Section 65450 et. seq. with respect to the required content, composition, and requirements for adoption of a specific plan.

SECTION 5. *Approval of Specific Plan and Zone Changes.* The City Council HEREBY ADOPTS and APPROVES Planning Case No. PL-04-132 adopting the Valley Boulevard Specific Plan and Zone Change; and HEREBY AMENDS the official zoning map of the City of San Gabriel as illustrated in Exhibit "A".

SECTION 6. *Severability.* If any section, subsection, subdivision, paragraph, sentence, clause, or phrase of this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid, or unenforceable by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portion of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof, irrespective of the fact that any such provision has been declared unconstitutional, invalid or unenforceable.

SECTION 7. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same to be posted according to state law. This ordinance shall take effect thirty (30) days after

1 its passage.

2 PASSED, APPROVED and ADOPTED this 19th day of December,
3 2006.

4 
5 _____
6 DAVID R. GUTIERREZ
7 MAYOR OF THE CITY OF SAN GABRIEL

8
9 ATTEST:

10 
11 _____
12 CYNTHIA A. TRUJILLO, C.M.C
13 CITY CLERK

14 Exhibit "A": Amended Zoning Map

15 Exhibit "B": Valley Boulevard Specific Plan (Documents under Separate
16 Cover; Full text on file in the office of the Community
17 Development Department)

18
19 ORDINANCE NO. 562 C. S.
20
21
22
23
24
25
26
27
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

I, Cynthia A. Trujillo, C.M.C., City Clerk of the City of San Gabriel, California, do hereby certify that the foregoing ordinance was adopted by the City Council of the City of San Gabriel at a regular meeting held thereof on the 19th day of December, 2006 by the following vote, to wit:

Ayes: Gutierrez, Sawkins, Baldwin, Costanzo, Huang

Noes: None

Abstain: None

Absent: None

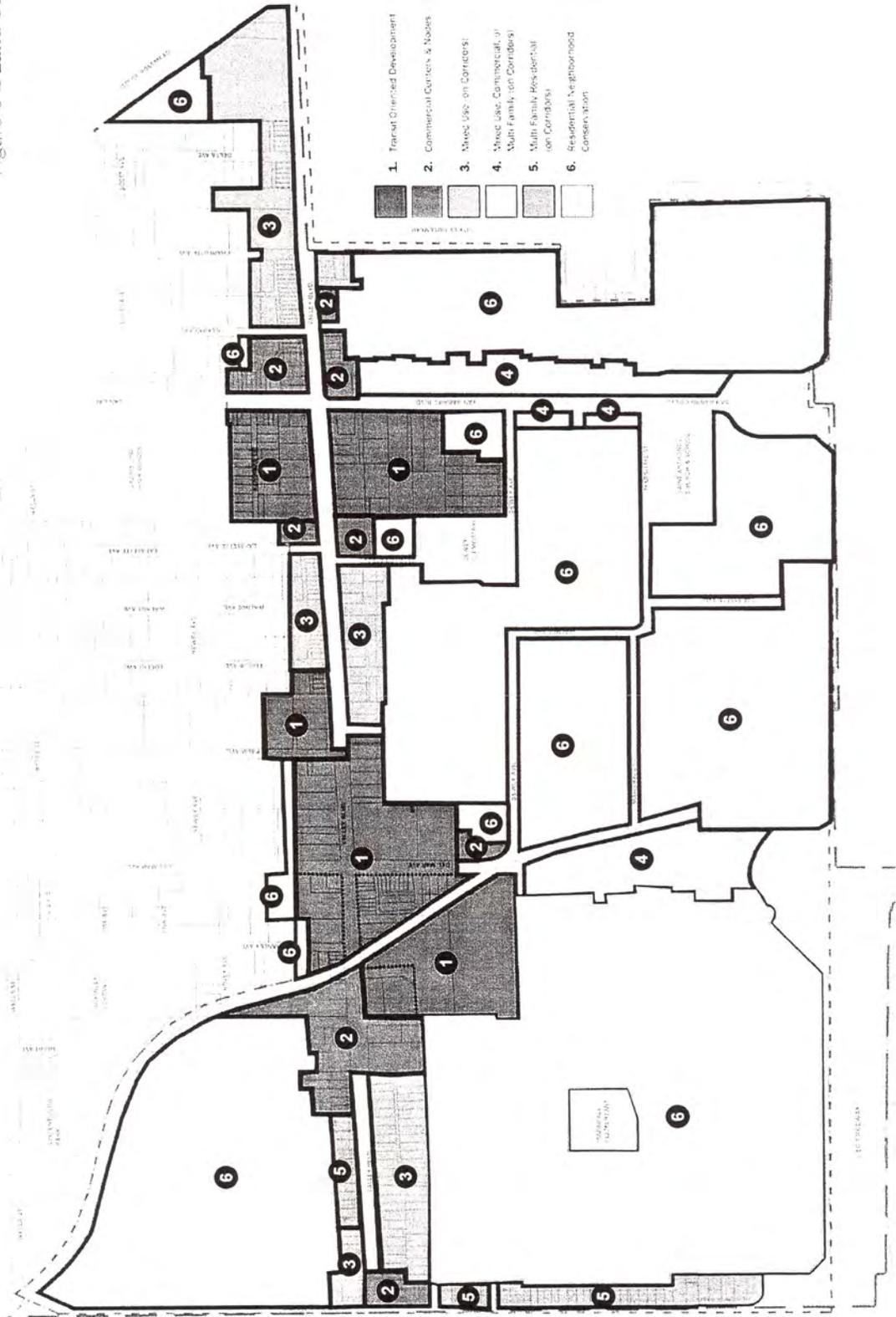


Cynthia A. Trujillo, C.M.C., City Clerk
City of San Gabriel, California

Ord. No. 562-C.S.

EXHIBIT A

Figure 3-1 Land Use Strategies



CONTENTS

ACKNOWLEDGMENTS	II
CITY COUNCIL RESOLUTION	III
CITY COUNCIL ORDINANCE	XV
Chapter 1 INTRODUCTION: About the Neighborhoods Sustainability Plan	2
Where We Are.....	2
An Opportunity to Change	4
What Is the Valley Boulevard Neighborhoods Sustainability Plan?.....	4
Project Location	6
Why is Sustainability Important?	6
About the Valley Boulevard Neighborhoods.....	9
Let’s Be Specific—What Is Unsustainable in the Valley Boulevard Neighborhoods?	10
How Can the Valley Boulevard Neighborhoods Become More Sustainable?.....	13
How Was the Plan Prepared?	14
How Was the Public Involved?	14
Chapter 2 VISION Our Vision for Sustainable Valley Boulevard Neighborhoods ...	18
Excerpt from the Diary of a Resident of the Valley Boulevard Neighborhoods in 2010	18
Chapter 3 SUSTAINABLE LAND USE: How We Can Use Our Land in a More Sustainable Way	24
Objectives for More Sustainable Land Use Development.....	24
How We Achieve Our Objectives	25
Sustainable Land Use Policy	26
Sustainable Land Use Development Standards	60
Chapter 4 DESIGN AND DEVELOPMENT: Sustainable Site and Building Design	78
Objectives for More Sustainable Site and Building Design	78
How We Achieve Our Objectives	80
Sustainable Site and Building Design Policy	80
Sustainable Site and Building Design Standards.....	82
Sustainable Energy and Green Building Policy.....	120
Sustainable Energy and Green Building Standards.....	127
Chapter 5 SUSTAINABLE STREETSAPES: Green & Livable Open Space	140
Objectives for More Sustainable Streetscapes and Open Spaces	140
How We Achieve Our Objectives (Figure 5-1)	141
Sustainable Streetscapes and Open Space Policies	144
Sustainable Streetscapes and Open Space Development Standards	159
Chapter 6 TRANSPORTATION & CIRCULATION: Being More Mobile	176
Objectives for More Sustainable Transportation	176
How We Achieve Our Objectives	178
Sustainable Transportation Policies.....	178

Sustainable Transportation Standards.....	182
Chapter 7 IMPLEMENTATION: Achieving Our Goals.....	188
How We Implement Sustainable Community Strategies.....	188
Financing.....	188
Development Review and Administration.....	192
City- and Community-Based Implementation Programs.....	193
Scheduling & Phasing.....	195
Mitigation Monitoring.....	195
Chapter 8 GLOSSARY.....	198
APPENDIX A.....	204

FIGURES

Figure 1-1	Project Location	7
Figure 3-1	Land Use Strategies.....	27
Figure 3-2	Transit-Oriented Development Subareas.....	31
Figure 3-3	Concentrated Commercial Areas	41
Figure 3-4	Corridor Re-Use Strategies.....	47
Figure 3-5	Residential Conservation.....	55
Figure 3-6	Zoning Map.....	61
Figure 3-7	Rear/Front Setbacks for Mixed Use Buildings	65
Figure 3-8	Rear/Front Setbacks for Commercial Buildings.....	67
Figure 3-9	Multi-Family Building Setbacks Plan View.....	73
Figure 4-1	Retail/Commercial Corridor Elements	85
Figure 4-2	Commercial Facade Elements	88
Figure 4-3	Retail/Commercial Corridor Elements	91
Figure 4-4	Color Use on Commercial Facades	93
Figure 4-5	Mixed-Use Corridor Elements	97
Figure 4-6	Mixed-Use Corridor Elements	101
Figure 4-7	Multi-Family Building Elements	111
Figure 4-8	Surface Parking Screening.....	114
Figure 5-1	Streetscape/Landscape Conceptual Plan.....	142
Figure 5-2A	Valley Boulevard Landscape Concept.....	147
Figure 5-2B	Valley Boulevard Landscape Concept.....	148
Figure 5-2C	Valley Boulevard Landscape Concept.....	149
Figure 5-3	Sidewalk Cross-Section.....	150
Figure 5-4	Street Tree Planting Detail	161
Figure 5-5	Typical Valley Boulevard Curb Extension/Crosswalk Plan.....	167
Figure 5-6	Illustrative Plan Of Required Tree Planting around Parking Lots.....	174
Figure 6-1	Preferred Public Parking Placement within 0.25 Mile Radius of Major Transit Nodes.....	183

TABLES

Table 3-1	Mixed-Use Transit (MU-T).....	63
Table 3-2	Commercial Centers (C-CT).....	66
Table 3-3	Mixed-Use Corridors (MU-C).....	68
Table 3-4	Mixed-Use Corridors/Residential (MU-C/R).....	69
Table 3-5	Multi-Family Residential Corridor (R-C)	71
Table 3-6	Residential Neighborhood Conservation (R-NC)	74
Table 3-7	Live/Work Units	74
Table 3-8	Hotel Development Standards	75
Table 4-1	Master Plant Palette	115
Table 5-1	Street Tree Selection Specifications	163
Table 8-1	Impact Fees: Funding Sources.....	191



chapter

1

chapter one

INTRODUCTION

About the Neighborhoods

Where We Are

From the time that we wake up in the morning to the time that we go to bed at night, even during our sleeping hours, we consume natural resources, many of which are scarce or cannot be replaced. We prepare ourselves for the day by showering, shaving, applying make-up, and arranging our hair. The water flows from our showers to the drain to the ocean outfall, which is polluted by the chemicals from the soaps, lotions, and makeup that we use. Even greater amounts of water are used and polluted when we flush our toilets, cook our foods, water our lawns and flowers, and clean our cars. Only when the winter snows accumulate in the Sierra and its runoff is carried hundreds of miles by canals and pipes to our local reservoirs, coupled with the relatively small amount of water that we capture by local groundwater basins, is the water resource replenished.

Many hydrologists contend that our water resource is limited and, if we continue to use it at the current rate, we will not have sufficient supply to meet the needs of our growing population. Not only is water scarce, but much of it has been polluted from our daily activities as well as our industries. Our pollution of the ocean and lakes is killing fish and reducing our food supply, as well as making them unsafe places for people to swim and recreate.

In the evening, we turn on the lights in our house. When it is cold, we turn on the heat, and when it is hot, we turn on our air conditioning. Unlike the early housing in San Gabriel, which was built from adobe that provided insulation from heat in the summer and maintained warmth in the winter, our housing is largely built with wood frames and minimal insulation, requiring us to use artificial heat and cooling. Our housing is not located on properties nor designed properly so that we can take advantage of solar energy, heating, or cooling.

Our energy demands are increased as we watch television and listen to our stereos for entertainment, use our computers for business and play, use washing machines to clean our dishes and clothing, cook in our electrical ovens or gas ranges, and use a myriad of food processors and other “gadgets” to simplify our lives. All of these use electricity and natural gas, resources that are diminishing in supply and increasing in cost. Their production often uses chemical processes that degrade our air quality.

Sustainability Plan

When we shop, our food and retail purchases are often enclosed in extensive packaging materials and placed in paper or plastic shopping bags. When we bring them home, we remove and dispose the packaging, along with our newspapers, magazines, plastic water bottles, soda cans, and glass bottles. While we have some effective recycling programs, we are producing wastes in greater quantity and most of these are discarded into landfills located in our foothill canyons. Over time these wastes are producing methane gas and other toxics on decomposition, degrading our air and groundwater basins.

We drive to our jobs, drop the children at school and their soccer games, visit our friends, shop for groceries and clothing, and travel to our entertainment and recreation. In most cases, we live far from the places that we go and drive hundreds of miles in vehicles that consume enormous amounts of gasoline and pollute the air.

As we have developed our communities in Southern California, we believed that we had unlimited access across the vast metropolitan region and were not concerned about separating the places that we live from the places that we work. Rapid population and employment growth in the region, however, changed this reality. Our freeways and local streets became congested and our air quality degraded badly. While a few of us take the option to walk and bicycle, the distance between our homes and the places we want to go make this very difficult. Our oil resources are finite and diminishing rapidly as world demands increase. While our regional air quality has improved, it is still degraded to a level that impacts the health of every resident.

An Opportunity to Change

As we look forward to the next 20 years in the City of San Gabriel and, specifically, in the Valley Boulevards Neighborhoods, we recognize that we can do things differently. We can locate our housing, jobs, and services close to one another to reduce the need to use our automobiles, at the same time increasing the economic viability of our businesses and benefiting the social interaction among our residents. When we do have to travel, we can provide alternative forms of transportation that reduce our gasoline consumption, air pollution, and noise.

We can build housing and commercial buildings that require less energy, consume less water, and result in less waste and pollution. We can landscape our streets and public places to make them pleasant places to walk. We can use landscaping that consumes less water. We can recycle our wastewater from our showers and dish and clothes washing and capture storm water runoff on our properties, reducing our need for imported water. These are our opportunities to make a more sustainable environment for us and our children. This plan is intended to achieve these objectives.

What Is the Valley Boulevard Neighborhoods Sustainability Plan?

The *Valley Boulevard Neighborhoods Sustainability Plan*, or *Valley Vision*, provides a road map of land use development, building and site design, transportation, infrastructure, and streetscape strategies that will be used to enable residents and businesses to more effectively meet the vital human needs of the present without compromising the ability of future generations to meet their own needs by preserving ecosystems and natural resources. This concept is referred to as “sustainability” and is based on a systematic, integrated approach that brings together environmental, economic, and social goals and actions directed toward the following four objectives:

1. Reduce dependence upon fossil fuels and extracted underground metals and materials.
2. Reduce dependence on chemicals and other manufactured substances that can accumulate in nature.
3. Reduce dependence on activities that harm life-sustaining ecosystems.
4. Meet the hierarchy of present and future human needs fairly and efficiently.

This plan recognizes that the current course of development practices will inevitably adversely impact the health of the environment, economy, and quality of life for our children and grandchildren unless corrective actions are undertaken in the short term. Importantly, it is grounded on the understanding of the inextricable relationship of environment, economy, and social well-being. A degraded environment with deficient resources to support human needs will affect business activity, increase costs, and impact the quality of jobs, life, and physical health of our community's residents.

An economy of marginal businesses will not sustain high quality jobs, contribute revenue to support community services and environmental conservation programs, or meet basic needs for shopping and services. Social well-being may not be sustained if residents do not have access to quality education and jobs, affordable housing, opportunities for interaction with their neighborhoods, places for recreation and culture, an environment free of toxins and pollution, and time for family and relaxation.



While the strategies defined by this Plan may be applicable to the entire City of San Gabriel, the Southern California region, and the nation, its focus is on the Valley Boulevard Neighborhoods. This area has experienced substantial reinvestment and change during recent years and is anticipated to continue to do so for the future. As such, there is a unique opportunity to re-think and re-direct these investments in a manner that will achieve the four sustainability objectives and enhance community livability.

Project Location

The Valley Boulevard Neighborhoods are defined to encompass the Valley Boulevard commercial corridor extending from the City of Alhambra in the west to the City of Rosemead in the east, the north-south arterials of New Avenue, Del Mar Avenue, and San Gabriel Boulevard, and the residential neighborhoods south of Valley Boulevard to the I-10 Freeway and north of Valley Boulevard to Alhambra Wash, as depicted on Figure 1-1.

Why is Sustainability Important?

During recent decades it has become increasingly apparent that the demands of a growing human population are exceeding the capacities of Earth's natural resources. Throughout the world we are experiencing increased air pollution, extinction of plant and animal species, global warming, severe degradation of the Earth's soils, loss of forests and woodlands, declining fisheries, and widening economic inequities. The American Planning Association's *Policy Guide on Planning for Sustainability* summarizes a number of key factors that contribute to unsustainability:

- Increases in the per capita energy and material consumption that exceed the growth in the world's population
- Continued population growth, as exemplified by forecasts for an additional six million people in the Southern California region by 2025
- Reliance on a host of substances that are not a part of nature's cycle of growth and decay, which, once exhausted, cannot be renewed
- The use of substances that accumulate in the ecosphere and are not part of nature's cycle causes pollution in various forms
- Development of cities and suburbs in patterns that diminish natural habitats, agriculture, and open space, rely upon the automobile for access, and reduce social interaction
- Depletion and degradation of water resources, coupled with land use practices that act to prevent groundwater recharge, create destructive runoff patterns, and destroy the treatment capacity of natural systems
- Traffic congestion and deteriorating air quality diminish the quality of life and health of the human population
- Disproportionate exposure of low-income people and people of color to environmental hazards
- Continued division of communities along economic and racial lines, both physically and socially

About the Valley Boulevard Neighborhoods

Most of the Valley Boulevard Neighborhoods' land area has been intensively developed for many years. Valley Boulevard was constructed as a major east-west corridor providing regional transportation access across the San Gabriel Valley, while New Avenue, Del Mar Avenue, and San Gabriel Boulevard provided north-south access, whose traffic volumes significantly increased with the construction of the I-10 Freeway.

Typical of Southern California communities, retail and service commercial and office uses developed along these corridors serving highway users and adjoining neighborhoods. Initially, buildings were developed on the front and side property lines with parking provided along the street or, in limited cases, to the rear of the buildings. With the region's rapid growth following World War II and greater use of the automobile, street front parking proved to be inadequate and new commercial developments incorporated extensive parking on site, typically with the buildings located to the rear or side of lots with parking along the street frontage. This diminished the interaction among business and pedestrian activity, promoting auto-oriented single-destination uses and small multi-tenant centers.



During the later half of the twentieth century, retail markets evolved to large format individual businesses and multi-tenant centers, which required larger development parcels with extensive on-site parking. To accommodate these uses, parcels were aggregated and larger centers developed in a number of locations on Valley Boulevard, such as the Hawaii Market, San Gabriel Super Store, San Gabriel Square, Hilton Hotel, and Swiss Plaza. Many of these sites were intensified to capitalize upon the recent influx of Asian residents and have become so successful that they attract significant patronage from throughout the region. The remaining small and shallow depth parcels continue to be used or have been re-used for secondary, low volume and, in some cases, marginal commercial establishments. Their size, coupled with the need to acquire adjoining lands occupied by housing, restrict the ability to create sufficient land area to support high value commercial development.

Adjoining residential neighborhoods were among the earliest developed in Southern California and contain a mix of single family detached and multi-family, schools, and extremely limited parklands. The earliest housing reflected the region's historic agricultural heritage with small houses developed on comparatively large lots, often covered with citrus trees. Ensuing housing development typified patterns of inexpensive, small bungalows found throughout the San Gabriel Valley.

As land became more scarce in the latter half of the twentieth century, multi-family apartments replaced many single family dwellings. Their somewhat irregular pattern of development and cheap construction, often with little architectural character, significantly changed and degraded the character and quality of the area's neighborhoods.

Today, the infill and intensification of housing continues throughout much of the area. Apartments and townhomes are being constructed on properties zoned as "R-3" and second units on lots occupied by single family dwellings in areas zoned as "R-2." Additionally, escalating housing prices and land values throughout the region has resulted in the reinvestment and enlargement of many single family units. Many exhibit architectural design styles that are incompatible and are scaled out of proportion with the historic character of the neighborhoods. While the architectural design quality of recent construction has improved, the diverse mix of older and new housing and densities, coupled with the marginal maintenance of some properties, poor streetscapes, and lack of parklands, contributes to an overall poor visual and physical quality.

Let's Be Specific—What Is Unsustainable in the Valley Boulevard Neighborhoods?

In considering the above issues, many are global and apply to the world as a whole or entire regions, such as Southern California, and may be perceived to only generally apply to the Valley Boulevard Neighborhoods. However, there are many direct implications and challenges as illustrated by the following conditions within the Neighborhoods:

- Our land use patterns separate the places where we live from those where we shop, are employed, are entertained, recreate, and socialize with our friends. As a result, we use the automobile as our primary means of access with multiple trips daily that congest Valley Boulevard, Del Mar Avenue, San Gabriel Boulevard, and our neighborhood streets. These trips consume gasoline, generate air pollution and noise, and result in delays that diminish our quality of life and personal health.
- The amount of land developed for parking illustrates our dependency on the automobile. In fact, the businesses that appear to be the most successful in the Valley Boulevard Neighborhoods are those that have the largest and most convenient parking lots.
- At the same time, some of our residents and many from outside our community cannot afford an automobile and consequently must use public transit to access local businesses and travel to and from adjoining communities. However, our land use patterns and densities diminish the attractiveness and utility of public transit as an alternative to the automobile for those who have the option. From the transit stops, we are required to walk some distance to our housing and neighborhoods, particularly those to the south of Valley Boulevard, which are developed at comparatively low densities that provide insufficient population to support frequent transit use. Commercial properties located immediately adjacent to the transit stops are similarly not developed at densities that support transit use nor do they provide adequate parking for those that may choose this option.

- While the automobile is the dominant form of travel, many of our residents choose to walk in our neighborhoods, to schools and parks, and to restaurants, stores, beauty shops, and other places of business. This reflects the cultural heritage and lifestyle of some of our most recent residents. Yet, our streets are not attractive places to walk. It is a sterile environment of concrete and asphalt sidewalks, with little or no pedestrian amenities, standard street lighting and utility poles, and no trees for shading during periods of heat. The few landscaped areas on private properties along the streets become meccas for people to congregate.
- The amount of land and configuration of parcels zoned for commercial development along Valley Boulevard and the north-south arterials cannot be economically sustained in the marketplace, resulting in a number of underutilized and obsolete sites. With the exception of parcels at Valley Boulevard's intersections with Del Mar Avenue and San Gabriel Boulevard and a few others scattered along its length, most parcels are small, shallow in depth, and directly abut residential neighborhoods. These cannot physically accommodate retail or office buildings of the size demanded in the marketplace with code-required on-site parking and areas for truck deliveries. Further, the uninterrupted length of the commercial uses, over two and one-half miles cannot sustain an effective pedestrian environment aggravating the need for use of the automobile.
- The construction and design of our commercial buildings and housing result in high levels of electricity and natural gas consumption for heating and cooling. Building walls and roofs provide minimum code-required insulation for heat loss and gain. Structures are not adequately day lighted, they are not oriented to take advantage of and control solar access nor do they incorporate overhangs or other architectural features to reduce heat gain. Heating and air conditioning ducts are located in unconditioned crawl spaces that result in energy loss, and interior spaces and volumes do not provide adequate air circulation and ventilation.
- Commercial and residential developments continue to consume our diminishing water supply. While we have had considerable successes in reducing our per capita water consumption through the use of low-flow showerheads, toilets, and similar elements, growth and development coupled with lingering droughts in the Southern California desert climate exacerbate a growing problem of water availability. To date, we are not maximizing our opportunities to recycle and re-use waste water in our businesses, homes, parks, and public landscapes.
- We are also not taking advantage of opportunities to capture rainwater on-site and use it for irrigation and other purposes. Most of our developments are covered by impermeable surfaces for buildings and paving, with little area remaining for the percolation of rainwater into the aquifer. Stormwater drains off of developed sites into the City's drainage infrastructure and flows into the ocean. Toxics from streets, parking lots, and land uses pollute the stormwater, which, in turn pollute the ocean.
- Most of our businesses, housing, parks, schools, and public places contain landscapes that require frequent irrigation for survival, further diminishing our scarce water supply. Few sites contain native and drought-tolerant species or drip-irrigation systems that can reduce water consumption. In addition, we frequently use herbicides and fertilizers that pollute the groundwater or runoff into the storm drainage channels and pollute the ocean.

- Many of our older commercial and residential buildings in the Valley Boulevard Neighborhoods are being replaced by larger and more modern structures. In some cases, this has resulted in the loss of buildings that are reflective of our architectural and community history. Most of our newly constructed buildings have used non-renewable materials including wood, steel, and concrete and manufacturing and fabricating processes that consume extensive energy. A very small percentage of our recent construction has utilized recycled materials. In new construction and rehabilitation of existing buildings, the sustainable site design and the use of materials, design, and operating systems can reduce environmental impacts.
- At the same time, we use finishing materials in our buildings, such as paint, wall coverings, carpets, cabinets, and furniture, which contain chemicals and toxics that degrade and pollute both our indoor and outdoor air. Scientists suggest that this has adverse health and psychological effects on residents and workers, as well as contributes to global warming.
- While the housing in some Valley Boulevard Neighborhoods has been comparatively inexpensive in contrast to the Southern California region, prices are escalating. In the mid and long-term, this may reduce affordability causing residents and local employees to double up and overcrowd housing units or seek housing at greater distances, increasing vehicle commutes, traffic, noise, and air pollution. Additionally, it could homogenize the population, reducing its cultural and demographic diversity.
- Some of our neighborhoods are characterized by a mix of housing types that are incompatible due to abrupt changes in height and density, poor architectural design and construction, and lack of amenity. This degrades their identity and character, interaction and socialization among neighbors, and overall quality of life for residents.
- Most of the land within the Valley Boulevard Neighborhoods has been developed and parklands and open spaces are a scarcity affecting the quality of life of local residents. Vincent Lugo Park is located on the northwestern edge of the planning area, is the largest park in the City, and is extensively used. School playgrounds may also be periodically used for resident recreational activities.
- The Alhambra Wash was improved with a concrete bottom and sides to facilitate stormwater drainage into the ocean. As such, it does not serve to capture or percolate water into the groundwater basin or provide an attractive amenity for the community. Portions immediately north and south of Valley Boulevard have been covered with a concrete cap to provide space for parking for adjoining commercial uses.

How Can the Valley Boulevard Neighborhoods Become More Sustainable?

To address these issues and achieve the four sustainability objectives, the *Valley Boulevard Neighborhoods Sustainability Plan* defines an integrated approach to land use development, architectural design and site development, landscape, transportation and parking, and infrastructure. These are described in the ensuing sections of this Plan and their general characteristics include the following:

- A **more compact** community that concentrates major new commercial development at key centers along the corridors and re-uses intervening areas for residential and mixed-use structures that integrate housing with retail and office uses. This will reduce automobile use, energy consumption, air pollution, and noise, increase pedestrian activity, increase the customer base for local businesses, and spur economic activity.
- A **transit-oriented community** that expands transit opportunities and increases development densities and housing opportunities in proximity to major transit hubs and transit routes. As compact development, this will reduce automobile use, energy consumption, air pollution, and noise, and increase pedestrian activity and local economic activity.
- **Enhanced residential neighborhoods** where housing is maintained, upgraded, and better designed, new parklands developed, and new facilities established for community meetings and activities. This will sustain and improve the quality of life for all residents and economic value of the neighborhoods.
- **Walkable streets** in commercial and mixed-use corridors and residential neighborhoods that provide access among all uses and are pleasant places to be. These would be extensively landscaped with trees providing shade for pedestrians; incorporate native landscapes and attractive lighting, signage, and street furniture; integrate pocket parks and open spaces, and be paved with surfaces using recycled and permeable materials. An improved walking environment will reduce automobile use and its impacts on energy, air, noise, and resident quality of life.
- **“Green” buildings** that utilize materials, architectural design features, and interior fixtures and finishings to reduce energy and water consumption, toxic and chemical pollution, and waste. This can diminish our use of non-renewable natural resources.
- **Improved traffic mobility and use of alternative modes** through physical improvements, traffic control and synchronization, and driveway consolidation on Valley Boulevard and north/south arterials, use of alternative fuel vehicles, and expanded bicycle lanes. This will reduce congestion, energy consumption, air pollution, noise, and delays, improving the quality of life for local residents.
- A **vital and active community** where **events** are regularly scheduled to promote economic activity of local businesses, social interaction among local residents, and neighborhood improvement, as well as celebrate local history and culture. Such events can help in sustaining a healthy business environment that contributes revenue to support the community, the quality of life of residents, and be a basis for resident pride.

How Was the Plan Prepared?

The *Valley Boulevard Neighborhoods Sustainability Plan* was prepared under a grant from the state of California in order to advance the concept of sustainability in development and public investment in California.

The city retained a professional team of consultants with specialized expertise in sustainability planning to assist in the Plan's preparation. The consultants included the following:

- EIP Associates—land use planning, urban design, environmental resources, and public involvement
- Patricia L. Smith, ASLA—landscape architecture and streetscape design
- RNL Design—sustainable architecture
- Meyer, Mohaddes Associates—traffic and parking
- Keyser Marston Associates—market and fiscal economics
- Willdan—infrastructure
- Martin Eli Weil—historic and cultural resources

How Was the Public Involved?

Preparation of the *Valley Boulevard Neighborhoods Sustainability Plan* provided numerous opportunities for public discussion and input. Several methods were employed to engage residents, business persons, local developers and architects, and other stakeholders in the process of planning for the area's future. The effort was initiated with a series of interviews, which were conducted in English, Chinese, and Spanish during June 2003 with individuals and groups that represented the diverse interests of the Valley Boulevard community. The outreach process also included different kinds of publications that were also written in English, Chinese, and Spanish. These publications included:

- Newsletters
- Press releases
- Published notices

Two days of interviews were completed with input from business owners, real estate representatives, and homeowners among others. This effort was followed by a design charrette, or workshop, in August. The day-long charrette was held at the Board of Realtors Hall nearby to Valley Boulevard. Participants were asked to identify issues and ideas for the future of Valley Boulevard and the surrounding neighborhoods through creative mapping exercises.

With the input received, the planning team set about to develop strategies for creating a more sustainable and attractive Valley Boulevard. Several events were utilized to present sustainable strategies such as transit oriented development and green building technology to gauge resident interest in such strategies. The planning team set up displays at several Chamber of Commerce mixer events in January through April 2004. These displays illustrated sustainable development concepts that could be applied to future development of Valley Boulevard and provided mixer participants opportunities to indicate their agreement. The planning team also set up displays at the annual Chinese New Year Celebration event held on Valley Boulevard in January allowing residents and visitors to learn about the project and provide feedback on strategies.

From May through June, the planning team made presentations of the sustainability concepts to professional organizations in the community, including the West San Gabriel Valley Association of Realtors, the Chinese Chamber of Commerce of Los Angeles, the Chinese American Real Estate Professionals Association, and the Chinese American Construction Professionals Association. Additionally, a Design Forum was conducted in October to provide the opportunity for local architects and developers to review preliminary architectural design and green building concepts.

In all, several hundred people provided ideas and input into the development of *Valley Vision*, the *Valley Boulevard Neighborhoods Sustainability Plan*. Their involvement results in a plan that reflects the diverse needs of San Gabriel and enhances the unique character of the Valley Boulevard neighborhoods.

To receive information regarding the Valley Boulevard Neighborhoods Sustainability Plan, please send your questions or concerns to San Gabriel City Hall, Planning Division 425 South Mission Drive, San Gabriel, CA 91776, or you can call us at (626) 308-2806.

Para recibir información en español del plan para la Calle Valley, por favor mande sus preguntas u opiniones a: San Gabriel City Hall, 425 South Mission Drive, San Gabriel, CA 91776, o llame a la división de planificación al, (626) 308-2806.

如欲索取“山谷大道具體規劃方案”的中文版，請洽聖蓋博市府計劃部，地址是 425 S. Mission Drive, San Gabriel, CA 91776，或致電 626-308-2806。



chapter

2

Our Vision for Sustainable

Excerpt from the Diary of a Resident of the Valley Boulevard Neighborhoods in 2010 (developed from the input of San Gabriel residents during community workshops)

It has been another great day living in one of the most wonderful places in the world. I can't imagine living anywhere else. I feel a real part of this community. My neighbors are among my best friends and I spend a lot of time with them as they live nearby and I can easily walk to their houses on our beautiful tree canopied streets. My husband works downstairs and has plenty of time to spend with our children as he does not have to commute the long distance he did three years ago. Boy, was that tough on our relationship!

Our day started when we woke up this morning with sunlight streaming across the ceiling from the windows that ring the upper level of my bedroom. I am still getting used to the fact that I don't have to turn lights on in the morning to find our way around a dark bedroom and house as we prepare for our day. The clerestory windows provide plenty of daylight throughout much of the year. The placement of all of the windows throughout the house has significantly reduced our need for artificial lighting and our entire family feels much better. Plus we are saving lots of money on our electrical bills!

Our morning has developed into quite a routine. While the kids are showering and getting ready for school, my husband is jogging his established route through the neighborhood and I am practicing my Tai Chi in the little park down the street. I love how the businesses and City have worked together to develop these small green parks within the new retail and residential areas that have developed along Valley Boulevard and in the surrounding neighborhoods.

It feels much more like a neighborhood by having places where I can spend time and recreate with my neighbors. Plus, it is a big bonus to have these beautiful green places as a relief from the concrete that covers so much of our lands. My husband remarks about how he enjoys his morning jog, particularly as the City has worked hard to establish a continuous network of tree-lined paths and sidewalks that have been repaved with materials that include recycled tires. This makes the surfaces much more comfortable for joggers and more durable, as well as being much kinder to the environment!

Valley Boulevard Neighborhoods

My husband and I take turns for our showers as our children eat their breakfasts before leaving for school. The technology has really improved. Our showers and toilets use water that is largely recycled from dishwashing and from our outdoor cisterns that store water that has runoff from our roof during rainstorms earlier in the year. The cisterns are great! We use some of the stormwater to irrigate our landscape and the slopes of our yard have been engineered to keep the runoff on site to percolate into the groundwater basin. Our outdoor irrigation is further minimized as we have landscaped our yard with native trees, grasses, and shrubs that require little water. We are particularly proud about how our new housing and business have been developed and existing uses renovated as we have read reports that our total water consumption in the Valley Boulevard Neighborhoods has been reduced by over 30 percent during the past ten years, even though our population has grown by over 10 percent!

After breakfast, my twelve-year-old boy bicycles to school. Like my husband's jogging paths, the City has been diligent in clearly marking the bicycle paths in the street and installing signing throughout the Valley Boulevard Neighborhoods. Street light activation buttons have been installed on utility poles at the level bicyclists can easily access to help them cross crowded streets. Secured bicycle storage areas, changing rooms, and lockers have been provided at all of our local schools, as well as at many of our larger local businesses. Many of our adults also chose to ride their bicycles throughout the neighborhoods and to the local businesses because of the convenience of these facilities.

As every morning, I walk my six-year-old daughter to school. I can't believe that I used to drive her to school in our old neighborhood. There, the sidewalks were not nearly as well-maintained, there were no trees to provide protection from the sun on hot days, and walking was, generally, a much less pleasant experience. In the Valley Boulevard Neighborhoods I also like that I see many of my neighbors sitting on their porch in the morning reading their newspapers and drinking their coffee. We often say hello to one another and, if I have time when walking back home, I will stop for a cup of coffee and find out what has been happening in their lives.

By the time I return home, my husband has started his work day in his computer sales store downstairs. Our location on Valley Boulevard makes it easy for his employees to come to work by foot and transit. One lives in the mixed-use building at the corner of San Gabriel Boulevard, and the others arrive by Metro buses from Covina and Alhambra. It is truly great how close the major transit station is to where we live and work. We almost never use an automobile anymore! We donated our second car to charity two years ago and drive less than 8,000 miles a year now and, with the current price of gasoline, are saving almost \$2,000 a year, not including our insurance savings. Being close to the transit hub also has increased the number of customers that come to my husband's business.

In the morning, I am able to catch up on my work in my home office. Since having children, my company has let me work from home on a 20-hour-per-week schedule. All of the houses and businesses in our neighborhood have been wired enabling me to quickly access my co-workers, clients, and all of the files that I need to use. I spent about an hour on a video conference with my colleagues and our President, who is visiting the Hong Kong office, and present my designs for a new company logo. I love the video conferencing, as it with the wireless computer access, has enabled me to be in the office once every two weeks. On those days that I do travel to the office in downtown Los Angeles, I am able to walk to our transit station and access the Metro for a quick 15-minute commute.

Since I was able to complete a lot of work this morning, I decide to meet some of my neighbors for lunch. It is always difficult to select a location as we have the choice of so many good restaurants within walking distance. We even have excellent gourmet Chinese and Thai restaurants in the ground level of our own building. I left the house about 12:15 P.M. and walked along Valley Boulevard to the restaurant. Though it was a pretty warm day, I enjoyed my walk due to the canopy of trees that provide shade and the attractive landscape, paving, and benches along the street. Though there are a lot of cars on the street, the attractive sidewalks seem to overcome the noise and visual cacophony. In fact, it seems like a very pleasant urban environment and I see more and more people walking every day. I have read that Southern California's air quality has improved significantly as people in more communities have had the opportunity and opted to walk, bicycle, and use public transit over the last decade. This is great news for people like me who have a history of asthma in our family.

My friends and I spend a leisurely hour and half debating politics and also talking about the City's success in reducing local youth crime through its many intervention and recreation programs. I think that the incredible amount of time that is spent in community activity and socialization, much of which is visible on the streets and in our parks, have been major contributors to this success. People seem to be more involved due to new housing and businesses that provide the opportunity for people to live close to where they work and the great sidewalks and parks where people come together and take pride in their community.

After lunch, I walked back home and logged onto the computer to pay our bills. Since moving here, I have noticed that our monthly utility costs have reduced dramatically. Not only our water savings, but also our electricity, natural gas, and waste disposal costs. In addition to our ability to rely upon natural lighting due to the windows and orientation of the building, we are saving energy through our solar collectors, extra insulation in our walls, placement of the heating and cooling ducts in the conditioned space rather than the attic, and design of interior plenums that help to circulate the air in the house and vent the air at the roof.

Our solar panels have been well integrated with the architecture of our building, are quite attractive, and, more importantly, during the sunniest times of the year (which are frequent in Southern California), generate excess energy that is transmitted to the grid for which we receive credit from Southern California Edison. I was not sure that I liked the visibility of the heating and cooling ducts when we bought the house, but, not only have I become accustomed to it, it is a topic of envious conversation particularly when I am comparing our utility costs with my friends in other cities. Our waste disposal company has also reduced our monthly fee due to the high percentage of waste that we recycle.

Around 2:30 P.M., I ordered our groceries for the week on the computer from the Hawaii Market. I was able to select the meat, fish, and fresh fruits and vegetables by viewing the choices on the video screens. As always, they were delivered within a half hour, with the delivery person able to ride and carry the groceries on our local shuttle that travels throughout the neighborhoods.

Near the end of the day, I once again enjoyed my walk to my daughter's school. I arrived about an hour early so that I could participate in a Chinese painting class. After three months, I am beginning to feel like I may actually have talent. This Saturday, my neighbors and I will be participating in an arts and craft show at the community plaza in San Gabriel Square. This is always a great event and location to make new friends while I try to sell some of my artwork. It is used year round for arts festivals, music performances, cultural events, and other activities and seems like Valley Boulevard's "downtown." After my class, I meet my daughter at the school's foyer and we walk home talking about the great things that happened in each of our days.

Back home, my husband has closed his business for the day and the family gathers for a bicycle ride along the Alhambra Wash. This used to be a very ugly concrete drainage ditch, which the City has turned into a landscaped walkway and bikeway that connect us with surrounding neighborhoods and the historic San Gabriel Mission. It is a very pleasant place to spend the end of one's day.

My husband and I are going to spend our monthly night on the town tonight. But first, we need to prepare dinner for our children and get them ready for their homework and baby sitter. We have so many neighbors in our own building with young adult children that we can always find a reliable baby sitter for our kids. We use the most up-to-date energy-saving gas range and electrical appliances in preparing our children's meal and dishwasher for clean up.

While our daughter and son are eating, we change our clothes for our evening festivities. We are splurging tonight by attending a concert at Walt Disney Concert Hall and starting with a dinner at Patina. In past years, we had to fight the traffic traveling on the San Bernardino Freeway to downtown and waste time finding parking. Now, we are able to catch a Metro down the street and travel to the Concert Hall, which is particularly easy as the buses now run on 15 minute increments. At Patina, we meet friends who have traveled on the Gold Line from Pasadena and we both exclaim how wonderful it is to avoid the stresses of driving and finding parking.

After a great concert, we return to the Valley Boulevard Neighborhoods and enjoy an after-dinner drink on the rooftop of the new restaurant on top of the mixed-use building at the Valley Boulevard–Del Mar Avenue transit center. From here, we walk down the boulevard, with its attractive street lights and lots of other people taking their late-evening stroll, to our wonderful home.

What a fulfilling day!



chapter

3

chapterthree

SUSTAINABLE

How We Can Use Our

This chapter of *Valley Vision*—the *Valley Boulevard Neighborhoods Sustainability Plan*—establishes more sustainable approaches to land use and development in the Valley Boulevard Neighborhoods in the City of San Gabriel.

Objectives for More Sustainable Land Use Development

1. We can reduce our need to use the automobile and the distances we travel and increase our opportunities for walking by developing our lands more efficiently by using more compact development. This will lessen our use of gasoline, air pollution, noise, and traffic congestion. By locating housing close to our businesses, entertainment, schools, and recreation, we increase our opportunities to walk or drive short distances, and by locating more housing close to our transit stops, we increase our access to our jobs and other destinations in the region.
2. We can sustain a vigorous economy for our businesses by developing new housing within close walking distances, concentrating retail uses close to one another so that customers can shop at more than one business without having to use their car, and re-use properties and buildings that are no longer suitable to accommodate market-driven commercial uses.
3. We can enhance the quality of life for our residents by providing new housing opportunities that are close to employment, schools, parks, religious institutions, and public services.
4. We can improve the area's identity as a special place for its residents and businesses by accommodating new development that complements the scale and improves the physical quality of existing neighborhoods and districts.

LAND USE

Land in a More Sustainable Way

How We Achieve Our Objectives

To meet these objectives and achieve a more sustainable land use pattern for the Valley Boulevard Neighborhoods, the following actions are to be implemented. These serve as the fundamental base actions, and are to be administered areawide.

1. **Concentrate and intensify development** in nodes along Valley Boulevard that are located in proximity to primary transit stops and corridors and at key intersections on parcels of sufficient size and configuration to support economically viable uses. This should provide opportunities for the development of retail, office, and mixed-use structures that integrate housing with retail, office, and/or parking.
2. **Redevelop commercial parcels between the nodes** on Valley Boulevard and portions of New Avenue, Del Mar Avenue, and San Gabriel Boulevard (currently zoned as “C-1” and “C-3”) that are of insufficient size to accommodate retail uses of the scale that is supportable in the marketplace with code-required parking **for mixed-use structures and/or multi-family housing**. This may necessitate the acquisition of adjoining residential properties to create a parcel of sufficient size to accommodate economically viable development.
3. **Conserve existing and develop new housing** in the residential neighborhoods consistent with the prescribed densities of their respective zones (“R-1,” “R-2,” and “R-3”) to achieve consistent patterns of development, improve neighborhood quality and identity, and promote social interaction among residents.
4. Promote the **multiple use of schools, religious facilities, parklands**, and other public facilities for community-serving activities.

5. **Improve the public streetscapes** and Alhambra Wash and develop new pocket parks, public plazas, and open spaces within the commercial and mixed-use corridors and residential neighborhoods, as described in Chapter 6 (Streetscapes and Open Space).
6. Locate and **design development** to relate to public streetscapes and open spaces, promote pedestrian activity, and achieve a high level of architectural quality that distinguishes the Valley Boulevard Neighborhoods as a unique place.

Sustainable Land Use Policy

Sustainable land use policies for the Valley Boulevard Neighborhoods are described in this section. These policies are structured as a series of land use strategies that are designed to address land use, design, and sustainability objectives for specific types of development including the following:

- Transit-Oriented Development
- Commercial Centers and Nodes
- Mixed-Use (on Corridors)
- Mixed-Use, Commercial, or Multi-Family Residential (on Corridors)
- Multi-Family Residential (on Corridors)
- Residential Neighborhood Conservation

The geographic location of each of these strategies is presented in Figure 3-1 (Land Use Strategies). The policies presented below provide land use recommendations. These recommendations are followed by supporting land use development standards that require mandatory compliance.

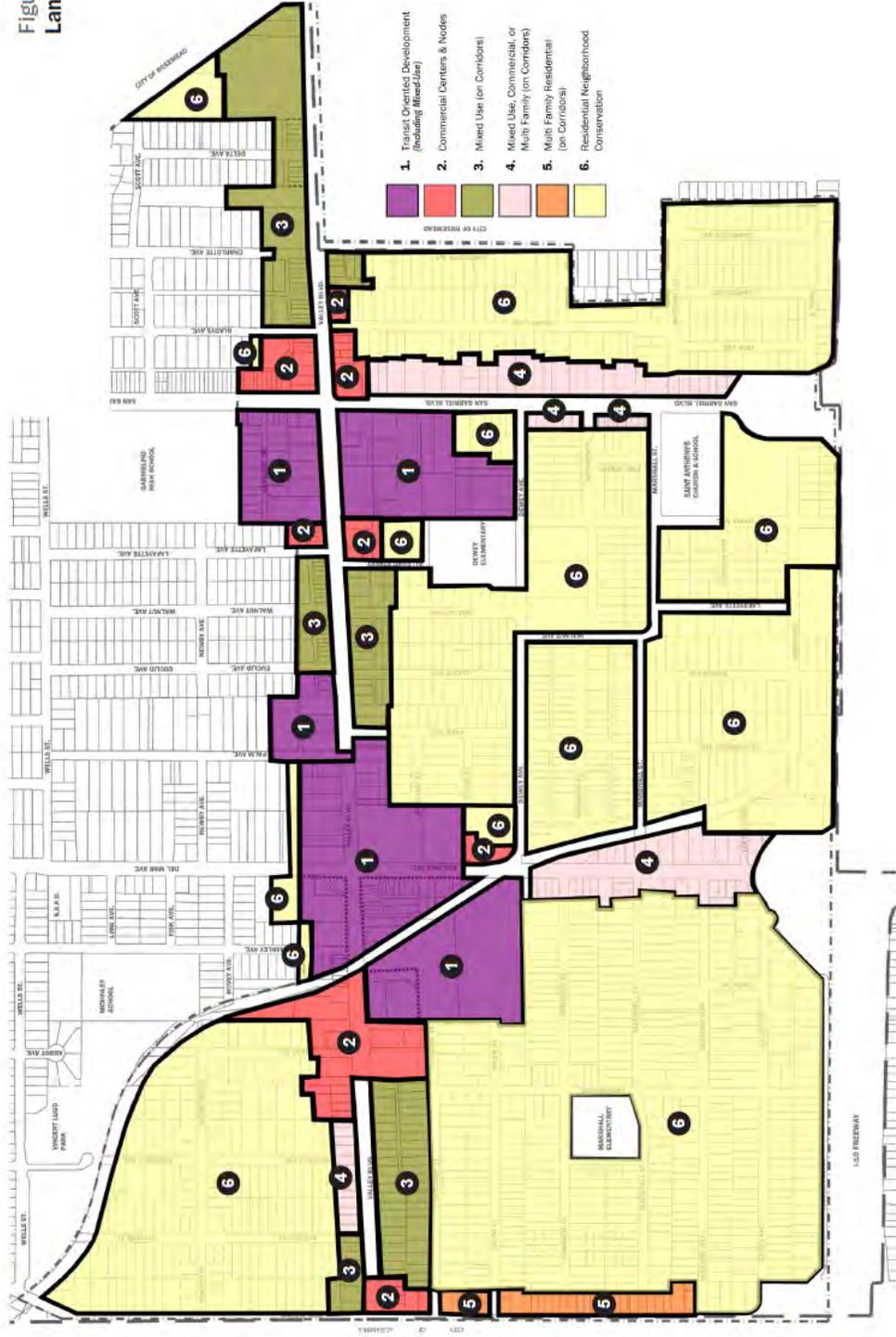
Land Use Policy for Commercial and Mixed-Use

Sustainable land use development policies and strategies for the commercial and mixed-use areas within the Valley Boulevard Sustainability Plan boundaries are described below.

LAND USE STRATEGY 1: CONCENTRATE DEVELOPMENT IN PROXIMITY TO TRANSIT STOPS AND CORRIDORS

Valley Boulevard's intersections with Del Mar Avenue and San Gabriel Boulevard serve as major transit portals that provide access within the City of San Gabriel and destinations throughout the region. The size of many properties abutting these intersections and transit stops, as well as the extensive surface parking on a number of the parcels, make them highly suitable for the development of higher density uses. It is proposed that abutting properties be intensified or redeveloped as a high density mixed-use cluster containing retail and office commercial, housing, restaurant, service, and complementary uses. While exclusive development of retail uses is permitted, additional density is provided as an incentive for mixed-use projects. This will support increased transit use, expand the customer base for local businesses, and enhance the streets' pedestrian activity.

Figure 3-1
Land Use Strategies





ALL TRANSIT-ORIENTED DEVELOPMENT

Sustainable Land Use Policies

The following policies are intended to promote sustainable land use development on all transit-oriented developments located in the Valley Boulevard Neighborhoods. Additional policies are subsequently recommended for its subareas to reflect their unique characteristics, needs, and development opportunities.

These policies will address the desired land use objectives to be achieved within transit-oriented development including but not limited to land uses, site planning, and density/intensity.

- 1.1** Redevelop and intensify properties in proximity to the primary transit stops with the highest intensities of development in the Valley Boulevard Neighborhoods, to focus neighborhood identity and activity and support transit use.
- 1.2** Promote and provide incentives for the aggregation of commercial/residential shared parking areas during designated hours.
- 1.3** Promote and provide incentives for the aggregation of individual small lots into larger development parcels that support a significant scale and economically viable development.
- 1.4** Accommodate the development of retail, office, and housing that capitalize upon the presence of transit at the highest densities permitted in the planning area.
- 1.5** Establish a priority and incentives for the development of mixed-use structures that integrate housing with retail commercial and/or office uses.
- 1.6** Restrict the ground floor of buildings for retail and other uses that promote pedestrian activity.



- 1.7 Support the inclusion of uses that enliven the outdoor and pedestrian environment such as restaurants, newsstands, small retail vendors, and comparable uses.
- 1.8 Accommodate development on a sliding scale of intensity, permitting the highest intensities for the development of mixed-use structures that integrate housing with retail or office uses and reducing intensities for single use structures.



- 1.9 Design and develop properties and buildings to support intensive public activity; with buildings located along and oriented to the street frontages and common plazas and with visually transparent and architecturally articulated facades.



- 1.10 Locate and design development to relate to one or more transit stops, incorporating linkages and amenities for transit users.
- 1.11 Promote the siting, orientation, and design of structures to minimize water and energy consumption and minimize liquid and solid waste.
- 1.12 Require that sites and buildings be designed to account for the ethnic and cultural values of San Gabriel’s history and local residents.



DEVELOPMENT OPPORTUNITY SITES

Specific subareas of the Valley Boulevard Neighborhoods that offer opportunities for higher intensity transit-oriented development are described as follows. These areas are illustrated on Figure 3-2 (Transit-Oriented Development Subareas).

Subarea 1-A: Southwest Corner of Valley Boulevard & Del Mar Avenue

Existing Characteristics

Properties immediately southwest of the Valley Boulevard and Del Mar Avenue intersection are largely “underdeveloped” and represent a key economic opportunity for re-use and development intensification. Among these are a gas station, retail commercial, and motel along the Valley Boulevard frontage with smaller industrial and commercial buildings located along Del Mar and on parcels behind these. Generally, the sites are developed with one and a few two story buildings; many are marginally maintained and unattractive. The lots and abutting sidewalks are minimally landscaped and are absent of any streetscape amenity. Multiple small parcels and ownerships impede the development of a cohesive or large scale project. The properties are served by a transit stop that serves as a major hub for the commercial corridor and surrounding neighborhoods.

Sustainable Land Use Policies

In addition to the policies defined above, the following sustainable development policies are uniquely applicable to the Valley Boulevard–Del Mar Avenue Node.

1.13 Redevelop the subarea as a cohesive and integrated project, with the possible inclusion of the Alhambra Wash and integration with commercial properties to the west (San Gabriel Square).

1.14 Promote and provide incentives for the aggregation of individual parcels and consolidation as a single development site, whose type, scale, and intensity of use and architectural character can serve as a primary activity center and visual landmark for the Valley Boulevard Neighborhoods.





- 1.15 Permit and provide incentives for the development of structures that provide parking for transit users that exceeds the number of spaces required by code for the primary permitted on-site uses.
- 1.16 Develop the site in a unified and cohesive manner, with integrated massing of individual buildings located on common plazas and open spaces, and uniform architecture and site landscape.

Subarea 1-B: San Gabriel Square

Existing Characteristics

Existing uses and the scale of development of San Gabriel Square make this a key landmark within the Valley Boulevard Neighborhoods. It serves as a major commercial destination for local residents and visitors from the region and is a center of major economic, business, and community activity. Uses include retail commercial, restaurants, a grocery market, and complementary uses. Its buildings are setback from Valley Boulevard and Del Mar Avenue by parking and commercial structures on other pads. Generally, they are clustered to create a common building mass that fronts onto sidewalks and plazas and are identifiable through their common architectural design, signage, and incorporation of distinctive visual elements, such as towers, arcades, and plazas. Parking is provided in surface lots and a subterranean structure.

The site is extensively landscaped and represents a visual asset of the Neighborhoods. Automobile access from Valley Boulevard occurs along a major entry that is flanked by a row of visually distinctive palm trees. The site is further defined by a monument sign on the Valley Boulevard frontage, adjacent to an historic bridge on Alhambra Wash. While a very active and successful commercial center, its location, size, and proximity to transit offer opportunities for more intensive development that could be linked to the Alhambra Wash parking deck and properties abutting the intersection (see above).

Sustainable Land Use Policies

In addition to the sustainable land use development policies pertaining to the entire node, the following are uniquely applicable to the San Gabriel Square subarea.

- 1.17 Promote and provide incentives for the intensification of development of the San Gabriel Square property for mixed-use, pedestrian- and transit-oriented uses, considering its possible integration with the redevelopment of Subarea 1 and the surface parking on Alhambra Wash.

- 1.18 Locate buildings and design the site with those on Subarea 1 to achieve a cohesive and integrated center that promotes pedestrian activity.
- 1.19 Develop an internal street grid that is linked with Subarea 1 with surface parking relocated within an expanded subterranean parking structure.
- 1.20 Locate buildings to form a “building wall” along the street grid, design their elevations to promote pedestrian activity (visual transparency and articulated facades), and integrate these with building locations in Subarea 1.



- 1.21 Consider redevelopment of the Alhambra Wash “cap” as a pedestrian “spine” that connects with greenways developed to the north and south.



- 1.22 Orient ground floor and outdoor uses, such as restaurants and cafes to the Alhambra Wash and other outdoor plazas.

Subarea 1-C: Southeast Corner of Valley Boulevard and Del Mar Avenue—Hawaii Market and Adjoining Parcels

Existing Characteristics

The southeast corner of Valley Boulevard and Del Mar Avenue is developed with a grocery store (the Hawaii Supermarket) that serves as a major destination for local residents and visitors from the region. It is an economically viable use with a high level of customer activity. Along Del Mar Avenue, the building is set back with surface parking. A portion of the building directly fronts and contains shops oriented to Valley Boulevard. Properties

located to the south are developed with a mix of low intensity retail and office uses. The sites and abutting sidewalks are minimally landscaped and do not contain pedestrian-oriented amenities. A heavily patronized bus stop is located immediately east of the Valley Boulevard–Del Mar Avenue intersection.

While an economically successful use, additional retail or mixed-use buildings could be located on the surface parking lot and adjoining retail properties to the south with the construction of a parking structure. However, any intensification would be limited due to the comparatively shallow depth of the parking lot. If market conditions warrant, the grocery market could be integrated into a larger development project with retail and/or housing developed on the upper stories (as shown below).



Sustainable Land Use Policies

In addition to the sustainable land use development policies pertaining to the entire node, the following are uniquely applicable to the Hawaii Supermarket subarea.

- 1.23** Promote and provide incentives for the redevelopment of the property for more intensive uses that could capitalize upon its location at a transit hub and on a prime intersection coupled with the construction of a parking structure to serve existing and new uses.



- 1.24** Locate new buildings to form a “building wall” along Del Mar Avenue, design their elevations to promote pedestrian activity, and integrate these with existing buildings on the site to establish a cohesive development pattern.
- 1.25** Consider the integration of the existing grocery store into a mixed-use building that contains additional retail, office, and/or housing units on the upper floors.

Subarea 1-D: Northeast Corner of Valley Boulevard and Del Mar Avenue

Existing Characteristics

The northeast corner of Valley Boulevard and Del Mar Avenue is developed with one and two story buildings that contain a mix of retail, personal service, office, restaurant, and similar local-serving uses. Largely, these exhibit low to moderate levels of customer activity that are highly likely to change over time for more viable uses. Buildings are located and form a visual “wall” along the Valley Boulevard frontage, with parking located to the rear. As the buildings pre-date current codes, the on-site parking is generally deficient. The subarea’s location adjacent to a primary intersection makes it suitable and economically desirable for intensified development. The scale of development, however, will be limited by the multiplicity of individual parcels and ownerships and comparatively shallow parcel depths.

Sustainable Land Use Policies

In addition to the sustainable land use development policies pertaining to the entire node, the following are uniquely applicable to the planning subarea.

- 1.26** Promote and provide incentives for the re-use and intensification of development of the parcels northeast of the intersection of Valley Boulevard and Del Mar Avenue to take advantage of its proximity to proposed intensified development within the transit node and establish a pedestrian character to fit with the other uses within the node.



Subarea 1-E: Northwest Corner of Valley Boulevard and Del Mar Avenue to Alhambra Wash

Existing Characteristics

Properties located northwest of the Valley Boulevard–Del Mar Avenue intersection are underutilized, particularly in comparison with recently developed properties to the west and south. It contains a restaurant and small scale, retail commercial uses of marginal economic vitality. Norm’s Restaurant’s “Googie” architecture is an historic design idiom representative of the 1950s. Multiple property ownerships impede the area’s large scale or cohesive development. At the same time, its adjacency to the Valley Boulevard–Del Mar Avenue intersection, proposed transit-oriented development, and recently completed Hilton project offers opportunity for intensified development. Potentially, Manley Avenue could be closed with the right-of-way integrated with adjoining parcels to create a larger development site.

Sustainable Land Use Policies

In addition to the sustainable land use development policies pertaining to the entire node, the following are uniquely applicable to the planning subarea.

- 1.27 Re-use and redevelop the subarea for higher intensity retail and mixed-use buildings that capitalize on its adjacency to a transit node and recent intensified development and create an active pedestrian-environment.
- 1.28 Promote and provide incentives for the aggregation of parcels and consolidation as a single development site that will support a development project of substantial scale.
- 1.29 Consider the closure of Manley Avenue to enlarge the potential development site.



Subarea 1-F: Southwest Corner of Valley Boulevard and San Gabriel Boulevard

Existing Characteristics

The southwest corner of Valley Boulevard and San Gabriel Boulevard is developed with a large footprint grocery and retail goods store (the San Gabriel Super Store) and smaller retail shops. The Super Store serves as a major destination for local residents and visitors from the region that is economically viable with a high level of customer patronage. It is set back from the arterial frontages with expansive surface parking between the street and building. The smaller retail shops front directly onto Valley Boulevard. The properties are minimally landscaped and do not have pedestrian-oriented amenities. A heavily patronized bus stop is located immediately north on the Valley Boulevard frontage.

While the Super Store is an economically successful use, there is an opportunity for the development of additional retail or mixed-use buildings on the surface parking lot, coupled with the development of a parking structure, and re-use of the adjoining retail properties that front on Valley Boulevard. If market conditions warrant, the grocery market could be integrated into a larger development project with retail and/or housing developed on the upper stories.



Sustainable Land Use Policies

Sustainable land use policies uniquely applied to the subarea include the following:

1.31 Promote and provide incentives for the development of mixed-use and other higher density development that could capitalize upon its location at a transit hub and on a prime intersection, whose type, scale, intensity of use, and architectural

character can serve as a primary activity center and visual landmark of the Valley Boulevard Neighborhoods

- 1.32** Develop the properties as a pedestrian-oriented center, which locates buildings on an internal street grid and the Valley Boulevard–San Gabriel Boulevard frontages, with surface parking relocated within a parking structure.
- 1.33** Consider the integration of the existing grocery store into a mixed-use building that contains additional retail, office, and/or housing units on the upper floors.

Subarea 1-G: Northwest Corner of Valley Boulevard and San Gabriel Boulevard

Existing Characteristics

Properties northwest of the corner of Valley Boulevard and San Gabriel Boulevard are developed with one and two story retail commercial, personal service, and office buildings that exhibit moderate levels of customer patronage. With increased land values and proximity to a major transit hub, the uses are likely to be redeveloped over time. Properties located behind the commercial frontage, on Kenmore Drive, are developed with single-family detached housing units. The multiplicity of commercial parcels and ownerships coupled with their shallow depths, impede the development of projects of substantive scale unless adjoining residential properties can be aggregated to create larger development footprints.

Sustainable Land Use Policies

Sustainable land use policies uniquely applied to the subarea include the following:

- 1.34** Re-use and redevelop the subarea for higher intensity uses and establish a pedestrian character to capitalize upon the presence of transit, complementing uses developed in Subarea 1-F.
- 1.35** Promote the aggregation of adjoining residential parcels and closure of Kenmore Drive development site to support a development project of substantial scale.
- 1.36** Locate buildings and design the site in a unified and cohesive manner, with integrated massing of individual buildings located on common plazas and open spaces, and uniform architecture and site landscape.

LAND USE STRATEGY TWO: CONCENTRATE COMMERCIAL DEVELOPMENT IN CENTERS AND NODES

The Valley Boulevard corridor contains several economically successful and vital commercial centers that function as destinations for local residents and visitors, while others contain marginal uses that are likely to change with evolving markets and land values. The latter presents opportunities for the relocation and consolidation of retail uses that may no longer be supportable on shallow parcels located along the arterial corridors. Intensified commercial centers will improve the area's economic vitality, access for local residents, and lessen resident trips to adjoining jurisdiction for goods and services.

ALL COMMERCIAL CENTERS AND NODES

Sustainable Land Use Policies

The following policies are intended to promote sustainable land use development on all commercial centers/nodes located in the Valley Boulevard Neighborhoods. Additional policies are subsequently recommended for its subareas to reflect their unique characteristics, needs, and development opportunities.

These policies will address the desired land use objectives to be achieved within commercial centers and nodes including but not limited to land uses, site planning, and density/intensity.

- 2.1 Sustain and enhance commercial centers that provide for the needs of local residents and visitors from the region.
- 2.2 Concentrate retail and office uses in well-defined centers/clusters that are differentiated from adjoining non-commercial uses and promote walking among individual businesses and enliven street activity.
- 2.3 Accommodate the development of retail, service, office, entertainment, restaurant, cultural, and similar community-serving uses.
- 2.4 Limit ground floor uses to those that are related to and support pedestrian activity.
- 2.5 Promote the development of retail commercial and office uses at densities/intensities that stimulate economically viable and successful projects that provide job opportunities for local residents.
- 2.6 Limit development densities/intensities below those permitted at the key transit-oriented centers and mixed-use corridors.
- 2.7 Promote site planning and architectural design for new development that establishes a "building wall" along the street frontage and fosters more intensive pedestrian activity (refer to Sustainable Design Standards, Chapter 4).
- 2.8 Promote the siting, orientation, and design of commercial structures to minimize water and energy consumption and minimize liquid and solid wastes (refer to Sustainable Energy/Green Building Standards, Chapter 5).



2.9 Promote the development of stationary retail kiosks in compliance with existing requirements for vending carts, San Gabriel Municipal Code Section 156.163, and architectural elements along the street frontage of existing “u-shaped” multi-tenant retail centers to enliven and enhance the pedestrian character of Valley Boulevard.



DEVELOPMENT OPPORTUNITY SITES

Specific subareas of the Valley Boulevard Neighborhoods that offer opportunities for commercial center/node development are described as follows. The geographic location of these areas is illustrated in Figure 3-3 (Concentrated Commercial Areas).

Subarea 2-A: Swiss Plaza-Hilton Hotel Area

Existing Characteristics

Recent development activity west of the Valley Boulevard–Del Mar Avenue Transit Node has resulted in a high density primary commercial and office center that serves the local community and regional customers. Representative projects include the Hilton Hotel, Swiss Plaza, and adjoining commercial center. The types of use, scale of development, and land values suggest little demand for change in the immediate future. A number of properties have been developed for multi-story “u-shaped” retail buildings that, while maximizing their storefront elevations, promote a discontinuity of pedestrian activity along the street sidewalks and frontages.

Sustainable Land Use Policies

In addition to the policies defined above, the following sustainable development policies are uniquely applicable to the Swiss Plaza-Hilton Hotel area.



2.10 Conserve existing and accommodate new development that complements, reinforces, and enhances the economic activity of existing uses including retail, personal service, entertainment, dining, and comparable businesses that serve local residents and the region.

Subareas 2-B: Valley Boulevard and New Avenue and San Gabriel Boulevard Southeast and Northeast Corners

Existing Characteristics

The commercial nodes contain a mix of highway and local-serving retail, financial, and auto-service and repair uses. Properties have been developed with a mix of building forms including single and multi-tenant buildings located directly on the street frontage, set back with parking along the frontage, and in a “L” shaped configuration with parking lots located in the open area. Many of these contain secondary commercial uses located on shallow depth parcels that adjoin multi-family housing units and provide insufficient room for

expansion or the development of mixed-use structures. Generally, the sites were developed prior to existing codes and, consequently, contain inadequate parking to support the commercial use. Additionally, they contain multiple driveways that impact traffic flows on Valley Boulevard. Parcels are comparatively small in size and have multiple owners, which compound the development of projects of substantive physical size or economic scale.

Sustainable Land Use Policies

Sustainable land use policies uniquely applied to the secondary commercial centers and nodes include the following:

- 2.11** Maintain existing economically viable commercial centers and promote the intensification of those that are underutilized, including the relocation and consolidation of commercial uses from other locations along Valley Boulevard.
- 2.12** Promote the aggregation and consolidation of individually-owned parcels to create development sites of sufficient size to accommodate the scale of commercial activity that can be supported by the market.
- 2.13** Allow for the development of public and private parking structures that provide for the needs of multiple commercial uses and tenants on a single site, restricting the ground floor elevation to retail uses.
- 2.14** Promote the consolidation of driveways to reduce impacts on traffic on Valley Boulevard and other arterial streets.

Subareas 2-C: Secondary Commercial Centers

Existing Characteristics

A number of properties along Valley Boulevard arterials are developed with retail commercial uses on shallow parcels, exhibiting similar characteristics to those described for Subarea 2-B, which have limited potential for expanded or mixed-use development.



Sustainable Land Use Policies

Sustainable land use policies uniquely applied to the secondary commercial corridors include the following:

- 2.15** Conserve existing economically viable commercial uses, intensify underutilized parcels, and aggregate parcels to accommodate larger scale development where feasible.
- 2.16** Establish a sliding scale of permitted densities that increase corresponding to increases in the size of the development parcel.
- 2.17** Locate and design buildings to promote pedestrian activity and consolidate driveways, consistent with Subarea 2-B.

LAND USE STRATEGY THREE: RE-USE UNDERUTILIZED COMMERCIAL CORRIDORS FOR MIXED-USE DEVELOPMENT

Underutilized commercial properties located on Valley Boulevard between the major transit- and pedestrian-oriented mixed-use and commercial centers should be redeveloped to accommodate mixed-use structures that integrate housing with retail commercial, office, and other local-serving uses. Where parcels are of insufficient depth to physically accommodate a mixed-use structure, consideration should be given to the acquisition of adjoining single-family residential properties to create a suitable development site. While retail and office uses will be permitted, additional density is provided as an incentive for mixed-use structures. Such projects will increase the numbers of residents in close proximity to transit and local commerce and services, promote greater pedestrian use of the streets, and enhance the “sense of community” and quality of life for local residents.

The geographic location of these areas is illustrated on Figure 3-4 (Corridor Re-Use Strategies).

EXISTING CHARACTERISTICS

These corridor segments exhibit comparable characteristics to those described for Subarea 2-B and Subarea 2-C, containing a mix of uses and building forms developed on comparatively small and shallow parcels, with multiple driveways, multiple ownerships, and are, by themselves, of insufficient size to accommodate large commercial or mixed-use structures. Several of these are vacant. However, unlike the prior subareas, they abut properties developed with single-family detached housing or two detached units on a lot and, if combined with these parcels, would be suitable for larger scale or mixed-use development projects. At the easternmost limits of the City, a number of parcels have greater depth and are larger, also making them suitable for more significant development.

Sustainable Land Use Policies

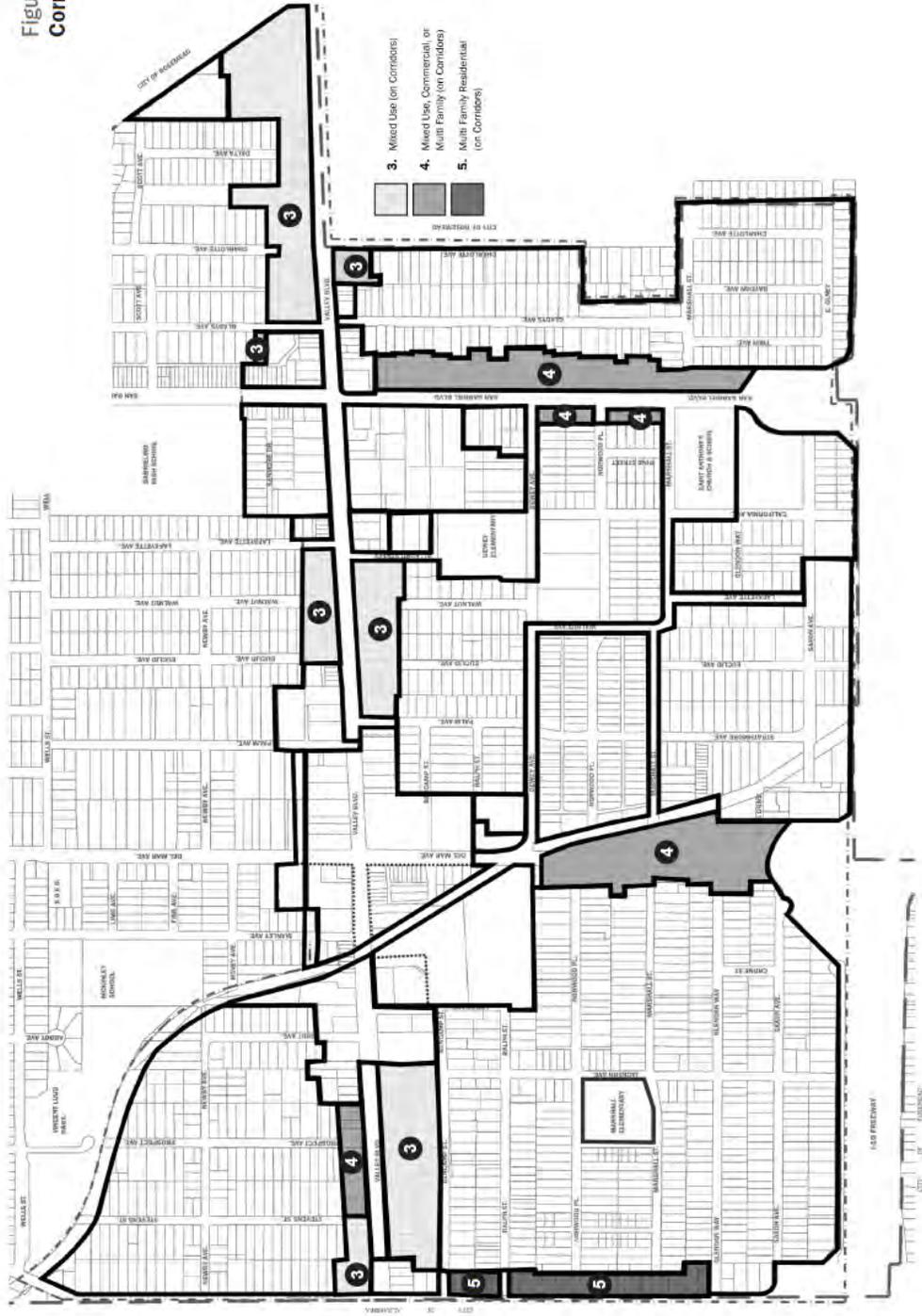


The following policies are intended to promote the re-use of underutilized commercial corridors for mixed-use development in the Valley Boulevard Neighborhoods. These policies will address the desired land use objectives to be achieved within mixed-use development including but not limited to land uses, site planning, and density/intensity.



- 3.1 Re-use and redevelop underutilized parcels for mixed-use structures that integrate housing with commercial uses.
- 3.2 Promote and provide incentives for the aggregation of commercial/residential shared parking areas during designated hours.
- 3.3 Promote the aggregation and consolidation of commercial and adjoining residential parcels to create sites of sufficient size to accommodate feasible mixed-use and commercial development.

Figure 3-4
Corridor Re-Use Strategies



- 3.4 Accommodate the development of retail and office uses, with a priority for mixed-use structures that integrate housing with retail, office, or service uses.
- 3.5 Limit and design the ground floor for retail uses that support pedestrian activity and complement the residential units.
- 3.6 Accommodate development on a sliding scale of intensity, permitting the highest intensities for the development of mixed-use structures that integrate housing with retail or office uses and reducing intensities for single use retail, office, service, and comparable uses.



- 3.7 Establish a sliding scale of permitted densities that increase corresponding to increases in the size of the development parcel.
- 3.8 Locate buildings on the sidewalk frontage, design their elevations to promote pedestrian activity (visual transparency and articulated facades), and site and design structures to minimize the use of non-renewable resources.

LAND USE STRATEGY FOUR: RE-USE UNDERUTILIZED COMMERCIAL CORRIDORS FOR MIXED-USE, COMMERCIAL, AND/OR MULTI-FAMILY HOUSING

Underutilized commercial properties located on Del Mar Avenue and San Gabriel Boulevard are characterized by a broad and often incompatible mix of retail commercial, office, community service, religious institutions, and housing. These corridors should be redeveloped to establish consistent and cohesive development patterns and offer opportunities for the development of new housing in mixed-use structures or independently where parcels of sufficient size can be aggregated to establish a uniform district. As in the Mixed-Use corridors, retail and office uses will be permitted, while additional density is provided as an incentive for mixed-use structures. Development of cohesive commercial and office districts would improve the economic vitality of the area and the addition of housing will increase the numbers of residents in close proximity to transit and local commerce and services, promote greater pedestrian use of the streets, and enhance the “sense of community” and quality of life for local residents.

The geographic location of these areas is illustrated on Figure 3-4 (Corridor Re-Use Strategies).



EXISTING CHARACTERISTICS

These corridors contain a mix of retail office, service, religious uses and housing developed on comparatively small parcels, with a variety of site development configurations, frequent driveways, and multiple property owners. Many locations are characterized by an incompatible mix of uses, such as housing interspersed with retail, auto-repair, and similar uses. Some parcels are deeper than described for other subareas and provide sufficient land area to accommodate modest scale commercial or mixed-use structures. The mix of uses and general underutilization of these corridors makes them suitable for redevelopment for a more cohesive pattern of retail, multi-family, and mixed-use development.



Sustainable Land Use Policies

The following policies are intended to promote the re-use of underutilized commercial corridors for retail, multi-family residential, and mixed-use development in the Valley Boulevard Neighborhoods.

These policies will address the desired land use objectives to be achieved within commercial, mixed-use, and/or multi-family corridor redevelopment including but not limited to land uses, site planning, and density/intensity.

- 4.1 Re-use and redevelop parcels that are underutilized or contain uses that are incompatible with adjoining properties to accommodate the type and scale development that can be supported by the market.
- 4.2 Promote and provide incentives for the aggregation of commercial/residential shared parking areas during designated hours.
- 4.3 Promote the aggregation and consolidation of small parcels to create sites of sufficient size to accommodate development that can be supported by the market.
- 4.4 Accommodate the development of parcels exclusively for retail and office uses, multi-family residential, or mixed-use structures that integrate housing with retail, office, or service uses.
- 4.5 Accommodate development on a sliding scale of intensity, permitting the highest intensities for the development of mixed-use structures that integrate housing with retail or office uses and reducing intensities for single use retail, office, service, and comparable uses.
- 4.6 Establish a sliding scale of permitted densities that increase corresponding to increases in the size of the development parcel.
- 4.7 Establish development densities and maximum building heights to ensure an appropriate transition with adjoining residential uses.
- 4.8 Require a minimum contiguous area for the development of any category of land use to establish a cohesive and uniform district.
- 4.9 Locate mixed-use structures along the street frontage and design their elevations to promote pedestrian-activity.
- 4.10 Design multi-family residential housing to exhibit a high level of architectural quality and visual interest along the arterial frontage.
- 4.11 Minimize the number of driveways in new development to reduce traffic impacts on the arterial streets.
- 4.12 Locate and design buildings to minimize the use of non-renewable resources.

LAND USE STRATEGY FIVE: RE-USE UNDERUTILIZED COMMERCIAL CORRIDORS FOR MULTI-FAMILY HOUSING

Underutilized commercial properties on the north/south arterials that are not suitable for commercial development due to their size and configuration or for mixed-use due to size and the lack of continuity with other commercial uses should be redeveloped for multi-

family housing. This will increase the numbers of residents in close proximity to transit and local commerce and services, promote greater pedestrian use of the streets, and enhance the “sense of community” and quality of life for local residents.



The geographic location of these areas is illustrated on Figure 3-4 (Corridor Re-Use Strategies).

EXISTING CHARACTERISTICS

Comparable to Subarea 2-B and Subarea 2-C, the east side of New Avenue contains a mix of retail office, and service uses developed on comparatively small parcels, with a variety of site development configurations, frequent driveways and multiple ownerships that are of insufficient size to accommodate market-supportable retail or mixed-use development. Parcels on the western side of New Avenue, in the City of Alhambra, are developed with housing. Their underutilization and size makes the parcels on the east side of New Avenue suitable for redevelopment for multi-family housing.

Comparable to Subarea 2-B and Subarea 2-C, the east side of New Avenue contains a mix of retail office, and service uses developed on comparatively small parcels, with a variety of site development configurations,

Sustainable Land Use Policies

The following policies are intended to promote the re-use of New Avenue for multi-family residential. These policies will address the desired land use objectives to be achieved within multi-family redevelopment on corridors including but not limited to land uses, site planning, and density/intensity.

- 5.1** Re-use and redevelop parcels that are underutilized to provide new housing opportunities to serve the community.



- 5.2** Promote the aggregation and consolidation of small parcels to create sites of sufficient size to accommodate housing development that can be supported by the market.

- 5.3** Accommodate the development of multi-family residential uses.

- 5.4 Establish a sliding scale of permitted densities that increase corresponding to increases in the size of the development parcel.
- 5.5 Establish development densities and maximum building heights to ensure an appropriate transition with adjoining residential uses.
- 5.6 Require a minimum contiguous area for the development of multi-family housing to establish a cohesive and uniform district.



- 5.7 Design multi-family residential housing to exhibit a high level of architectural quality and visual interest along the arterial frontage.
- 5.8 Locate and design buildings to minimize the use of non-renewable resources.
- 5.9 Minimize the number of driveways in new development to reduce traffic impacts on the arterial streets.

Land Use Policy for Residential Neighborhoods

Sustainable land use development policy strategies for the residential neighborhoods within the Valley Boulevard Sustainability Plan boundaries are described below.

LAND USE STRATEGY SIX: CONSERVE EXISTING RESIDENTIAL NEIGHBORHOODS

The Valley Boulevard residential neighborhoods are important assets that provide a broad mix of housing choices for local residents, including single-family detached units, with one or two units on a lot, townhomes, and apartments. Their maintenance and quality varies considerably from place to place.

Many residences were constructed during the early years of San Gabriel’s development and exhibit important historic and cultural values for the community. A number of dwellings remain from the area’s agricultural era, including smaller farm worker units.

Currently zoned for three types of housing and densities, “R-1” for single-family detached units, “R-2” for two detached units on a lot, and “R-3” for townhomes and apartments, the Sustainability Plan provides for the conservation of the neighborhoods with infill limited to

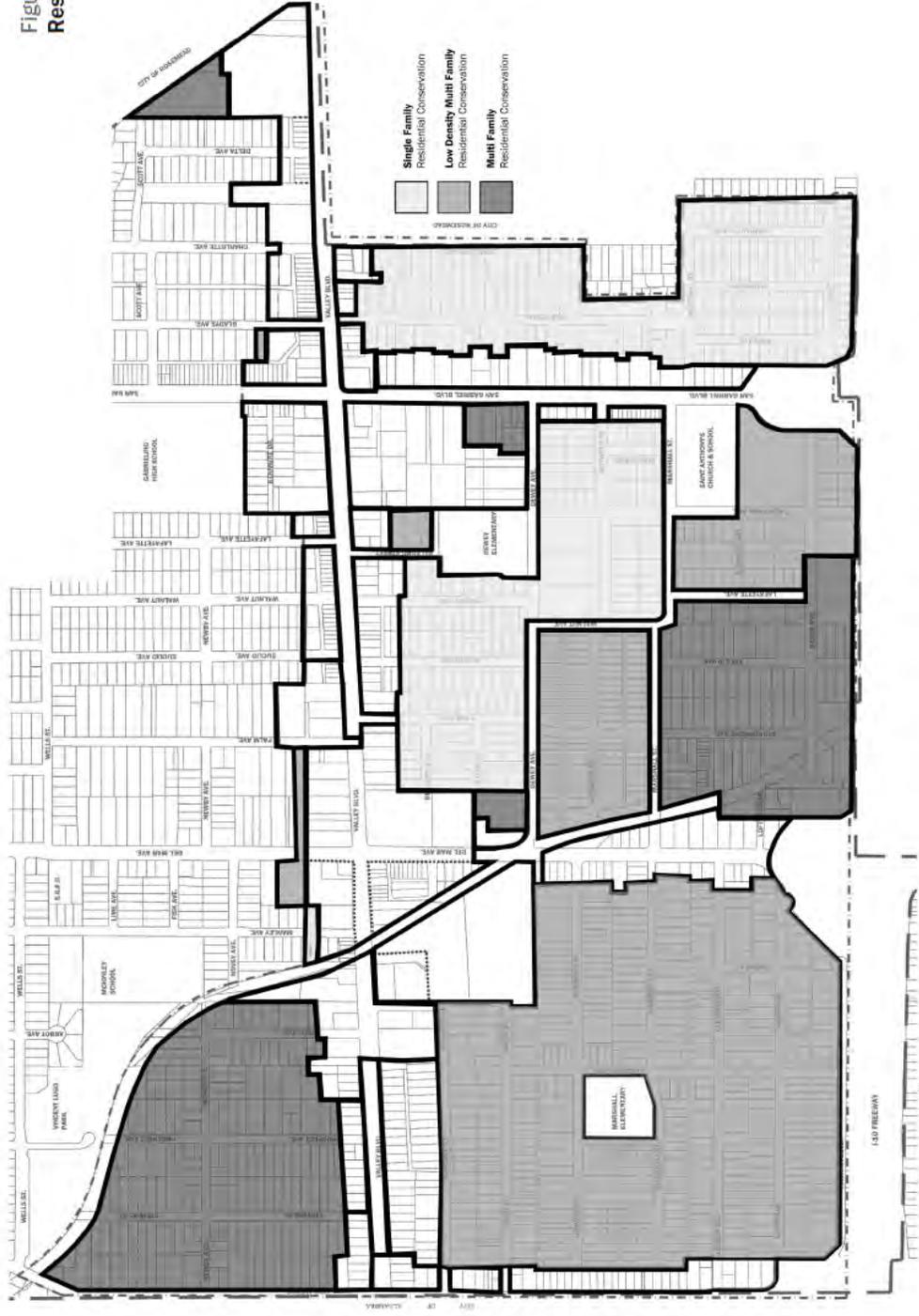
the current zoning designations. Over time this will achieve a more cohesive and consistent pattern of development that will enhance community identity, promote social interaction among its residents, and improve the quality of life.



However, it is recognized that policies for land use development will in and of themselves not necessarily sustain or improve neighborhood quality and character. A broader program of interventions including code enforcement, public safety, resident education and involvement, and property maintenance and improvement are essential if true sustainability is to be achieved. These are described in subsequent sections of this Plan and are illustrated on Figure 3-5 (Residential Conservation).



Figure 3-5
Residential Conservation

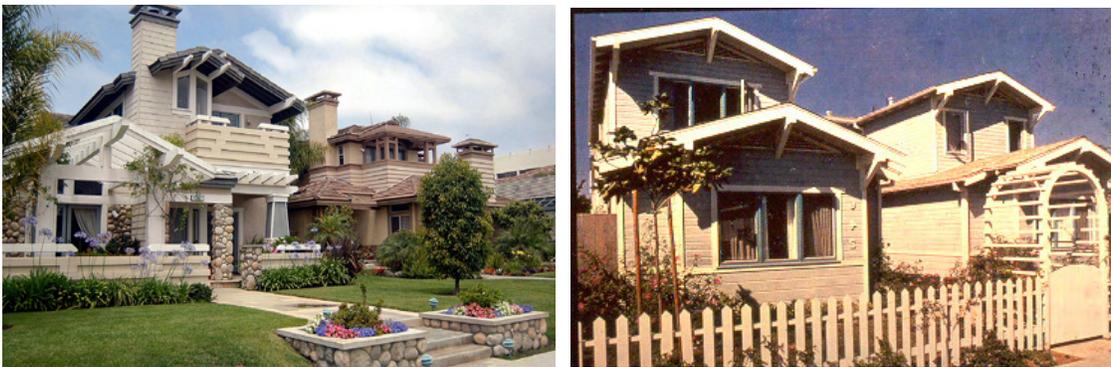




EXISTING CHARACTERISTICS

The residential neighborhoods contain a mix of single-family detached units, with one or two units on a lot, townhomes, and apartments. Many properties are developed at densities below those permitted by zoning. For example, there are numerous clusters of single-family units located in the area between Valley Boulevard and Alhambra Wash. Similarly, many areas zoned to accommodate two units on a lot south of Valley Boulevard only contain one. To some degree, this conveys the sense of incompatibility and rapid change.

There is a growing trend of re-modeling and enlarging existing single-family housing units, which has changed the scale and character of some blocks within the neighborhoods. Housing maintenance and quality varies considerably throughout the area. While there are many older structures, many that are well-maintained exhibit a high level of quality. Others are not and often yards contain trash and debris.

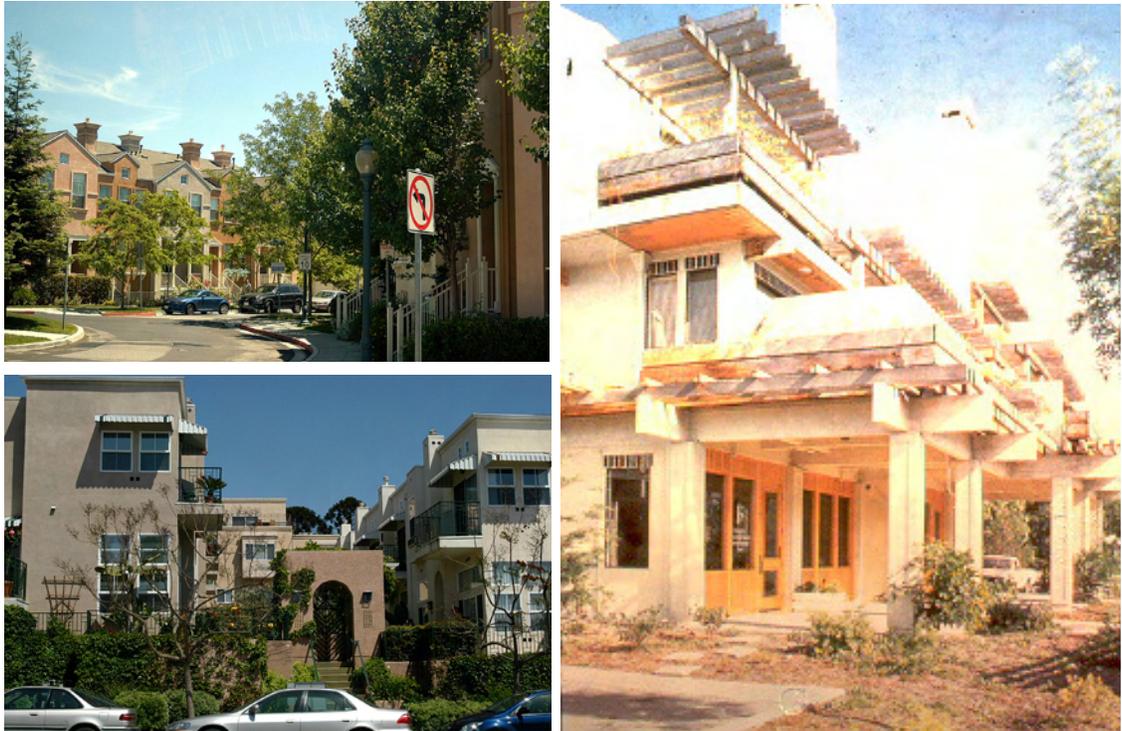


Sustainable Land Use Policies

The following policies are intended to promote the conservation of the Valley Boulevard residential neighborhoods. These policies will address the desired land use objectives to be achieved within all residential redevelopment projects including but not limited to land uses, site planning, and density/intensity.

- 6.1** Conserve existing housing units and accommodate the development of new dwellings consistent with the densities prescribed by the City's zoning ordinance.
- 6.2** Support neighborhood based residential improvement programs, such as City sponsored property clean-up events and property maintenance education.

- 6.3 Continue to sponsor, with the Police Department, Neighborhood Watch programs for community safety.
- 6.4 Design housing at a high level of architectural quality that enhances neighborhood character (refer to Sustainable Design Standards, Chapter 4).



- 6.5 Control the scale and design of remodeled single-family residential units to ensure that they complement the neighborhood character.
- 6.6 Promote the siting, orientation, and design of housing units to minimize water and energy consumption and minimize liquid and solid waste (refer to Sustainable Energy/Green Building Standards, Chapter 4).

LAND USE STRATEGY SEVEN: ESTABLISH CENTERS OF NEIGHBORHOOD ACTIVITY AND IDENTITY

Community centers and facilities should be developed to serve as the focal point of neighborhood identity and activity. These should provide meeting, social, recreation, and cultural facilities for local residents. As the neighborhoods are almost fully developed and land is scarce, these should be integrated with existing public facilities, such as schools and parks, to the extent feasible. Currently, a number of schools and parks share facilities. Alternatively, new community facilities could be integrated into larger transit-oriented, mixed-use, or multi-family residential development projects.



Sustainable Land Use Policies

The following policies are intended to promote the enhancement of community services and facilities within Valley Boulevard’s residential neighborhoods.

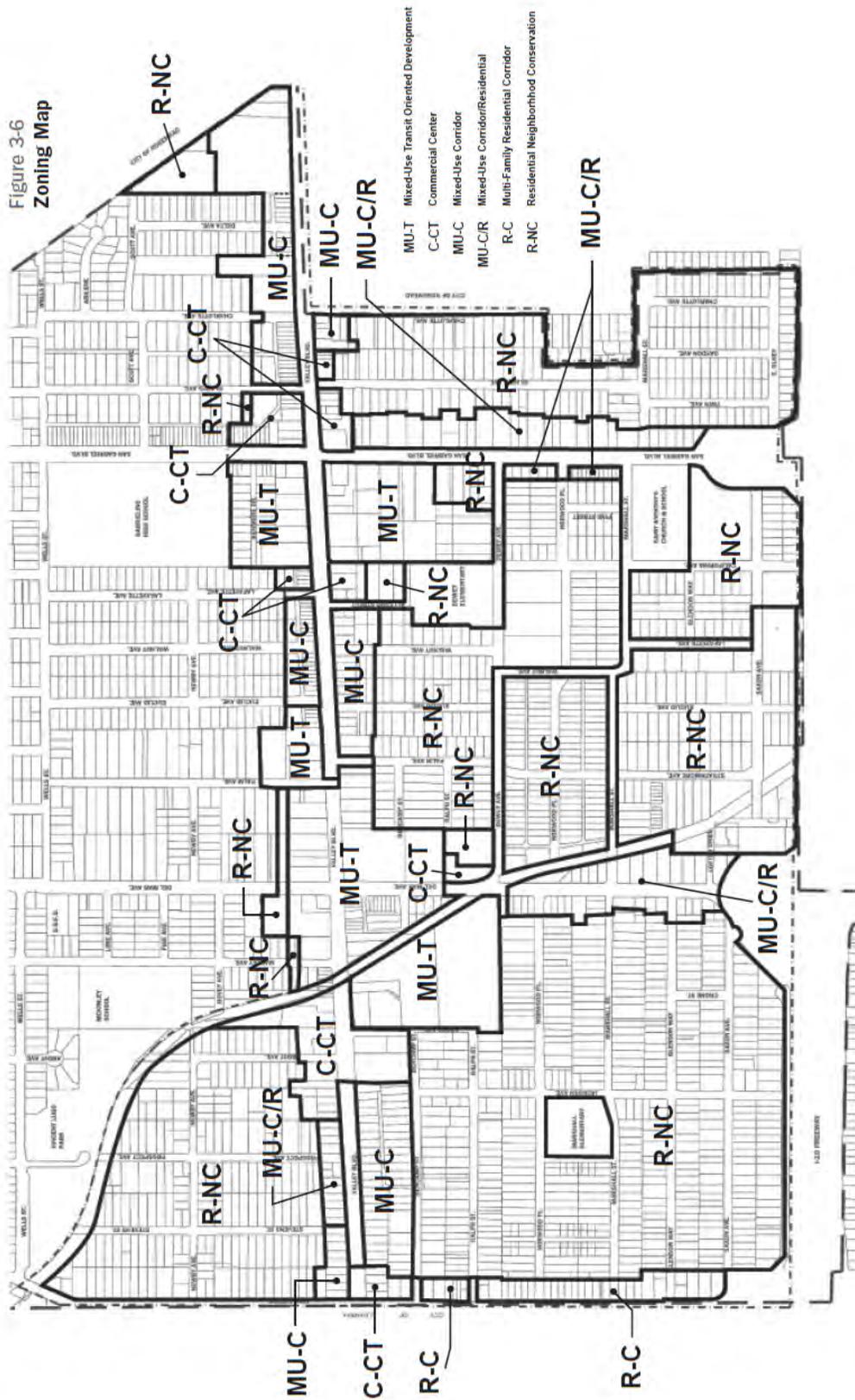
- 7.1 Work with the School Districts and Parks Department to explore opportunities for the joint use of schools and parklands, including opportunities for expanded community facilities such as meeting rooms, libraries, recreation and cultural facilities, and similar uses.
- 7.2 Work with the developers of larger scale commercial and mixed-use developers to identify incentives or other strategies for the inclusion of community serving facilities within their projects.

Sustainable Land Use Development Standards

Sustainable land use development standards for the Valley Boulevard Neighborhoods are listed in this section. These standards are mandatory regulations and are intended to support the land use policies previously discussed in this chapter. This section presents all land use development standards by their corresponding zoning designations as shown on tables 3-1 to 3-6:

- Table 3-1: Mixed-Use Transit Oriented Development (MU-T)
- Table 3-2: Commercial Center (C-CT)
- Table 3-3: Mixed-Use Corridor (MU-C)
- Table 3-4: Mixed-Use Corridor / Residential (MU-C/R)
- Table 3-5: Multi-Family Residential Corridor (R-C)
- Table 3-6: Residential Neighborhood Conservation (R-NC)

These zoning designations are also depicted in Figure 3-6 and are correlated to the applicable land use strategies previously discussed (Figure 3-1). The standards set forth herein shall be applied to all future development to guide the sustainable use and design of properties within the Sustainability Plan area. They are intended to identify all physical land use development requirements.



Mixed-Use Transit Oriented Development Standards (MU-T)

Table 3-1 describes all development standards applicable to the Mixed-Use Transit Oriented Development zoning category. The geographic areas that are subject to these development standards are presented in Figure 3-6.

Table 3-1 Mixed-Use Transit (MU-T)	
<i>Land Use Strategy 1 (Transit Oriented Development)</i>	
PERMITTED USES	
Retail	Uses characterized by a high level of customer activity, e.g., retail, restaurants, food sales, entertainment, banks and similar uses.
Office	Professional, service, and administrative offices on second & higher levels.
Residential	Residential uses on second & higher levels.
Public and Service	Community service and meeting facilities as ancillary uses.
Hotel	Subject to a conditional use permit and in conjunction with the development standards of Table 3-8.
Live/Work Units	At ground level of mixed-use projects and consistent with the development standards of Table 3-7.
FAR	
Retail Only	
Parcels <18K sf	FAR 0.5
Parcels >18K sf	FAR 0.7
Office Only	
Parcels <18K sf	N/A
Parcels >18K sf	N/A
Retail/Office	
Parcels <18K sf	FAR 0.7
Parcels >18K sf	FAR 1.5
Mixed-Use	
Minimum Parcel Size for Mixed-Use = 22K sf	FAR 3.0 with a maximum FAR 0.7 for non residential uses.
MAXIMUM BUILDING HEIGHT	
Retail Only	Two stories
Office Only	N/A
Retail/Office	Three stories
Mixed-Use	Five stories (67 ft) if 50,000+ sq. ft. of retail, Four stories if <50,000 sq. ft. of retail. Adjoining single family residential: three stories.
MAXIMUM STORY HEIGHT (FLOOR TO FLOOR)	
Retail	18 ft.
Special Retail	22 – 24 ft.
Retail with Mezzanine	20 ft.
Office	13 ft. and 6 inches
Residential	11 ft.
Loft	14 – 18 ft.

Table 3-1 Mixed-Use Transit (MU-T)

Table 3-1 Mixed-Use Transit (MU-T)	
<i>Land Use Strategy 1 (Transit Oriented Development)</i>	
PROPERTY SETBACKS (SEE FIGURE 3-7)	
Front	
General Commercial / Office, MU	0' maximum, except for areas used for public outdoor dining/arcade, where the maximum setback shall be 10 ft.
Side	
General Commercial / Office, MU	0' maximum, except for areas used by adjoining businesses for shared driveway access of a maximum of 15 ft. width.
Rear	
General Commercial / Office, MU	Adjoining residential properties: 15 ft. minimum.
	Adjoining commercial or office: 5 ft. minimum.
Second (Podium)-Level Setbacks	
Front	0 to 10 ft. The setback can be used for balcony or terrace space.
Side and rear	0 to 5 ft. The setback can be used for balcony or terrace space.
	No additional setback is allowed on third or higher levels.
LOT COVERAGE	
General Commercial, Office, and Mixed Use	
Sites <300 ft. depth	Minimum of 80% to a maximum of 90% required.
Sites >300 ft. depth	Minimum of 70% to a maximum of 80% required.
PARKING	
General Commercial and Office	1 space per 375 sf of gfa (valet parking permitted)
Restaurants	
Fast food / take out	1 space per 300 sf of gfa (valet parking permitted)
Traditional / sit down	1 space per 100 sf of gfa (valet parking permitted)
Residential	
	1 space per unit for 0–1 BR
	2 spaces per unit for 2+ BR (tandem parking allowed for residential uses)
	1 guest space per 5 units

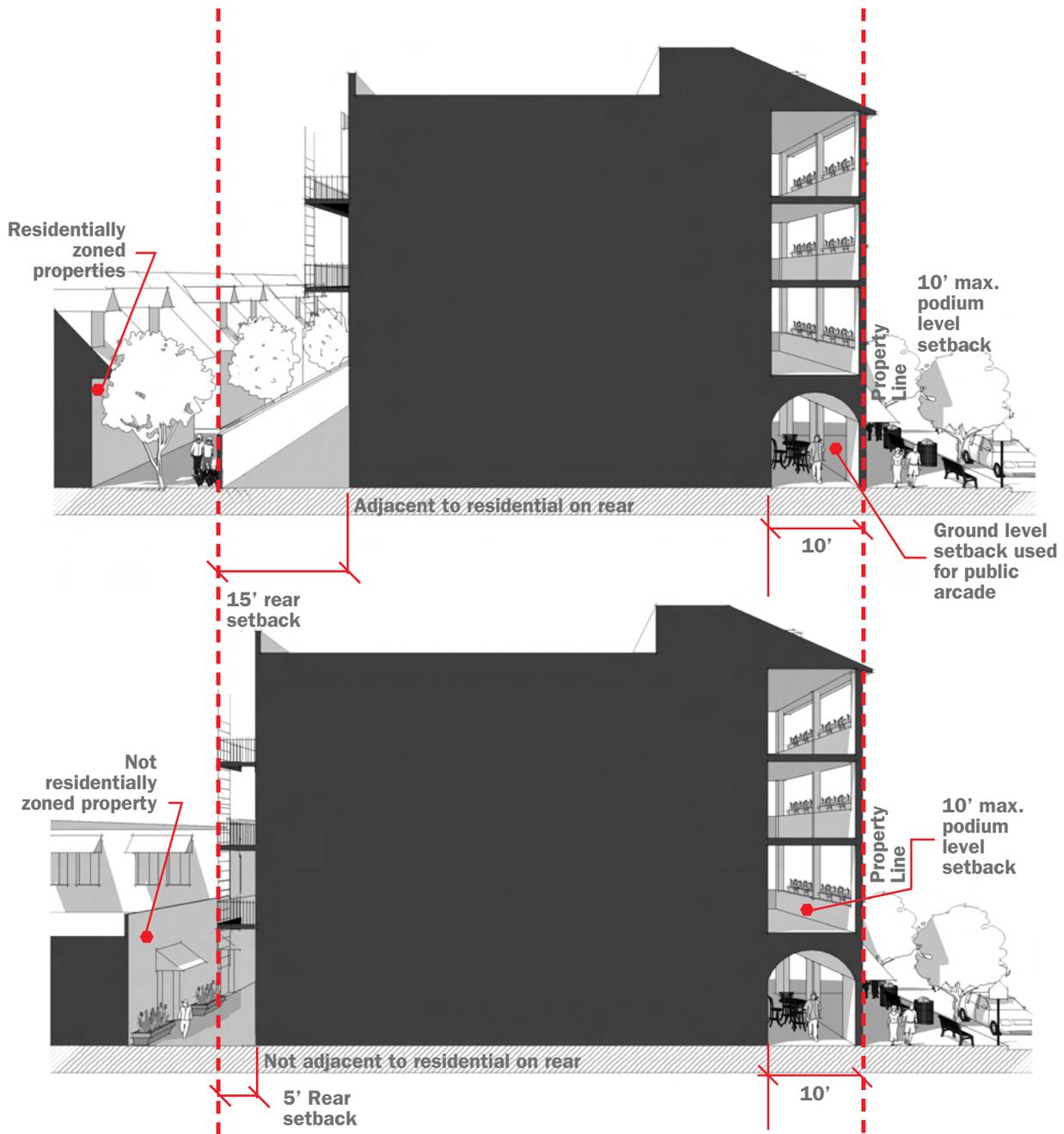


Figure 3-7 Rear/Front Setbacks for Mixed Use Buildings

Commercial Center Development Standards (C-CT)

Table 3-2 describes all development standards applicable to the Commercial Center zoning category. The geographic areas that are subject to these development standards are presented in Figure 3-6.

Table 3-2 Commercial Centers (C-CT)	
<i>Land Use Strategy 2 (Commercial Centers and Nodes)</i>	
PERMITTED USES	
Retail	Uses characterized by a high level of customer activity, e.g., retail, restaurants, food sales, entertainment, banks and similar uses.
Office	Professional, service, and administrative offices on second & higher levels.
Public and Service	Community service and meeting facilities as ancillary uses.
FAR	
Retail Only	
Parcels <18K sf	FAR 0.5
Parcels >18K sf	FAR 1.0
Office Only	
Parcels <18K sf	N/A
Parcels >18K sf	N/A
Retail/Office	
Parcels <18K sf	FAR 0.5
Parcels >18K sf	FAR 1.0
MAXIMUM BUILDING HEIGHT	
Retail Only	Two stories
Office Only	N/A
Retail/Office	Three stories
MAXIMUM STORY HEIGHT (FLOOR TO FLOOR)	
Retail	18 ft.
Specialty Retail	22 — 24 ft.
Retail with Mezzanine	20 ft.
Office	13 ft. and 6 inches
PROPERTY SETBACKS (SEE FIGURE 3-8)	
Front	
General Commercial / Office	0' maximum, except for areas used for outdoor dining, where the maximum setback shall be 10 ft.
Side	
General Commercial / Office	0' maximum, except for areas used by adjoining businesses for shared driveway access of a maximum of 15 ft. width.

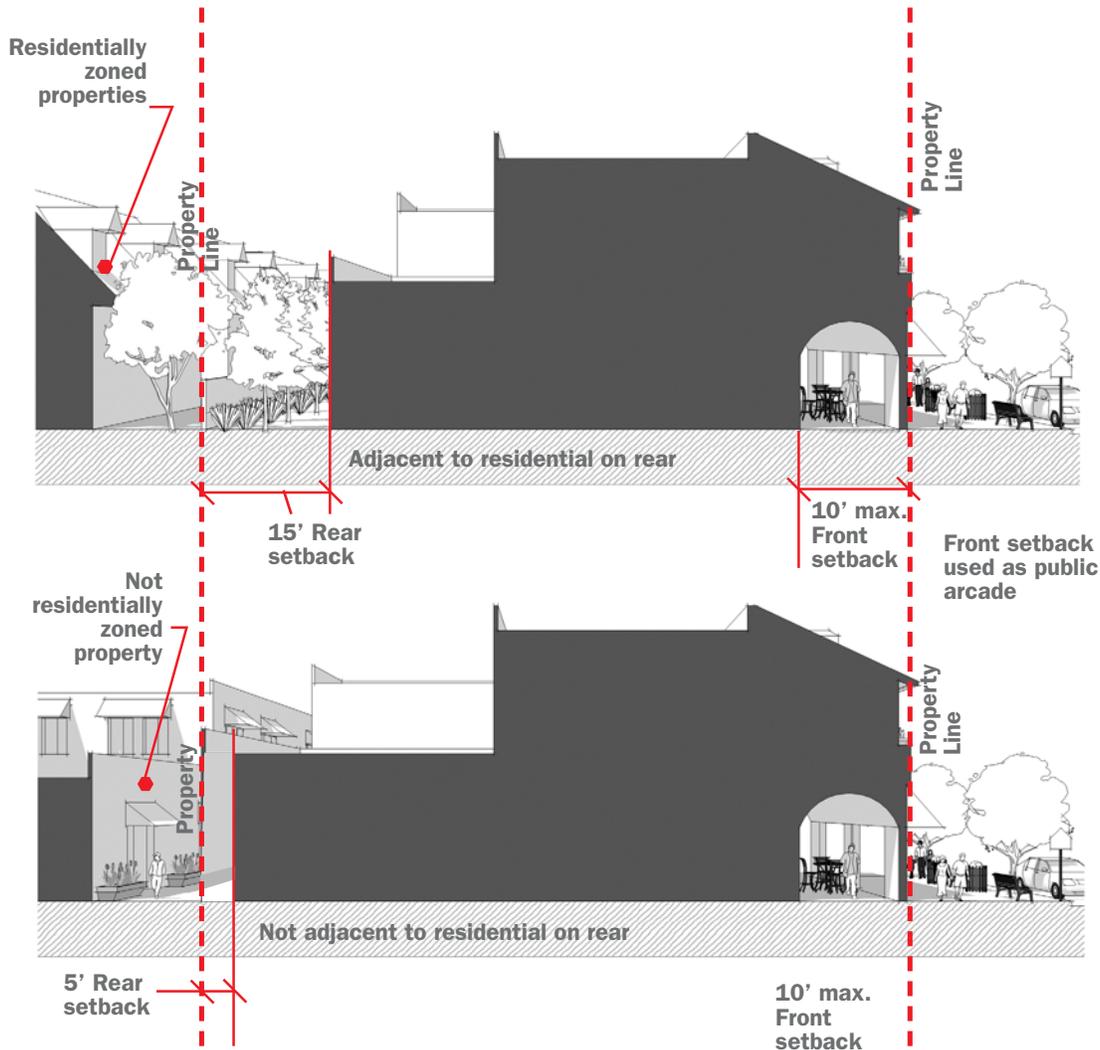


Figure 3-8 Rear/Front Setbacks for Commercial Buildings

Table 3-2 Commercial Centers (C-CT)	
Land Use Strategy 2 (Commercial Centers and Nodes)	
Rear	
General Commercial / Office	Adjoining residential properties: 15 ft. minimum.
	Adjoining commercial or office: 5 ft. minimum.
Second (Podium)-Level Setbacks	
Front	0 to 5 ft. The setback can be used for balcony or terrace space.
Side and rear	No setback allowed.
	No additional setback is allowed on third or higher levels.
LOT COVERAGE	
General Commercial and Office	
Sites <300 ft. depth	Minimum of 80% to a maximum of 90% required
Sites >300 ft. depth	Minimum of 70% to a maximum of 80% required

Table 3-2 Commercial Centers (C-CT)

Table 3-2 Commercial Centers (C-CT)	
<i>Land Use Strategy 2 (Commercial Centers and Nodes)</i>	
PARKING	
General Commercial and Office	1 space per 375 sf of gfa (valet parking permitted)
Restaurants	
Fast food / take out	1 space per 300 sf of gfa (valet parking permitted)
Traditional / sit down	1 space per 100 sf of gfa (valet parking permitted)

Mixed-Use Corridor Development Standards (MU-C)

Table 3-3 describes all development standards applicable to the Mixed-Use Corridor zoning category. The geographic areas that are subject to these development standards are presented in Figure 3-6.

Table 3-3 Mixed-Use Corridor (MU-C)

Table 3-3 Mixed-Use Corridor (MU-C)	
<i>Land Use Strategy 3 (Mixed-Use on Corridors)</i>	
PERMITTED USES	
Retail	Uses that are characterized by a high level of customer use, e.g., retail, restaurants, food sales, entertainment, banks and similar uses.
Office	Professional, service, and administrative offices on second & higher levels.
Housing	Housing on second & higher levels.
Public and Service Uses	Community service and meeting facilities as ancillary uses.
Hotels	Subject to a conditional use permit and in conjunction with the development standards of Table 3-8.
Live/Work Units	At ground level of mixed-use projects and consistent with the development standards of Table 3-7.
FAR	
Retail Only	
Parcels <18K sf	N/A
Parcels >18K sf	N/A
Retail/Office	
Parcels <18K sf	FAR 0.7
Parcels >18K sf	FAR 1.0
Mixed-Use	
Minimum Parcel Size for Mixed-Use = 22K sf	FAR 2.0 with a maximum FAR 0.7 for non residential uses.
MAXIMUM BUILDING HEIGHT	
Retail Only	Two stories
Office Only	N/A
Retail/Office	Two stories
Mixed Use	Five stories (67 ft) if 50,000+ sq. ft. of retail, Four stories if <50,000 sq. ft. of retail. Adjoining single family residential: three stories.

Table 3-3 Mixed-Use Corridor (MU-C)	
<i>Land Use Strategy 3 (Mixed-Use on Corridors)</i>	
MAXIMUM STORY HEIGHT (FLOOR TO FLOOR)	
Retail	18 ft.
Special Retail	22 — 24 ft.
Retail with Mezzanine	20 ft.
Office	13 ft. and 6 inches
Residential	11 ft.
Loft	14 — 18 ft.
PROPERTY SETBACKS (SEE FIGURE 3-7)	
Front	
General Commercial, Office, MU	0' maximum, except for areas used for outdoor dining/arcade, where the maximum setback shall be 10 ft.
Side	
General Commercial, Office, MU	0' maximum, except for areas used by adjoining businesses for shared driveway access of a maximum of 15 ft. width.
Rear	
General Commercial, Office, MU	Adjoining residential properties: 15 ft. minimum.
	Adjoining commercial or office: 5 ft. minimum.
Second (Podium)-Level Setbacks	
Front	0 to 10 ft. The setback can be used for balcony or terrace space.
Side and rear	0 to 5 ft. The setback can be used for balcony or terrace space.
	No additional setback is allowed on third or higher levels.
LOT COVERAGE	
Sites <300' depth	Minimum of 80% to a maximum of 90% required.
Sites >300' depth	Minimum of 70% to a maximum of 80% required.
PARKING	
General Commercial & Office	1 spaces per 375 sf of gfa (valet parking permitted)
Restaurants	
Fast food / take out	1 space per 300 sf of gfa (valet parking permitted)
Traditional / sit down	1 space per 100 sf of gfa (valet parking permitted)
Residential	
	1 space per unit for 0–1 BR
	2 spaces per unit for 2+ BR (tandem parking allowed for residential uses)
	1 guest space per 5 units

Mixed-Use Corridor / Residential Development Standards (MU-C/R)

Table 3-4 describes all development standards applicable to the Mixed-Use Corridor / Residential zoning category. The geographic areas that are subject to these development standards are presented in Figure 3-6.

Table 3-4 Mixed-Use Corridor / Residential (MU-C/R)	
<i>Land Use Strategy 4 (Mixed-Use, Commercial, or Multi-Family on Corridors)</i>	
PERMITTED USES	
Retail	Uses that are characterized by a high level of customer use, e.g., retail, restaurants, food sales, entertainment, banks and similar uses.
Office	Professional, service, and administrative offices.
Residential	Mixed-Use: housing allowed on second & higher levels. Multi-Family: housing allowed on ground & higher levels.
Public and Service Uses	Community service and meeting facilities as ancillary uses.
Hotels	Subject to a conditional use permit and in conjunction with the development standards of Table 3-8.
Live/Work Units	At ground level of mixed-use projects and consistent with the development standards of Table 3-7.
FAR	
Retail Only	
Parcels <18K sf	FAR 0.5
Parcels >18K sf	FAR 0.7
Office Only	
Parcels <18K sf	FAR 0.5
Parcels >18K sf	FAR 1.0
Retail/Office	
Parcels <18K sf	FAR 0.5
Parcels >18K sf	FAR 1.0
Mixed-Use	
Minimum Parcel Size for Mixed-Use = 22K sf	FAR 2.0, with maximum FAR 0.7 for nonresidential uses.
DENSITY	
Residential	20 to 40 du/acre
MAXIMUM BUILDING HEIGHT	
Retail Only	Two stories
Office Only	Two stories
Retail/Office	Two stories
Mixed-Use	Five stories (67 ft) if 50,000+ sq. ft. of retail. Four stories if <50,000 sq. ft. of retail. Adjoining single family residential: three stories.
Multi-Family	Five stories (67 ft). Adjoining single-family residential: three stories.

Table 3-4 Mixed-Use Corridor / Residential (MU-C/R)	
<i>Land Use Strategy 4 (Mixed-Use, Commercial, or Multi-Family on Corridors)</i>	
MAXIMUM STORY HEIGHT (FLOOR TO FLOOR)	
Retail	18 ft.
Special Retail	22 — 24 ft.
Retail with Mezzanine	20 ft.
Office	13 ft. and 6 inches
Residential	11 ft.
Loft	14 — 18 ft.
PROPERTY SETBACKS	
Front	
General Commercial, Office, MU	0' maximum, except for areas used for outdoor dining, where the maximum setback shall be 10 ft.
Multi-Family Residential	0–15 ft.
Side	
General Commercial, Office, MU	0' maximum, except for areas used by adjoining businesses for shared driveway access of a maximum of 15 ft. width.
Multi-Family Residential	Adjoining single-family residential: 8ft. minimum (4 story building); 10 ft. minimum (5+ story buildings).
	Adjoining multi-family residential: 6 ft. minimum (4 story building); 8 ft. minimum (5+ story buildings).
	Adjoining commercial or office: 5ft. minimum.
Rear	
General Commercial, Office, MU	Adjoining residential properties: 15 ft. minimum.
	Adjoining commercial or office: 5 ft. minimum.
Multi-Family Residential	8ft. minimum (4 story building); 10 ft. minimum (5+ story buildings).
Second (Podium)-Level Setbacks	
(General Commercial, Office, MU, and Multi-Family)	
Front	0 to 8 ft. The setback can be used for balcony or terrace space.
Side and rear	0 to 5 ft. The setback can be used for balcony or terrace space.
	No additional setback is allowed on third or higher levels
LOT COVERAGE (GENERAL COMMERCIAL, OFFICE, MU)	
Sites <300' depth	Minimum of 80% to a maximum of 90% required
Sites >300' depth	Minimum of 70% to a maximum of 80% required
LOT COVERAGE (MULTI-FAMILY RESIDENTIAL)	
	60% maximum lot coverage. Bonus with multiple individual entrances to ground level units. Direct entrance to ground floor units shall mean that the unit has its primary entrance on the exterior of the building, as opposed to being located on a common interior hallway:
	Direct entrance to 40+% of ground floor units = 80% lot coverage
	Direct entrance to 30–40 % of ground floor units = 75% lot coverage
	Less than 30% = 60% lot coverage.

Table 3-4 Mixed-Use Corridor / Residential (MU-C/R)

Table 3-4 Mixed-Use Corridor / Residential (MU-C/R)	
<i>Land Use Strategy 4 (Mixed-Use, Commercial, or Multi-Family on Corridors)</i>	
PARKING	
General Commercial & Office	1 space per 375 sf of gfa (valet parking permitted)
Restaurants	
Fast food / take out	1 space per 300 sf of gfa (valet parking permitted)
Traditional / sit down	1 space per 100 sf of gfa (valet parking permitted)
Residential	
	1 space per unit for 0–1 BR
	2 spaces per unit for 2+ BR (tandem parking allowed for residential uses)
	1 guest space per 5 units

Multi-Family Residential Corridor Development Standards (R-C)

Table 3-5 describes all development standards applicable to the Multi-Family Residential Corridor zoning category. The geographic areas that are subject to these development standards are presented in Figure 3-6.

Table 3-5 Multi-Family Residential Corridor (R-C)

Table 3-5 Multi-Family Residential Corridor (R-C)	
<i>Land Use Strategy 5 (Multi-Family Residential on Corridors)</i>	
PERMITTED USES	
Residential	Multi-family housing.
DENSITY	
Residential	20 to 40 du/acre.
MAXIMUM BUILDING HEIGHT	
Residential	Five stories maximum (67 ft.). Adjoining single-family residential: three stories.
MAXIMUM STORY HEIGHT (FLOOR TO FLOOR)	
Residential	11 ft.
Loft	14—18 ft.
PROPERTY SETBACKS (SEE FIGURE 3-9)	
Front	
	0 to 15 ft.
Side and Rear	
	Adjoining single-family residential: 8 ft. minimum (four-story buildings); 10 ft. minimum (five-plus-story buildings).
	Adjoining multi-family residential: 6 ft. minimum (four-story buildings); 8 ft. minimum (five-plus-story buildings).
	Adjoining commercial or office: 5 ft. minimum.

Table 3-5 Multi-Family Residential Corridor (R-C)

Second-Level Setbacks	
Front	0 to 8 ft. The setback can be used for balcony or terrace space.
Side and rear	0 to 5 ft. The setback can be used for balcony or terrace space.
	No additional setback allowed on third or higher levels.
LOT COVERAGE	
Residential	60% maximum lot coverage. Bonus with multiple individual entrances to ground level units. Direct entrance to ground floor units shall mean that the unit has its primary entrance on the exterior of the building, as opposed to being located on a common interior hallway:
	Direct entrance to 40+% of ground floor units = 80% lot coverage
	Direct entrance to 30-40 % of ground floor units = 75% lot coverage
	Less than 30% = 60% lot coverage.
PARKING	
Residential	1 space per unit for 0-1 BR.
	2 spaces per unit for 2+ BR (tandem parking allowed for residential uses).
	1 guest space per 5 units.



Figure 3-9 Multi-Family Building Setbacks Plan View

Residential Neighborhood Conservation Development Standards (R-NC)

Table 3-6 describes all development standards applicable to the Residential Neighborhood Conservation zoning category. The geographic areas that are subject to these development standards are presented in Figure 3-6.

Table 3-6 Residential Neighborhood Conservation (R-NC)

Development standards for the residential neighborhood conservation areas shall be governed by the Zoning Code of the City of San Gabriel.

To address the present need for larger homes and to encourage the preservation and respectful treatment of San Gabriel’s heritage single family residential neighborhoods, the Valley Boulevard Sustainability Plan allows for modification of the lot coverage requirement for those residential remodel and/or expansion projects that incorporate architectural preservation methods as recommended by the consultant City Preservation Architect. As an incentive for historic preservation in the residential neighborhoods, a Lot Coverage of 0.45 is permitted, which will, by definition, allow 45 percent lot coverage for one-story residential structures including the garage and second unit, if any.

In general, and as an example, this formula accommodates the construction of a 2,975 sf home on a 7,500 sf lot (7,500 sf lot X 0.45) less 400 sf garage = 2,975 sf.

Development Standards for Specific Uses

Table 3-7 describes the development standards applicable to Live/Work Units allowed in the MU-T, MU-C, and MU-C/R zones.

Table 3-7 Live/Work Units

	<p><i>Land Use Strategy 1 (Transit Oriented Development)</i> <i>Land Use Strategy 3 (Mixed-Use on Corridors)</i> <i>Land Use Strategy 4 (Mixed-Use, Commercial, or Multi-Family on Corridors)</i></p>
MINIMUM RESIDENTIAL UNIT SIZE	
Six hundred (600) square feet.	
LOCATION OF RESIDENTIAL USE	
Living space shall be limited to the upper level of the unit. The living space shall provide, at minimum, full cooking and bathing facilities.	
NOISE	
No mechanical equipment shall be used which generates noise higher than the noise standards established for residential uses by the General Plan.	
HAZARDOUS MATERIALS/USES	
No toxic, explosive, flammable, combustible or corrosive materials are to be stored or used on the site in quantities or in a manner that violates any provision of the Uniform Fire Code. No process shall be used which is hazardous to public health, safety or welfare.	
ENTRANCES/EXITS	
Each unit shall have a front and a rear door that are clearly identified as emergency exits.	
OUTDOOR USES	
There shall be no outside operations, outside storage or outdoor display of materials or products.	
COMMERCIAL VEHICLES	
Not more than two (2) vehicles shall be used in the business. Only one vehicle may be commercially licensed.	

ENFORCEMENT
The Community Development Director or his designee may require the discontinuance of a work activity in a live/work space if as operated or maintained there has been a violation of any applicable condition or standard. The Community Development Director or his designee shall have the authority to prescribe additional conditions and standards of operation for any category of work activity in a live/work space.
PERMITTED COMMERCIAL USES
Commercial uses shall be limited to the lower level of the unit. Retail, general office, and small-scale service uses are permitted. Medical and dental offices, restaurants or other uses involving food or beverage service of any kind are prohibited.
RATIO OF LIVE/WORK SPACE
No less than thirty three percent (33%) and no more than fifty percent (50%) of any unit shall be used for exclusive residential purpose such as sleeping area, kitchen, bathroom and closet areas.
OCCUPANCY
A live/work unit shall be occupied and used only by the operator of the business within the unit, and his/her household. Living space and commercial space shall not be rented, leased, sold or occupied separately.
PARKING REQUIREMENTS
1 space per unit + 1 space/375 sq. ft. of gfa of work space. The business shall not displace or block the use of parking spaces required for the residential use including any business storage in required parking areas.
NONRESIDENT EMPLOYEES
The business may employ persons who do not reside in the live/work unit, provided that no more than two such persons are on site at any given time.

Table 3-8 describes the development standards for hotels (which are subject to a CUP) in the MU-T, MU-C, and MU-C/R zones.

Table 3-8 Hotel Development Standards
<i>Land Use Strategy 1 (Transit Oriented Development)</i> <i>Land Use Strategy 3 (Mixed-Use on Corridor)</i> <i>Land Use Strategy 4 (Mixed-Use, Commercial, or Multi-Family on Corridors)</i>
MINIMUM LOT SIZE
22,000 sq. ft.
MINIMUM STREET FRONTAGE
90 ft.
LOT AREA/GUEST ROOM
275 sq. ft.
MINIMUM GUEST ROOM SIZE
300 sq. ft., including bathroom
MINIMUM AVERAGE GUEST ROOM WIDTH
12 ft.
MAXIMUM FAR
3.0 - MU-T zones 2.0 - MU-C and MU-C/R zones
MAXIMUM HEIGHT (STORIES OR FEET)
5 stories or 68 ft.; 3 stories and 46 ft. on that portion of the site adjoining single family residential. A shade and shadow study will be required for all hotels.
FRONT SETBACK
0 ft., except for areas used for public outdoor dining/arcade, where the maximum setback shall be 10 ft.
SIDE SETBACK
0 ft., except for areas used by adjoining businesses for shared driveway access of a maximum of 15 ft. width, 10 ft. abutting any residential zone.
REAR SETBACK
Adjoining residential properties: 15 ft. minimum. Adjoining commercial or office: 5 ft. minimum.
SECOND (PODIUM)-LEVEL SETBACKS
Front 0 to 10 ft. Use of the setback for balcony or terrace space is encouraged. Side and rear 0 to 5 ft. Use of the setback for balcony or terrace space is encouraged. No additional setback is allowed on third or higher levels, but façade plane changes appropriate to the proposed architecture are highly encouraged.
LOT COVERAGE
Sites <300 ft. depth: Minimum of 80% to a maximum of 90% required. Sites >300 ft. depth: Minimum of 70% to a maximum of 80% required.
MAXIMUM STORY HEIGHT (FLOOR TO FLOOR)
Retail or Restaurant: 22-24 ft. Mezzanine: 20 ft. Guest Rooms: 11 ft.

MINIMUM OPEN SPACE

A minimum of 10 percent of the net lot area shall be provided as programmed landscaped common open space at ground level, designed as public or semi-public plazas, courtyards, and/or other public open space. Setback areas shall not be considered to satisfy this requirement.

Open space plazas shall include 50 to 80 percent of hardscape areas that may be designed to include amenities like water features, seating areas, and public art installations. Hardscape paving may include brick, stone, interlocking concrete pavers, textured concrete and/or impressed patterned concrete.

The balance of the open space (20 to 50 percent) shall be landscaped with turf, shrubs, or groundcover, and trees.

All plant materials shall be in proportion to the height and mass of the building façade.

OPEN SPACE HEIGHT TO WIDTH RATIO

To achieve sunlight in open areas and courtyards, the following minimum height to width ratios are required: 1 to 1 along at least one south or west elevation and 1 to 2 along at least one elevation if the space is open on one or more sides.

A full-year shade and shadow study shall be undertaken to illustrate the extent of natural light and anticipated ventilation to the outdoor spaces.

MINIMUM LANDSCAPING

All areas not devoted to paving or building shall be landscaped. All landscape and design defining features (this includes items such as pavers, decorative groundcover, garden walls, lighting elements, site furniture, water features, etc.) shall be permanently maintained.

PARKING

The required number of parking spaces shall be determined by the Planning Commission as part of the conditional use permit process or, on appeal, by the City Council. As an aide to this determination, a parking demand study shall be provided as part of the entitlement application submittal. The parking demand study shall be prepared at the property owner/developer's expense by an independent traffic engineer, as approved by the City of San Gabriel. The study shall analyze the demand for parking spaces, drop-off and pick-up locations, and ingress and egress into and out of the parking areas. The parking demand study shall be reviewed by the Engineering and Planning Divisions, who shall make a recommendation on the required number of parking spaces to the Planning Commission.

Passenger drop-off area: Passenger drop-off areas (which may include a covered area or porte-cochere) shall be for the purpose of dropping off or picking up passengers and luggage, accommodating valet parking, pedestrian access and safety, and fire access, while providing free flow of vehicles. The passenger drop-off area shall be a minimum of 24' wide and 80' long and allow for through traffic.

Tour bus/shuttle parking: Site plans shall address how parking for hotel tour buses/shuttles is being accommodated on site.

Truck loading: Site plans shall address how loading for trucks is being accommodated. Truck loading areas shall be screened from view of adjoining residences.

Driveways are limited to 2 curb cuts; 3 if a separate service entrance is required. Maximum driveway width shall be consistent with the existing Zoning Code.

Vehicular entrances that are visible from the street shall include architectural detailing.

Parking facilities shall be located below grade, in an enclosed structure or behind the building, except for street frontage devoted to vehicular access, drop off, or valet parking. Parking structures shall be finished in a manner similar to the remainder of the building. Surface parking that is directly visible from the street is discouraged but permissible in the MU-C and MU-C/R zones; no surface parking that is directly visible from the street is allowed in the MU-T zone.

TRASH/RECYCLING ENCLOSURES

Trash/recycling enclosures shall be blocked from view from public streets, open spaces, and other sensitive uses. Trash/recycling enclosures shall be designed in a manner that is consistent with the building. The property owner/developer shall consult with the waste hauler to determine the minimum size of the trash/recycling enclosure needed to meet the expected solid waste and recycling demand of the project and shall provide evidence of the waste hauler's approval of the trash/recycling enclosure size and location in the form of a letter and/or an approved site plan/floor plan. If the trash/recycling enclosure contains a compactor or other machinery, the machinery shall be equipped with a muffler device in constant operation and properly maintained to deaden the noise. All trash/recycling enclosures, rooms or buildings shall be insulated to deaden noise. All trash/recycling enclosures shall be lockable and all trash/recycling receptacles in the enclosure shall be lockable. All trash/recycling enclosures shall be placed in well-lit areas.



chapter

4

chapterfour

DESIGN AND Sustainable Site and

Objectives for More Sustainable Site and Building Design

The primary objective of the policies and standards in this chapter is to provide overall design provisions, visual development, and sustainable energy parameters for the design and development of general commercial/retail, mixed-use, and multi-family sites and buildings within the *Valley Boulevard Neighborhoods Sustainability Plan* area.



A neotraditional community design (often called “New Urbanism”) has been considered in the preparation of this chapter. New Urbanism is a planning principle recognized as a design tool for community planners who desire to emphasize objectives such as, emphasis on pedestrian and public activity, creating more compact communities with walkable streets, facilitating transit oriented development, and promoting compatible architectural design. Neotraditional or new urbanist communities mandate bicycling, and walking for short trips by providing destinations close to home and work, and by providing sidewalks and pleasant environments for walking and biking.

Building Design



These types of traditionally designed communities fell out of favor from the 1940s through the 1970s. Recently, traditional urban design has been re-emerging in newly defined ways as an efficient way to rescue our built environment from the damage caused mainly by an excessive automobile dependence. This neotraditional urban form returns the focus of a community to pedestrian-orientation with a greater balance

between pedestrian and auto use. It also focuses on mixed-use commercial and residential development, where the retail and service hub of the community is an integral part of the residential activity. In addition, it focuses on the development of a network of communities with streets and paths that surround and connect the residential areas to the open space and recreation areas, as well as to the retail and service areas.





How We Achieve Our Objectives

1. Locate and design new development to relate to public streetscapes and open spaces, promote pedestrian activity, and achieve a high level of architectural quality that distinguishes the Valley Boulevard Neighborhoods as a unique place.
2. Locate and design new development to create a seamless connection between the mixed-use, the commercial, the housing, and the open space areas. While each of these land use types will take place in separately defined spaces, there will be a significant interface between them.
3. Orient all new development directly to the adjacent sidewalk and street. This will reinforce the neotraditional community image through the emphasis of architecture, landscaping, and hardscape elements at the pedestrian sidewalk level.
4. Design all parking lot areas to be underground, on the rear or side of buildings and completely screened from street view.
5. Continue to support the implementation of Crime Prevention Through Environmental Design (CPTED), a concept that provides standards to safeguard property and public welfare through appropriate design (see Appendix A for details).

Sustainable Site and Building Design Policy

General Commercial/Retail

The following policies provide design recommendations to guide the design and development of general commercial sites and buildings. These policies are followed by design and development standards that require mandatory compliance. Commercial sites and buildings are allowed within three land use categories contained in this Plan:

- General Commercial and Retail
- Mixed-Use
- Multi-Family Residential

Commercial centers and districts that are well designed and planned and exhibit a high level of architectural and landscape quality are vital places for shopping and socialization. The following policies encourage new development within existing commercial districts, centers and corridors that complements existing uses and exhibits a high level of site and building design:

- Seamless connections and transitions with existing buildings
- Modulation of building masses, elevations, and rooflines to promote visual interest
- Architectural treatment of all building elevations, including ancillary facilities such as service areas
- Treatment of the ground floor of buildings to promote pedestrian activity by avoiding long, continuous blank walls, and modulating and articulating elevations to promote visual interest
- Clear identification of storefront entries
- Incorporation of signage that is integrated with the buildings' architectural character
- Extensive on-site landscaping
- Incorporation of plazas and expanded front façade outdoor space to accommodate pedestrian, outdoor dining, and other activities
- Integration of building design and site planning elements that reduce the consumption of water, energy, and other nonrenewable resources and qualify for LEEDs certification

Mixed-Use

Districts where residents and businesses are intermixed, that are designed and planned to assure compatibility among the uses, that are highly livable for residents, and are of high quality design reflecting the traditions of San Gabriel. The following policies encourage mixed-use buildings that are designed to convey a high level of architectural and landscape quality and ensure compatibility among their uses:

- Visual and physical integration of residential and nonresidential uses
- Architectural treatment of building elevations and modulation of their massing
- Separate and well-defined entries for residential units and nonresidential businesses
- Design of parking areas and facilities for architectural consistency and integration among uses
- Incorporation of extensive landscaped common areas

Multi-Family Residential

Multi-family residential that is well-planned and designed contributes to the livability and quality of life of residents, whether a component of a mixed use project, in an existing neighborhood, or a freestanding development on a corridor. The following policies encourage residential buildings that are designed to convey a high level of architectural and landscape quality and ensure compatibility among their uses:

- Treatment of the elevations of buildings facing public streets and pedestrian ways as the principal façades with respect to architectural treatment to achieve the highest level of urban design and neighborhood quality
- Architectural treatment of building elevations and modulation of mass to convey the character of separate living units, avoiding the appearance of a singular building volume

- Require porches and/or individual entries for ground-floor residential units facing public streets and pedestrian ways
- Modulate roof profiles to reduce the apparent scale of large structures and to provide visual interest and variety
- Design underground and rear/side parking areas to be integral with the architecture of the building's design
- Incorporate usable and functional private open space for each unit
- Incorporate common open space that creates a pleasant living environment with opportunities for recreation

Sustainable Site and Building Design Standards

The site and building design standards in this section are mandatory regulations and are intended to support implementation of the policy recommendations previously discussed in this chapter. The standards set forth herein shall be applied to all future developments within the planning area of the *Valley Boulevard Neighborhoods Sustainability Plan* as follows.

A. General Commercial/Retail (See Figures 4-1 and 4-3)

General Commercial/Retail developments located along Valley Boulevard convey a strong visual image for the city of San Gabriel. The attention paid to their design reflects the city's economic vitality and pride. The guidelines and standards in this section mandate the highest level of design quality and creativity and recognize the importance of parking and circulation design to the success or failure of pedestrian oriented commercial corridors.



Street front retail

The design standards below apply to General Commercial/Retail buildings in those areas subject to the following Land Use Strategies:

- Strategy 1: Transit-Oriented Development
- Strategy 2: Commercial Centers and Nodes
- Strategy 3: Mixed-Use (on Corridors)
- Strategy 4: Mixed-Use, Commercial, or Multi-Family Residential (on Corridors)

A.1 SITE DESIGN

ORIENTATION

1. Buildings shall be located in order to reinforce continuous public street spaces.
2. Active frontages with doors and windows shall face the street and sidewalk.
3. Buildings shall not be angled or rotated in relationship to existing street walls.



Building reinforces continuous street spaces with active frontages oriented to the street

PARKING & VEHICULAR ACCESS

1. No surface parking that is directly visible from the street is allowed (for screening methods see Section E.1 in this chapter).
2. Driveways are allowed. Maximum driveway width shall be consistent with the existing Zoning Code.
3. Vehicular entrances that are visible from the street shall include architectural detailing.
4. Drive-through establishments are not allowed.
5. Parking facilities shall be located below grade or behind building or tenant space, except for street frontage devoted to vehicular access, drop off, or valet parking.
6. Street level access to parking and loading facilities must be located a minimum of 40 feet away from a primary building entrance or public outdoor gathering area.
7. Service, trash enclosures, and loading facilities must be blocked from view from public streets, open spaces, and other sensitive uses.
8. Trash enclosures shall be designed in a manner that is consistent with the main building structure.



Trash enclosure

A.2 BUILDING MASS

MASSING

1. Buildings with first floor facades that are 50 feet or longer shall be subdivided into shorter segments. This must be done through one or more of the following techniques:
 - a. Façade segmentation through recessed or projected façade elements every 25 feet
 - b. Changes in roof form and/or height (applies to one story commercial structures)
 - c. Changes in window/façade composition
 - d. Changes in wall materials
2. Second floor facades shall not extend greater than 100 lineal feet without some manner of articulation. This shall be done through the following techniques:
 - a. Façade segmentation through recessed or projected façade elements every 50 feet
 - b. Changes in roof form and/or height
 - c. Changes in window/balcony/facade composition
 - d. Changes in wall materials

CORNER BUILDINGS

1. Articulation of building mass is required at corner sites, including a rounded or angled architectural feature at the corner, a pilaster, the location of a building entrance, or a corner tower that extends from the ground floor.
2. For key intersections or gateways, prominent corner architectural features, such as prominent entries or corner towers, are required.

A.3 ENTRANCES

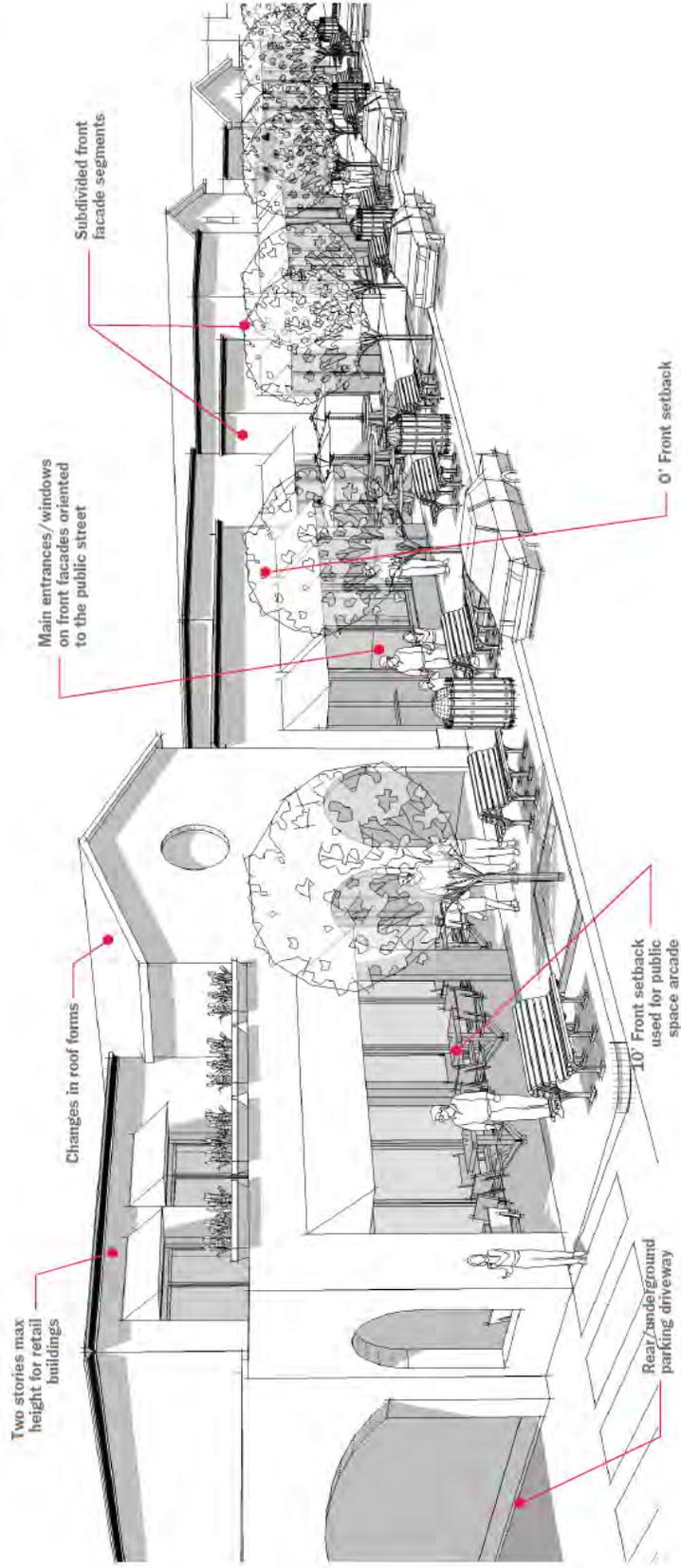
MAIN ENTRANCES

1. The main entrance of a building shall be at the front façade of the building, oriented towards the public street.
2. Entrances may be located at corners if the building sits on a corner lot or is adjacent to a surface parking lot serving the building.
3. Main entrances shall be prominent and easily identifiable.
4. Each entrance must have an architectural definition, such as an awning, recessed niche, 3-dimensional feature, or building projection.



Main entrances oriented towards public street and sidewalk

Figure 4-1
Retail/Commercial Corridor
Elements



REAR ENTRANCES

1. Public rear entrances shall be visible and easily located.
2. Rear entrances shall not be more prominent or larger than the front, primary entrance.

SHELTER & SHADE

1. Shelter shall be provided by façade recess, awning, or canopy.
2. Awnings shall be permanent and must use materials consistent with overall building design.

A.4 OPEN SPACE

1. A minimum of 10 percent of the net lot area shall be designated as landscaped common open space consisting of plazas, courtyards, and/or other public open space (see landscape standards, Section E). Setback areas shall not be considered to satisfy this requirement.
2. To achieve sunlight in open areas & courtyards, the following minimum height to width ratios are required: 1 to 1 along at least one south or west elevation and 1 to 2 ratio along one elevation if the space is open on one or more sides.

A.5 FACADE COMPOSITION (See Figure 4-2)

OVERALL FAÇADE DESIGN

1. New façade design shall observe features of adjacent buildings in order to create visual consistency.
2. Buildings shall maintain architectural articulation and visual quality on all visible sides of buildings.
3. Large projects shall be broken into a series of appropriately scaled buildings or one building with a series of façade modulations that make the building appear as a series of different buildings.

BUILDING BASE/GROUND FLOOR TREATMENT

1. Buildings shall create a consistent urban street wall defining the street edge, defined as the façade of a building's podium/ground floor level that faces the street.
2. Breaks in the street wall shall be limited to those necessary to accommodate pedestrian pass-throughs and permitted vehicular access to driveways and drop-offs.
3. Buildings shall include a base treatment that establishes human scale for pedestrians.
4. One base treatment shall occur within 6 feet of height from the ground.
5. Design components of base features shall include one or more of the following:
 - a. A thicker base portion of the ground floor.
 - b. A material or color change
 - c. A cornice line/protruding horizontal band.
 - d. A ground-level columned arcade.
 - e. A ground floor minor recess.



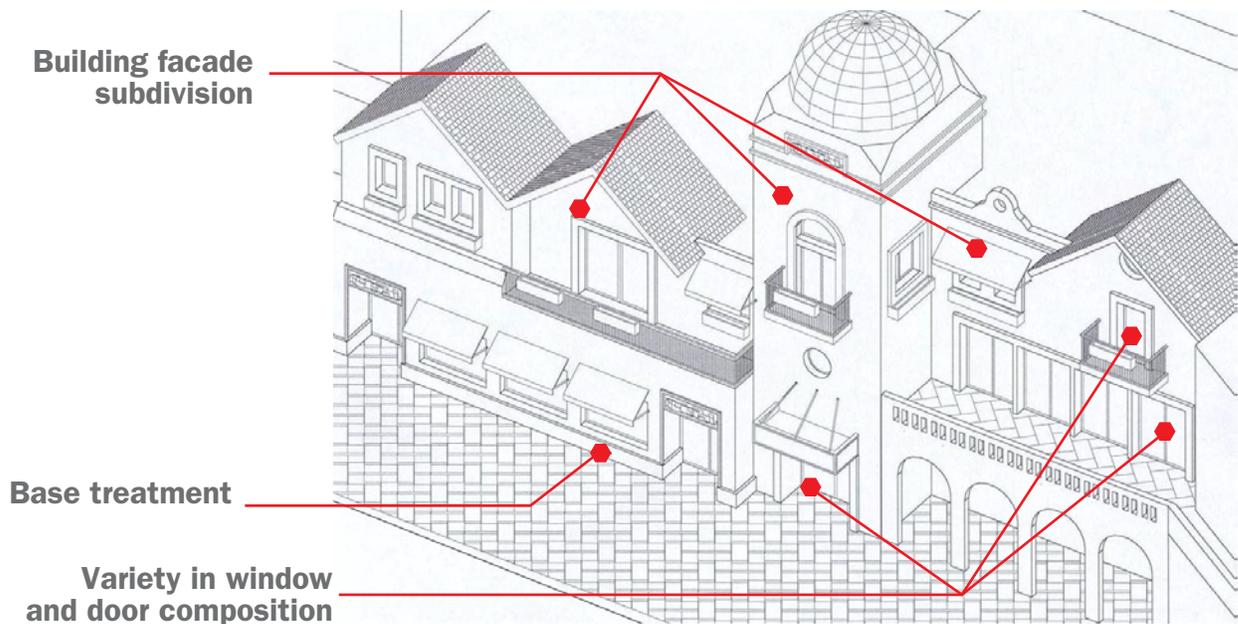


Figure 4-2 Commercial Facade Elements

WALLS

1. A mixture of order and variety in window and door opening composition is required with unifying elements.
2. Upper story window to wall ratios shall be lower than the ground floor.
3. Pilasters, cornices, or other surface treatments shall be added to add scale.
4. A change in material/color, cornices or some other horizontal element shall be used at the top of the ground level on two-story front facades in order to differentiate ground-level storefronts from the upper level.

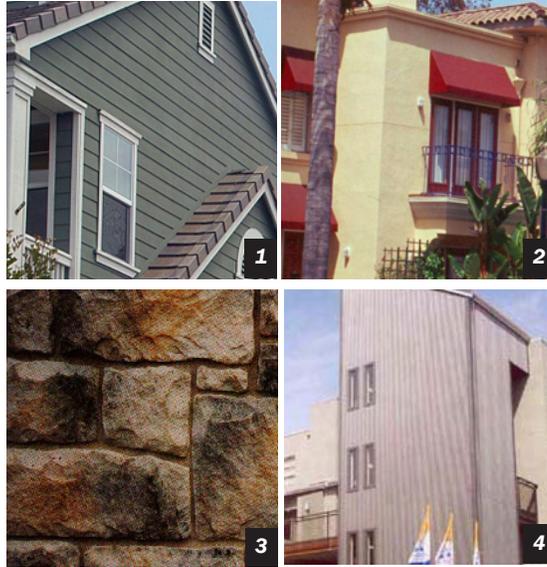


WINDOWS

1. Windows on first floor shall encompass:
 - a. Retail uses: a minimum of 50 percent and a maximum of 70 percent of the building façade
 - b. Office uses: a minimum of 40 percent and a maximum of 50 percent of the building façade
2. Shaped window frames and sill shall be used and must be proportional to the window framed.
3. Curtain wall window treatments are permitted

WALL SURFACE MATERIALS

1. Ground-level detail is required in a manner consistent with the San Gabriel Design Guidelines.
2. Materials shall unify building appearance and also allow for expression of individual tenants.
3. The palette of wall materials shall be minimized; preferably two or less.
4. Stucco, cement plaster, or stucco-like finishes are acceptable base material finishes. Stucco shall have a smooth finish, such as smooth trowel or fine sand float finish, or dash, rather than a textured, lace, or rough sand finish.
5. The following are acceptable accent materials: Wood siding, ceramic tile, stone or stone veneer, brick, precast concrete, poured-in-place concrete, concrete block, and corrugated or other sheet/rolled metal.
6. For wood siding, painted wood, hardiplank siding or fabricated vinyl is required.



1. Wood siding
 2. Smooth stucco finish
 3. Stone
 4. Corrugated metal finish

A.6 ROOF FORMS

1. Variation of roof forms and profiles is required.
2. Roof type selection shall be made with recognition of neighborhood context and adjacent building forms.
3. Roofs shall match the building in terms of style, detailing, and materials.
4. Roof overhangs are required when compatible with the architectural style.
5. The following are allowed roof materials: metal seam roofing, corrugated metal roofing, terra cotta or concrete tile, and tar and gravel (on flat roofs only).
6. Roof mounted equipment shall be screened by architectural enclosures that relate to the building's overall architectural expression.
7. Roof drainage components shall be incorporated into the overall architectural composition of the façade and roof.



Concrete tile



Terra-cotta tile



Variation of roof forms and heights

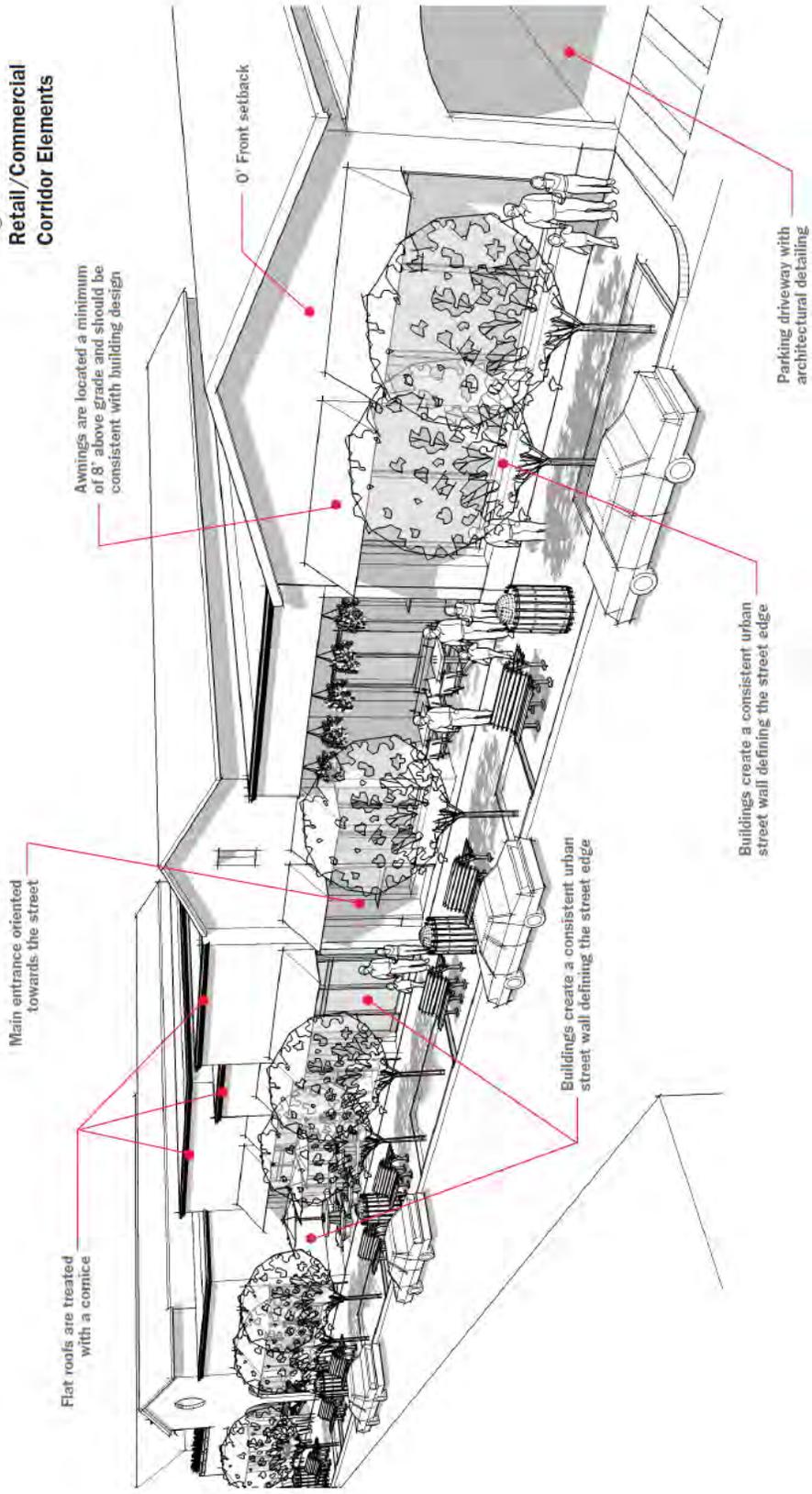
A.7 AWNINGS, TRELLISES, AND CANOPIES

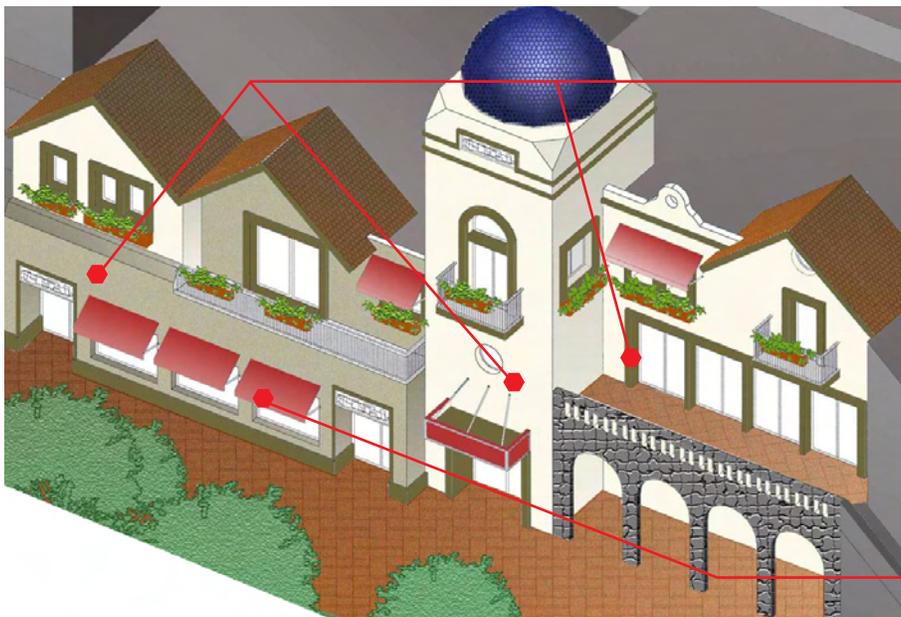
1. Fabric awnings, when used, shall be made of colored fabric over a metal structural frame. Internally illuminated fabric awnings are not allowed.
2. Forms of trellises and canopies shall be derived from the overall architectural style of the building.
3. Awnings, trellises & canopies shall be a minimum of 8 feet above grade.
4. Awnings, trellises & canopies shall be located between storefront windows and below store signage.

A.8 COLORS (See Figure 4-4)

1. Colors shall accentuate architectural details of a building and be consistent with its style.
2. Three building colors shall be used to distinguish the main body of a building, its trim and accents.
3. Sign colors shall relate to building color.
4. Colors shall be consistent with the architectural character of San Gabriel.
5. Color for trim, awnings, and other highlights shall accent and contrast with wall colors.
6. Use of bright colors is not allowed except when used only sparingly.

Figure 4-3
Retail/Commercial
Corridor Elements





3 colors used to distinguish the main body, its trim and features

Awning color contrast with all other colors

Figure 4-4 Color Use on Commercial Facades

A.9 SIGNAGE

The commercial/office development will be required to establish a master sign plan in accordance with the following standards:

1. Wall Signs. Lettering applied to building walls shall be individually mounted metal letters, not to exceed 16 inches in height, either front lit or halo lit.
2. Projecting Signs. Sign panels perpendicular to and projecting from a façade to identify a tenant or use. Such signs shall be made of metal or wood, with lettering raised or incised, and painted.



3. Make Signs Complementary. Within any development where there is more than one sign, all signs shall be complementary to each other in the following ways:
 - a. Type of construction materials (cabinet, sign face, supports, etc.)
 - b. Color of copy and background (field)
 - c. Method used for supporting sign
 - d. Shape of sign and related components
4. Provide Logical Space for Signs. All commercial buildings shall provide space for the logical and integrated placement of signs.
5. Sign Placement. Building signs shall be placed upon the building parapet or fascia and must not exceed the height of the parapet or fascia itself.
6. All signs, if lit, shall be front lit or halo lit, not internally illuminated.
7. All signs shall be made of materials compatible with exterior building colors, materials, and finishes, and be of a high fabrication quality.
8. No signs will be permitted which do not directly relate to the name or primary service or function of the building user or institution.
9. Signs are to be free of all labels and fabricator's advertising, except for those required by code.
10. All electrical service to sign lights shall be fully concealed. No sign shall have exposed wiring, raceways, ballasts, conduit, or transformers.
11. No sign shall have visible moving parts or simulate movement by means of fluttering, rotating or reflecting devices.
12. No sign shall have flashing, blinking, or moving lights, or any other moving lights, or any other illuminating device that has changing light intensity, brightness, or color, except for parts designed to give public service information such as time, date, temperature, or similar information.
13. Freestanding Monument Signs shall be integrated with landscaping to minimize visual mass.
14. Metal signs shall be made of aluminum, brass, bronze, copper or stainless steel.



B. Mixed-Use Buildings (See Figures 4-5 and 4-6)

Mixed-use Buildings will be located along Valley Boulevard providing higher-density development, and offering a variety of commercial and residential uses together. The most successful mixed-use design includes rear or underground parking areas and commercial uses located on the first floor with street frontage, while the office or residential uses occupy the upper floors.

The design standards below apply to the mixed-use sites and buildings located in those areas subject to the following Land Use Strategies:

- Strategy 1: Transit-Oriented Development
- Strategy 3: Mixed-Use (on Corridors)
- Strategy 4: Mixed-Use, Commercial, or Multi-Family Residential (on Corridors)

B.1 SITE DESIGN

ORIENTATION

1. Buildings shall be located in order to reinforce continuous public street spaces.
2. Active frontages with doors, windows, and public arcades shall face the street and the sidewalk.
3. Buildings shall not be angled or rotated in relationship to existing street walls.



Front ground level setback used as public space arcade facing the street and sidewalk

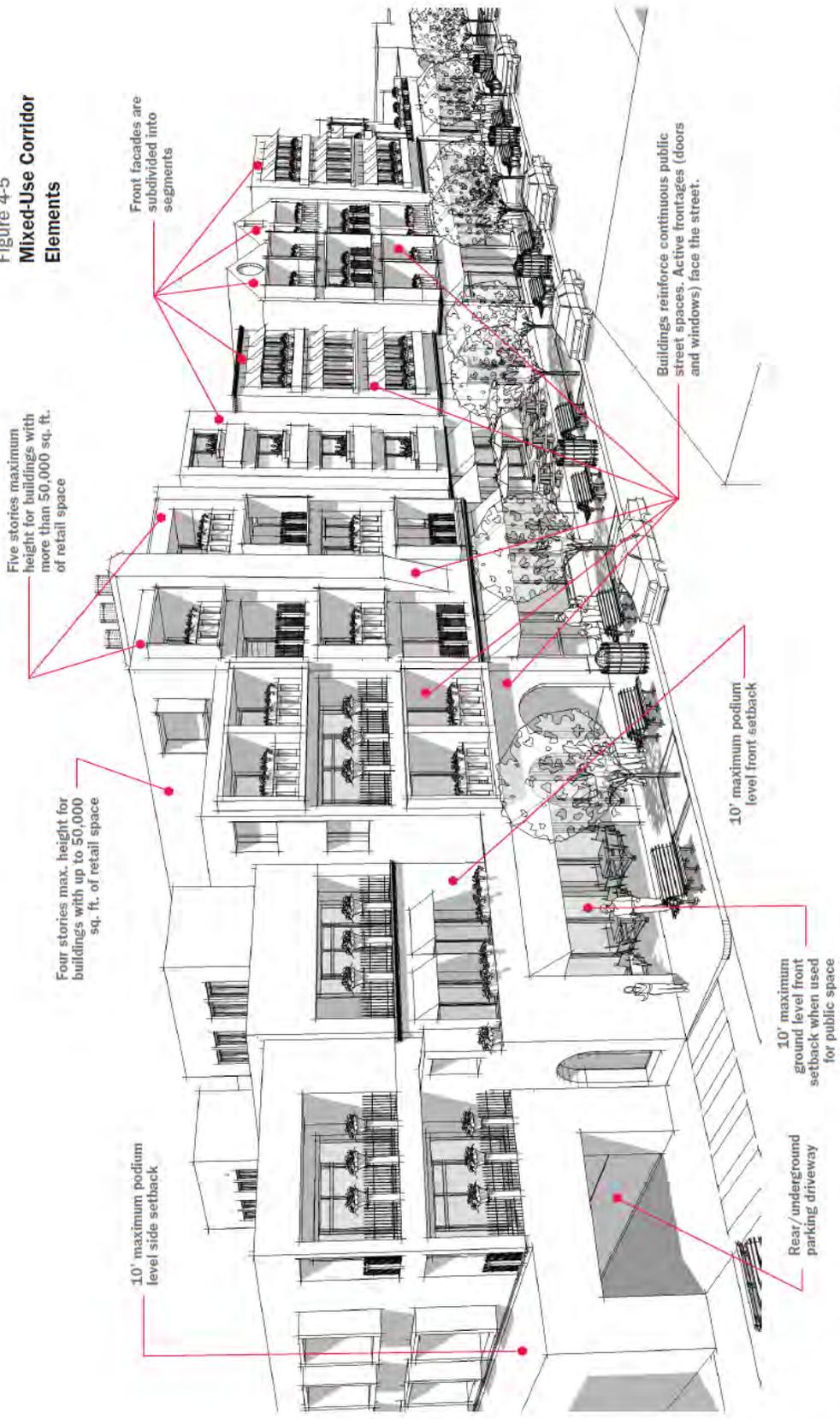
PARKING & ACCESS

1. Parking shall be enclosed and finished in a manner similar to the remainder of the building.
2. No surface parking that is directly visible from the street is allowed (for screening methods see Section E.1 in this chapter).
3. Driveways are allowed; limited to 2 curb cuts; 3 if separate residential entrance is required. Maximum driveway width shall be consistent with the existing Zoning Code.
4. Vehicular entrances that are visible from the street shall include architectural detailing.
5. Drive-through establishments are not allowed.
6. Parking facilities shall be located below grade or behind building or tenant space, except for street frontage devoted to vehicular access, drop off, or valet parking.
7. Street level access to parking and loading facilities shall be located a minimum of 40 feet away from a primary building entrance or public outdoor gathering area.
8. Service, trash enclosures, and loading facilities must be blocked from view from public streets, open spaces, and other sensitive uses.
9. Loading shall only be allowed during day hours (7:00 A.M.–7:00 P.M.)
10. If there is over 15,000 sq feet of retail space, separate residential and commercial trash facilities are required.
11. Trash enclosures shall be designed in a manner that is consistent with the main building structure.

B.2 BUILDING MASS**MASSING**

1. Buildings with first floor facades that are 50 feet or longer shall be subdivided into shorter segments. This must be done through one or more of the following techniques:
 - a. Façade segmentation through recessed or projected façade elements every 25 feet
 - b. Changes in window/façade composition
 - c. Changes in wall materials
2. Individual storefronts shall be 30 feet in length; larger storefronts shall be divided so that an implied storefront change occurs every 30 feet.
3. Second floor facades shall not extend greater than 100 lineal feet without some manner of articulation. This must be done through one or more of the following techniques:
 - a. Façade segmentation through recessed or projected façade elements every 50 feet
 - b. Changes in roof form and/or height
 - c. Changes in window/balcony/facade composition
 - d. Changes in wall materials

**Figure 4-5
Mixed-Use Corridor
Elements**



CORNER BUILDINGS

1. Articulation of building mass is required at corner sites, including a rounded or angled architectural feature at the corner, a pilaster, the location of a building entrance, or a corner tower that extends from the ground floor.
2. For key intersections or gateways, prominent corner architectural features, such as prominent entries or corner towers, are required.



Corner building element

B.3 ENTRANCES

MAIN ENTRANCES

1. The main entrance of a building shall be at the front façade of the building, oriented towards the public street.
2. Main entrances to new or remodeled buildings shall be disabled accessible according to current accessibility requirements on Title 24 and ADA.
3. Entrances may be located at corners if the building sits on a corner lot or is adjacent to a surface parking lot serving said building.
4. Main entrances shall be prominent and easily identifiable.
5. Each entrance shall have an architectural definition, such as an awning, recessed niche, 3-dimensional feature, or building projection.
6. A defined front door for the residential component is required.



Building reinforces continuous public street spaces, with doors and windows facing the street



Facade subdivision elements

REAR ENTRANCES

1. Public rear entrances shall be visible and easily located.
2. Rear entrances shall not be more prominent or larger than the front, primary entrance.

SHELTER & SHADE

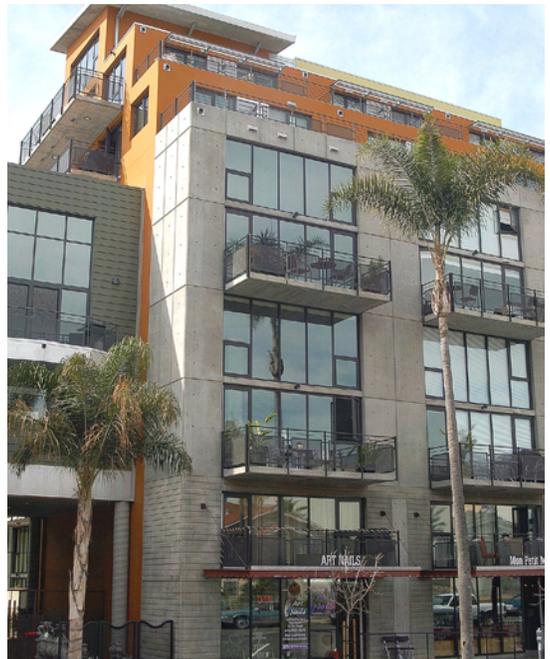
1. Shelter shall be provided by façade recess, awning, or canopy.
2. Awnings are required to be permanent and shall use materials consistent with overall building design.

B.4 OPEN SPACE

1. A minimum of 10 percent of the net lot area shall be provided as landscaped common open space for the residential and commercial portions of the building at ground level. Common open spaces shall be designed as plazas, courtyards, and/or other public open space (see landscape standards, Section E). Setback areas shall not be considered to satisfy this requirement.
2. A total of 10 percent or more of every residential unit floor area must be provided as private open space in the form of balconies or terraces.
3. To achieve sunlight in open areas & courtyards, the following minimum height to width ratios are required: 1 to 1 along at least one south or west elevation and 1 to 2 ratio along at least one elevation if the space is open on one or more sides.



Main entrance on front facade



Balcony space distributed throughout the buildings front facade

Figure 4-6 Mixed-Use Corridor Elements

B.5 FACADE COMPOSITION

OVERALL FAÇADE DESIGN

1. New façade design shall observe features of adjacent buildings in order to create visual consistency.
2. Buildings shall maintain architectural articulation and visual quality on all visible sides of buildings.
3. Large projects shall be broken into a series of appropriately scaled buildings or one building with a series of façade modulations that make the building appear as a series of different buildings.



Buildings create a consistent urban street wall defining the street edge

BUILDING BASE/GROUND FLOOR TREATMENT

1. Buildings shall create a consistent urban street wall defining the street edge, defined as the façade of a building's podium/ground floor level that faces the street.
2. Breaks in the street wall shall be limited to those necessary to accommodate pedestrian pass-throughs and permitted vehicular access to driveways and drop-offs.
3. Buildings shall include a base treatment that establishes human scale for pedestrians.
4. One base treatment shall occur within 6 feet of height from the ground.
5. Design components of base features shall include one or more of the following:
 - a. A thicker base portion of the ground floor.
 - b. A material or color change
 - c. A cornice line/protruding horizontal band.
 - d. A ground-level columned arcade.
 - e. A ground floor minor recess.

WALLS

1. A mixture of order and variety in window and door opening composition is required, with unifying elements.
2. Upper story window to wall ratios shall be lower than the ground floor.
3. Pilasters, cornices, or other surface treatments shall be added to add scale.
4. A change in material/color, cornices or some other horizontal element shall be used at the top of the ground level on front facades in order to differentiate ground-level storefronts from the upper levels.

WINDOWS

1. Windows on first floor shall encompass:
 - a. Retail uses: a minimum of 50 percent and a maximum of 70 percent of the building façade
 - b. Office uses: a minimum of 40 percent and a maximum of 50 percent of the building façade
2. Shaped window frames and sill shall be used and must be proportional to the window framed
3. Curtain wall window treatments are permitted

WALL SURFACE MATERIALS

1. Ground-level detail is required in a manner consistent with the San Gabriel Design Guidelines.
2. Materials shall unify building appearance and also allow for expression of individual tenants.
3. The palette of wall materials shall be minimized; preferably two or less.
4. Stucco, cement plaster, or stucco-like finishes are acceptable base material finishes. Stucco shall have a smooth finish, such as smooth trowel or fine sand float finish, or dash, rather than a textured, lace, or rough sand finish.
5. The following are acceptable accent materials: Wood siding, ceramic tile, stone or stone veneer, brick, precast concrete, poured-in-place concrete, concrete block, and corrugated or other sheet/rolled metal.
6. For wood siding, painted wood, hardiplank siding or fabricated vinyl is required.



1. Wood siding, 2. Smooth stucco finish, 3. Corrugated Metal Finish, 4. Stone

B.6 ROOF FORMS

1. Variation of roof forms and profiles is required.
2. Roof type selection shall be made with recognition of neighborhood context and adjacent building forms.
3. Roofs shall match the building in terms of style, detailing, and materials.
4. Roof overhangs are required when compatible with the architectural style.

5. Required roof materials include metal seam roofing, corrugated metal roofing, terra cotta or concrete tile, and tar and gravel (flat roofs only).
6. Roof mounted equipment shall be screened by architectural enclosures that relate to the building's overall architectural expression.
7. Roof drainage components shall be incorporated into the overall architectural composition of the façade and roof.



Variation in mass and roof forms



Concrete tile



Terra-cotta tile

B.7 AWNINGS, TRELLISES, AND CANOPIES

1. Fabric awnings, when used, shall be made of colored fabric over a metal structural frame. Internally illuminated fabric awnings are not allowed.
2. Forms of trellises and canopies shall be derived from the overall architectural style of the building.
3. Awnings, trellises and canopies shall be a minimum of 8 feet above grade.
4. Awnings, trellises and canopies shall be located between storefront windows and store signage. Awnings shall be located below store signage.



Awning color contrasts with wall colors

B.8 COLORS

1. Colors shall accentuate architectural details of a building and be consistent with its style.
2. Three building colors shall be used to distinguish the main body of a building, its trim and accents.
3. Sign colors shall relate to building color.
4. Colors shall be consistent with architectural character of San Gabriel.

5. Color for trim, awnings, and other highlights shall accent and contrast with wall colors.
6. Use of bright colors is not allowed, except when used only sparingly.

B.9 SIGNAGE

1. The commercial/retail portion of mixed-use buildings shall establish a master sign plan in accordance with the signage standards prescribed under the retail/commercial signage standards, Section A.9 in this chapter.
2. The residential portion of mixed-use buildings shall be required to follow the multi-family residential signage standards prescribed under the multi-family signage standards, (see Section C.9 in this chapter).

C. Multi-Family Residential Buildings (See Figure 4-7)

Multi-family residential buildings will be located throughout the Valley Boulevard Neighborhoods providing higher density residential development. These buildings will typically include rear or underground parking areas and will be designed in a manner that orients the main entries, windows, façade elements, and balconies to the adjacent street to take advantage of the associated pedestrian oriented circulation system.

The standards below apply to multi-family residential buildings located in those areas subject to the following Land Use Strategies:



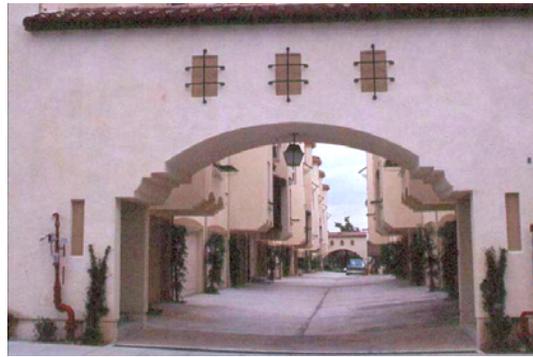
Building reinforces continuous public spaces along the street

- Strategy 4: Mixed-Use, Commercial, or Multi-Family Residential (on Corridors)
- Strategy 5: Multi-Family Residential (on Corridors)

C.1 SITE DESIGN

ORIENTATION

1. Building location shall reinforce continuous public spaces along the street.
2. Active building frontages with doors and windows that face the street and sidewalk.
3. Buildings shall not be angled or rotated in relationship to existing street walls.



Driveway access includes architectural detail

PARKING & ACCESS

1. Parking shall be enclosed and finished in a manner similar to the remainder of the building.
2. No surface parking that is directly visible from the street is allowed (for screening methods see Section E.1 in this chapter).
3. Garage doors shall not dominate the front façade of a building.
4. Garage doors shall not exceed 20 feet (double car width).
5. Visible vehicular entrances shall include architectural detailing.
6. Service facilities and trash enclosures shall be blocked from view from public streets, open spaces, and other sensitive uses.
7. Trash enclosures shall be designed in a manner that is consistent with the main building structure.



Trash enclosure

C.2 BUILDING MASS

MASSING

1. Buildings with first floor facades that are 50 feet or longer shall be subdivided into shorter segments. Appropriate massing shall be achieved through one or more of the following techniques:
 - a. Façade segmentation through recessed or projected façade elements every 25 feet
 - b. Changes in window/façade composition
 - c. Changes in wall materials
2. Second floor facades should not extend greater than 100 lineal feet without some manner of articulation. This must be done through one or more of the following techniques:
 - a. Façade segmentation through recessed or projected façade elements every 50 feet
 - b. Changes in roof form and/or height
 - c. Changes in window/balcony/facade composition
 - d. Changes in wall materials



Facade subdivision elements



Active frontage, entrance, windows and porches are oriented to the street



Facade subdivision elements

C.3 ENTRANCES

1. Main entrances shall be at the front façade of the building, oriented towards the public street.
2. Main entrances to new or remodeled buildings shall be disabled accessible according to current accessibility requirements on Title 24 and ADA.
3. Entrances shall be prominent and easily identifiable.
4. Entrances shall be clearly articulated through the use of stoops, open porches, entrance vestibules, and other features.



Multi-Family building with multiple entrances

C.4 OPEN SPACE

1. Common open space in the form of internal courtyards, and other plazas helps shape and modulate building (see landscape standards, Section E). The following are requirements for on-site open space in multi-family residential buildings:

- a. 0–1 BR 50 sf/unit
- b. 2 BR 100 sf/unit
- c. 3+ BR 125 sf/unit



Open space/courtyard area for multi-family building

2. A total of 10 percent or more of every residential unit floor area shall be provided as private open space in the form of balconies or terraces. Private open space must be distributed evenly throughout the building. Side yard and rear yards at podium level do not count towards the total private open space requirement.
3. To achieve sunlight in open areas & courtyards, the following minimum height to width ratios are required: 1 to 1 along at least one south or west elevation and 1 to 2 ratio along at least one elevation if the space is open on one or more sides.

C.5 FACADE COMPOSITION

OVERALL FAÇADE DESIGN

1. New façade design shall observe features of adjacent buildings in order to create visual consistency.
2. Buildings shall maintain architectural articulation and visual quality on all visible sides of buildings.

BUILDING BASE/GROUND FLOOR TREATMENT

1. Buildings shall create a ground floor treatment that assists in visually establishing “human scale”, defined as a treatment within 6 feet of height from the ground.
2. One base treatment shall occur within 6 feet of height from the ground.
3. Design components of base features shall include one or more of the following:
 - a. A thicker base portion of the ground floor.
 - b. A material or color change
 - c. A cornice line/protruding horizontal band.
 - d. A ground-level columned arcade.
 - e. A ground floor minor recess.
4. A horizontal architectural feature should be located between the ground and upper floors.

WALLS

1. A mixture of order and variety in window and door opening composition is recommended, with unifying elements.
2. Balconies shall not exceed 25 feet in width along a façade.
3. Architectural features are required along facades, such as bay windows, porches, balconies, entrance vestibules, dormers, etc. Large blank walls are not allowed.

WINDOWS

1. All windows on a building shall be related in terms of proportions, trim and unifying architectural elements.
2. Shaped window frames and sills shall be used and must be proportional to the window framed.

WALL SURFACE MATERIALS

1. Ground-level detail is required in a manner consistent with the San Gabriel Design Guidelines.
2. Materials shall unify building appearance.
3. The palette of wall materials shall be minimized; preferably two or less.
4. Stucco, cement plaster, or stucco-like finishes are acceptable base material finishes. Stucco shall have a smooth finish, such as smooth trowel or fine sand float finish, or dash, rather than a textured, lace, or rough sand finish.
5. The following are acceptable accent materials: Wood siding, ceramic tile, stone or stone veneer, brick, precast concrete, poured-in-place concrete, concrete block, and corrugated or other sheet/rolled metal.
6. For wood siding, painted wood, hardiplank siding or fabricated vinyl is required.



Variety in window openings



Windows include unifying architectural elements



Brick and wood siding combined



Wood siding finish



Smooth stucco finish

C.6 ROOF FORMS

1. Variation of roof forms and profiles is required.
2. Roof type selection shall be made with recognition of neighborhood context and adjacent building forms.
3. Roofs shall match the building in terms of style, detailing, and materials.

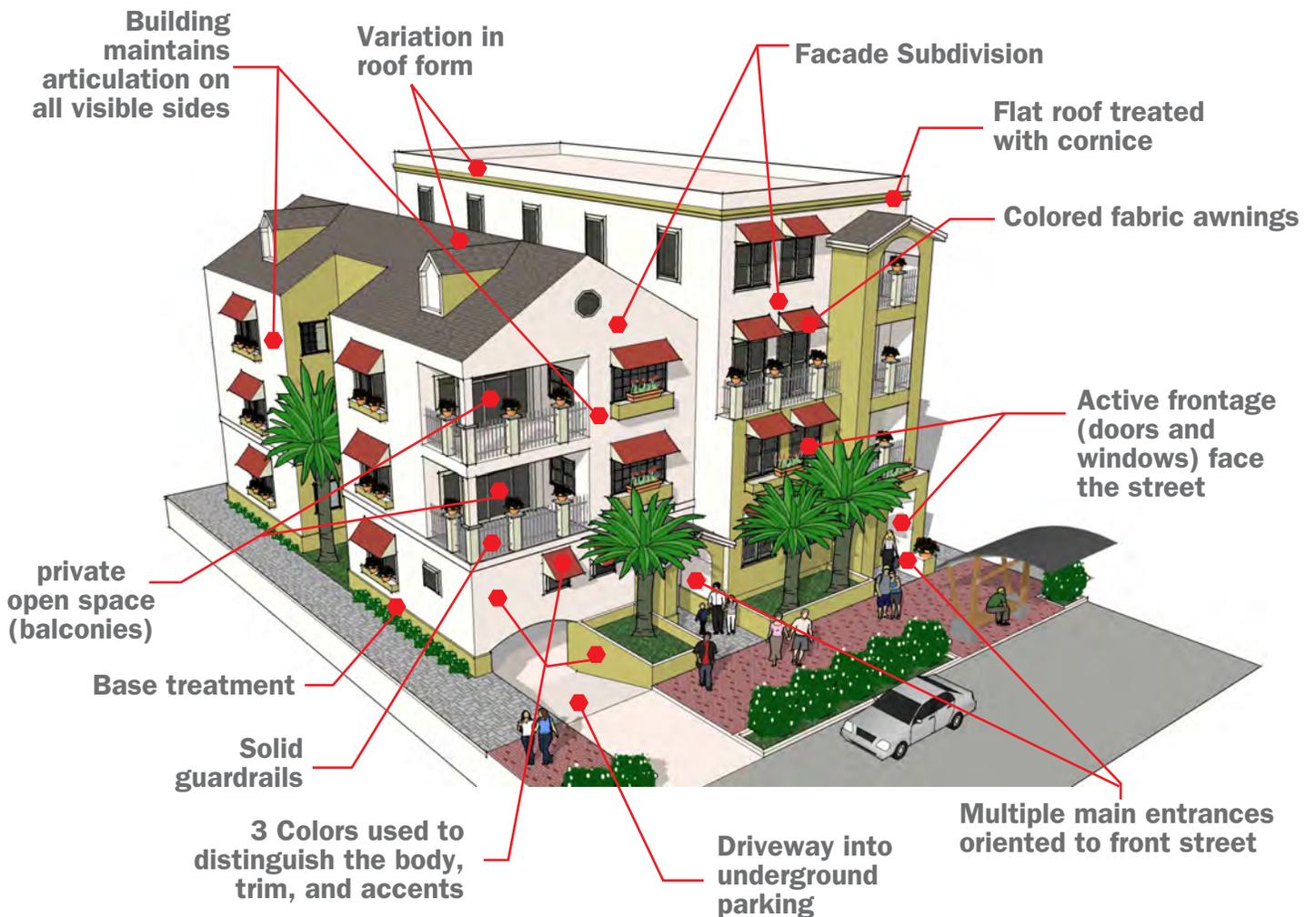


Figure 4-7 Multi-Family Building Elements

4. Roof overhangs are required when compatible with the architectural style.
5. Acceptable roof materials include metal seam roofing, corrugated metal roofing, terra cotta or concrete tile, and tar and gravel (flat roofs only).
6. Roof mounted equipment shall be screened by architectural enclosures that relate to the building's overall architectural expression.
7. Roof drainage components shall be incorporated into the overall architectural composition of the façade and roof.



Concrete tile

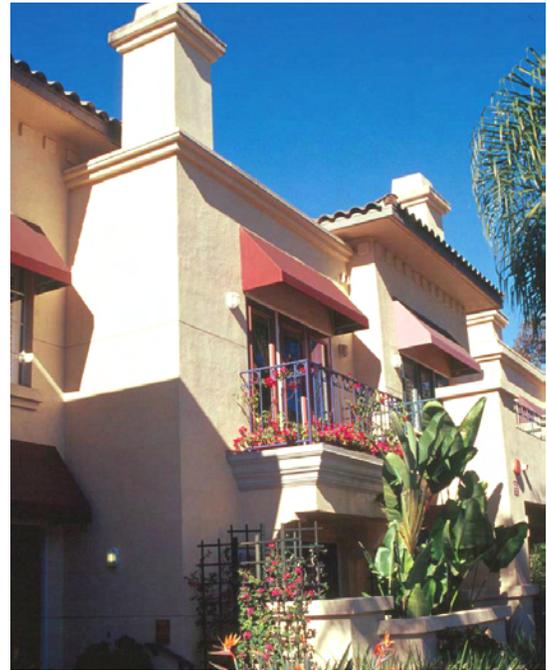
Terra-cotta tile

C.7 AWNINGS, TRELLISES, AND CANOPIES

1. Fabric awnings, when used, shall be made of colored fabric over a metal structural frame. Internally illuminated fabric awnings are not allowed.
2. Forms of trellises and canopies shall be derived from the overall architectural style of the building.
3. Awnings, trellises & canopies shall be a minimum of 8 feet above grade.

C.8 COLORS

1. Colors should accentuate architectural details of a building and be consistent with its style.
2. Three building colors shall be used to distinguish the main body of a building, its trim and accents.
3. Colors shall be consistent with the architectural character of San Gabriel.
4. Color for trim, awnings, and other highlights shall accent and contrast with wall colors.
5. Use of bright colors is not allowed except when used only sparingly.



Fabric awning using colored fabric

C.9 SIGNAGE

1. The only signs permitted for residential uses are neighborhood identification signs which will be placed at intersection parkways and street address numerals consistent with the sign regulations of the zoning code, made of ceramic tile or metal and attached to a wall.



Residential signage

D. Single-Family Residential

Single-family residential built within the Residential Neighborhood Conservation area (new or rehabilitation) shall be subject to current standards in the R-1 Zoning District of the City of San Gabriel Zoning Code.

E. Landscape Standards

The following is a list of landscape standards that shall apply to all open space areas located within the boundaries of any project (new and/or redevelopment) as specified below. These shall be required in addition to any of the site landscape design standards in chapter 5, and all existing landscape standards the City of San Gabriel currently enforces.

E.1 GENERAL LANDSCAPE REQUIREMENTS

1. All areas not devoted to paving or building shall be landscaped and permanently maintained.
2. To complement building elevations, a landscape area shall be provided adjacent to front and side façades as designated herein.
3. Planting area dimensions shall be consistent with plant material requirements and the purpose of the planting, such as aesthetics, screening, environmental mitigations, air quality, wind, noise etc.
4. Permanent automatic irrigation facilities shall be provided in all landscaped areas.
5. Prior to the issuance of building permits, a landscape and irrigation plan in conformance with these regulations shall be submitted to the city.
6. To minimize exterior water use, the following measures shall be incorporated into project design within the project area, where feasible:
 - Use of drought tolerant plants (see definition on page 113).
 - Extensive use of mulch in landscaped areas.
 - Installation of low precipitation rate irrigation systems where appropriate.
7. Impervious paving and other areas that limit the percolation of rainwater and irrigation water into the ground water table shall be minimized wherever possible.
8. All trees planted in turf areas shall receive turf boots to prevent damage from mowers and edgers, etc.

9. Tree root barriers shall be required where trees are planted within 5 feet of any walls, curbs, walks, buildings or other hardscape.
10. Plant materials shall be planted in the sizes specified on Table 4.1 (Master Plant Palette) in this chapter and shall be in accordance with all city standards and minimum requirements.
11. Parking lots: For those projects which include a rear or side surface parking lot the landscaping requirements shall consist of a one per one (1:1) ratio mix of 15-gallon and 24-inch box trees or larger and shall be provided at the rate of one tree per three (1:3) parking spaces. Shrubs may be selected from Table 4.1 and shall also be planted at a rate of one shrub per 5 (1:5) parking spaces. The required trees and shrubs shall be planted on landscaped islands located within the parking area and along the perimeter. Recommended surface parking lot trees include the following:
 - a. *Cupaniopsis anacardioides*/Carrotwood
 - b. *Bauhinia blakeana*/Hong Kong Orchid Tree
 - c. *Jacaranda mimosifolia*/Jacaranda
 - d. *Liquidambar styraciflua*/Sweetgum
 - e. *Koelreuteria paniculata*/Raintree
 - f. *Magnolia grandiflora*/Southern Magnolia
 - g. *Platanus acerifolia*/London Plane Tree
 - h. *Pittosporum undulatum*/Victorian Box
 - i. *Tipuana tipu*/Tipu Tree
12. Surface parking lot screening: All portions of a surface parking lot area that are adjacent to a street, a sidewalk, or any other kind of pedestrian path must be screened from the frontage by a 6-foot landscape screen including a 4-foot-high wall as illustrated on Figure 4-8.

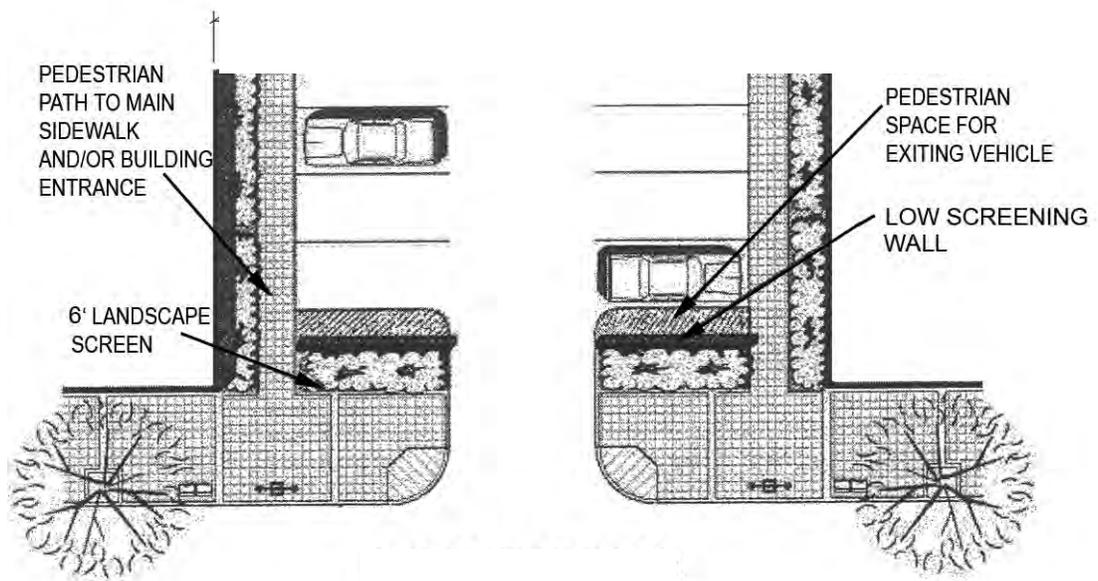


Figure 4-8 Surface Parking Screening

DROUGHT-TOLERANT PLANTS

These are defined as plants listed as moderate, low, and very low in the WUCOLS PROJECT Listing of Water Use Classification of Landscape Species, published by the University of California Cooperative Extension. University of California Publications can be obtained from:

ANR Publications
University of California
6701 San Pablo Ave., Oakland, CA 94608-1239
Telephone 415.642.2431

The WUCOLS list can also be obtained at: <http://www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf>

MASTER PLANT PALETTE

The following are types of trees and shrubs that may be selected from the following master plant palette; however, others may also be considered.

Table 4-1 Master Plant Palette			
<i>Botanical Name</i>	<i>Common Name</i>	<i>Spacing</i>	<i>Size (box/gallon)</i>
Trees			
<i>Bauhinia blakeana</i>	Orchid Tree	20	24 & 36 box
<i>Calodendrum capense</i>	Cape Chestnut		24 & 36 box
<i>Cedrus deodara</i>	Deodar Cedar	30	36
<i>Cinnamomum camphora</i>	Camphor	30	36
<i>Cupaniopsis anacardioides</i>	Carrotwood	20–30	24 & 36
<i>Cupressus sempervirens</i>	Italian Cypress	10	24
<i>Eucalyptus Nicholii</i>	Willow-leafed Peppermint	15–30	15 gallon
<i>Fraxinus uhdei</i>	Evergreen Ash	30–40	36
* <i>Koelreuteria bipinnata</i>	Chinese Flame Tree		
* <i>Jacaranda mimosifolia</i>	Jacaranda	30	36
<i>Liquidambar styraciflua</i>	Sweetgum	15–30	24 & 36
<i>Magnolia grandiflora</i>	Southern Magnolia	30	36
<i>Pinus canariensis</i>	Canary Island Pine	30	24 & 36
<i>Pittosporum undulatum</i>	Victorian box	25	24 & 36
<i>Podocarpos gracillior</i>	Fern Pine	20–30	24 & 36
<i>Prunus</i> spp.	Ornamental Plum	25	24
<i>Prunus caroliniana</i>	Carolina cherry	20	24
<i>Pyrus</i> spp.	Ornamental Pear	25	24
<i>Schinus molle</i>	California Pepper	30	36
<i>Tipuana tipu</i>	Tipu Tree	30	24 & 36
<i>Tristania conferta</i>	Brisbane Box	30	36

Table 4-1 Master Plant Palette

<i>Botanical Name</i>	<i>Common Name</i>	<i>Spacing</i>	<i>Size (box/gallon)</i>
<i>Ulmus parvifolia</i>	Evergreen Elm	30 & 40	36
Shrubs			
<i>Abelia grandiflora</i>	Glossy Abelia	4–6	1 or 5 gal.
<i>Acacia redolens</i>	N.C.N.	8	1 gal.
<i>Arbutus unedo</i>	Dwarf Strawberry Tree	8–10	5 gal.
<i>Baccharis pilularis</i>	Coyote Bush	4–6	1 gal.
<i>Bougainvillea</i> sp.	Bougainvillea	4–6	1 & 5 gal.
<i>Buxus m. japonica</i>	Japanese Boxwood	3–4	1 or 5 gal.
<i>Carissa macrocarpa</i>	Prost. Natal Plum	3	5 gal.
<i>Cercis occidentalis</i>	Western Redbud	6–8	1 or 5 gal.
<i>Ceanothus</i> spp.	Varies	varies	1 or 5 gal.
<i>Cistus</i> sp.	Rockrose	4	1 or 5 gal.
<i>Coleonema pulchrum</i>	Pink Breath of Heaven	5	1 or 5 gal.
<i>Cotoneaster</i> sp.	Cotoneaster	varies	1 or 5 gal.
<i>Dietes bicolor</i>	Fortnight Lily	5	1 or 5 gal.
<i>Elaeagnus pungens</i>	Silverberry	6	5 gal.
<i>Escallonia fradesii</i>	Escallonia	4	5 gal.
<i>Euonymus</i> sp.	Euonymus	4–6	1 or 5 gal.
<i>Grevillea Noelli</i>	Noel's Grevillea	4	1 or 5 gal.
<i>Hemerocallis</i> sp.	Daylily	2	1 or 5 gal.
<i>Heteromeles arbutifolia</i>	Toyon	8	1 or 5 gal.
<i>Limonium perezii</i>	Sea Lavender	2	1 or 5 gal.
<i>Lantana montevidensis</i>	Trailing Lantana	5	1 or 5 gal.
<i>Lavandula</i> sp.	Lavender	2	1 or 5 gal.
<i>Leptospermum scoparium</i>	New Zealand Tea Tree	6–8	1 or 5 gal.
<i>Ligustrum j. 'Texanum'</i>	Japanese Privet	3–5	1 or 5 gal.
<i>Nerium oleander</i>	Oleander	6–8	1 or 5 gal.
<i>Pennisetum setaceum</i>	Fountain Grass	varies	1 or 5 gal.
<i>Photinia fraseri</i>	Photinia	8	1 or 5 gal.
<i>Phormium tenax</i>	New Zealand Flax	6	1 or 5 gal.
<i>Plumbago auriculata</i>	Cape Plumbago	6	1 or 5 gal.
<i>Pittosporum</i> sp.	Mock Orange	varies	1 or 5 gal.
<i>Prunus caroliniana</i>	California Laurel Cherry	6	1 or 5 gal.
<i>Raphiolepis</i> sp. (small varieties)	India Hawthorn	2 0	1 or 5 gal.
<i>Raphiolepis</i> sp. (large varieties)	India Hawthorn	4 0	5 gal.

Table 4-1 Master Plant Palette

<i>Botanical Name</i>	<i>Common Name</i>	<i>Spacing</i>	<i>Size (box/gallon)</i>
<i>Rosa</i> sp.	Rose	4 0	5 gal.
<i>Rosmarinus officinalis "Prostratus"</i>	Rosemary	3-5	1 gal.
<i>Salvia</i> sp.	Sage	3-4	5 gal.
<i>Sollya heterophylla</i>	Australian Bluebell Creeper	3-4	1 or 5 gal.
<i>Tecomaria capensis</i>	Cape honeysuckle	6-8	1 or 5 gal.
<i>Trachelospermum jasminoides</i>	Star Jasmine	3	1 gal.
<i>Xylosma congestum</i>	Shiny Xylosma	8	1 or 5 gal.
<i>Arctostaphylos</i> spp.	Manzanita	varies	Flats/Containers
<i>Carissa grandiflora</i>	Natal Plum	18-24	1 gal.
<i>Hedera helix "Hanhii"</i>	Hahn's Ivy	8-12	Flats
<i>Hypericum calycinum</i>	Aaron's Beard	8-12	Flats
<i>Lippia canescens</i>	Lippia	8-12	Flats
<i>Lonicera japonica</i>	Japanese Honeysuckle	12-18	Flats
<i>Rosmarinus officinalis "Prostratus"</i>	Periwinkle	3-4	1 gal.
<i>Vinca major</i>		12-18	Flats
Vines			
<i>Antigonon leptopus</i>	Rosa de Montana	varies	1 or 5 gal.
<i>Distictus buccinatoria</i>	Blood Red Trumpet Vine	varies	1 or 5 gal.
<i>Ficus pumila</i>	Creeping Fig	varies	1 gal.
<i>Gelsemium sempervirens</i>	Carolina Jessamine	varies	1 or 5 gal.
<i>Hardenbergia violacea</i>	N.C.N.	varies	1 or 5 gal.
<i>Parthenocissus tricuspidata</i>	Boston Ivy	varies	1 gal.
<i>Rosa banksiae</i>	Lady Banks Rose	varies	1 or 5 gal.

* NOTE: these trees are wind sensitive and shall be planted in protected locations

E.2 COMMERCIAL/RETAIL LANDSCAPE REQUIREMENTS

The following is a list of landscape standards that shall apply to all common open space areas of commercial projects and commercial portions of mixed-use projects as specified below. These shall be required in addition to any of the existing landscape standards and guidelines the city of San Gabriel currently enforces.

1. Commercial street fronts which include a public use setback area, shall include hardscape elements, including, but not limited to: seating areas, and potted plant materials.

2. Commercial or mixed-use open space plazas shall include 50 to 80 percent of hardscape areas that may be designed to include amenities like water features, seating areas, and public art installations. Hardscape paving may include brick, stone, interlocking concrete pavers, textured concrete and/or impressed patterned concrete. The balance of the open space (20 to 50 percent) shall be landscaped with turf, shrubs, or groundcover, and trees. All plant materials shall be in proportion to the height and mass of the building façade.



E.3 RESIDENTIAL LANDSCAPE REQUIREMENTS

The following is a list of landscape standards that shall apply to all common open space areas of residential projects as specified below. These shall be required in addition to any of the existing landscape standards and guidelines the city of San Gabriel currently enforces.

1. Plantings in yard areas fronting on streets shall be appropriate to the scale, orientation, and purpose of the yard. Front yards shall contribute to distinctive streetscapes throughout the residential portions of the community. Appropriate materials and designs for specific frontage yard types are listed below:
 - a. The primary ground cover shall include lawn or other approved material.
 - b. Shrubs and ground cover shall be planted at the foundation of the building façade.
 - c. 30 to 50 percent of the front yard area shall be hardscape that may be designed as automobile access to the parking areas, front walks, and courtyards. Hardscape may include brick, stone, interlocking concrete pavers, textured concrete and/or impressed patterned concrete. The balance of the yard (50 to 70 percent) shall be landscaped.
 - d. Landscaped areas on front yards shall include turf, low shrubs, or groundcover and yard trees. Yard trees shall be planted as buffers and definers of the edge of private space, and shall be in proportion to the height and mass of the building façade. Recommended yard trees include the following:
 - i. *Araucaria* sp./Araucarias
 - ii. *Brachybiton populneus*/Bottle Tree
 - iii. *Pine* sp./Pines
 - iv. *Platanus acerifolia*/Plane Tree
 - v. *Albizia julibrissin*/Mimosa Tree
 - vi. *Bauhinia blakeana*/Kong Orchid Tree
 - vii. *Erythrina caffra*/Coral Tree



- viii. *Ginkgo biloba*/Maidenhair Tree
- ix. *Jacaranda mimosifolia*/Jacaranda
- x. *Liquidambar styraciflua*/Sweetgum
- xi. *Koelreuteria paniculata*/Raintree
- xii. *Pistacia chinensis*/Pistache
- xiii. *Prunus cerasifera*/Purple Plum
- xiv. *Tipuana tipu*/Tipu Tree
- xv. *Pyrus calleryana*/Aristocrat Pear

2. Side and rear yards shall also be planted to insure privacy and create buffers as identified above.

3. **Single-family front yards** shall occupy the entire front setback area, from the back of the sidewalk to a façade, porch, or garden wall. At façades, low shrubs and/or groundcover shall be planted against the façade. At garden walls, low shrubs and wall vines, or tall shrubs alone, shall be planted against the wall.



4. **Multi-family landscape:**

a. Front yards shall occupy the entire front setback area, from the back of the sidewalk to a façade, porch, or garden wall. Turf, ground cover, and low shrubs may be planted in the area between the buildings and the sidewalk. Shrubs shall be massed or configured as maintained hedges. Tree shapes, sizes, and types shall be planted as buffers and as definers of the edge of the private space, but at all times shall be in proportion to the height and mass of the building façade.



b. Courtyards shall include 30 to 50 percent of hardscape areas that may be designed to include amenities like water features, and seating areas. Hardscape paving may include brick, stone, interlocking concrete pavers, textured concrete and/or impressed patterned concrete. The balance of the open space (50 to 70 percent) shall be landscaped with turf, shrubs, or groundcover, and trees. All plant materials shall be in proportion to the height and mass of the building.

Sustainable Energy and Green Building Policy

WHY BUILD SUSTAINABLY?

The growing movement to develop green building policy is intended to change the standard practice of development so as to reduce the negative impacts that buildings have on the environment, make buildings healthier for their occupants and enhance the long-term performance of buildings. The policies in this section provide recommendations for the development of sustainable energy and green buildings. These policies are followed by sustainable energy and green building standards that require mandatory compliance.

Southern Californians are all aware of smog but we often do not correlate poor air with the energy we consume in our buildings. Communities fighting expansions of existing landfills are painfully aware of the fact that we are running out of space for our trash but probably not aware of the percentage of waste generated by construction projects. Recognizing that water is a limited resource in California the legislature tied the scope of future new development to access to potable water. All of these are examples of the significant negative environmental impacts that are associated with the building industry as we know it today. We can and must do better. Green buildings do the following:

- Consume less energy
- Generate less waste
- Recycle and conserve more materials
- Reduce water consumption

In addition to reducing negative environmental impacts, Green buildings produce real positive impacts including the following:

- Reduced operating expenses
- Improved worker productivity and reduced absenteeism
- Reduced liability from poor indoor air quality
- Improved student test scores from well daylit classrooms
- Enhanced building marketability

For all of these reasons it is time to change the way we develop, design, and construct buildings so that we will build a better and more sustainable future for our children.

WHAT MAKES A BUILDING GREEN?

There is no one definitive definition of “Green” or “Sustainable” buildings because there are so many different aspects to the challenge of adding environmental responsibility to the criteria for designing, constructing and operating better buildings. Virtually all definitions of Green emphasize that thinking sustainably is an integrative process that must bring the issues of environmental responsibility into balance with economic and social responsibility. One frequently quoted goal is to insure that the buildings we create today serve the present users without jeopardizing the needs of future generations.

To meet these objectives and achieve more sustainable buildings for the Valley Boulevard Neighborhoods, the following policies will guide new development within Plan area. These policies are fundamental base actions for implementation of this plan and are to be administered throughout the Plan area.

A. BUILDING SITE

1. **Passive solar orientation:** Appropriate solar orientation of a building is one of the best and least expensive strategies for reducing solar heat gain within the occupied space with the added benefit of reducing the use of air-conditioning and therefore improving energy conservation.

Where site conditions permit, it is best to orient the building so that the long axis of the building is oriented east-west. This creates long facades that can take advantage of maximizing windows facing the northern exposure that benefit from light without direct sunlight and windows facing the southern exposure that can be easily protected from direct heat gain by exterior “eyebrows” or overhangs. Ideally windows should be minimized on western facing façades since the low afternoon sun is the most problematic from the perspective of heat gain. Eastern facing facades are less problematic because the morning sun creates less heat gain.

2. **Paving for on-grade surface parking:** Impervious surfaces such as asphalt and/or concrete parking lots contribute significantly to polluted urban run-off that negatively impacts groundwater recharge, the capacity of our stormwater systems and ultimately the water quality in Santa Monica Bay and the Pacific Ocean. All projects should therefore use porous paving materials to the extent possible.
3. **Shading for surface parking, walkways and plazas:** More than almost any other American urban center, the greater Los Angeles area suffers seriously from the heat island effect caused when all of the dark, non-reflective surfaces of our streets and parking lots absorb the heat from the sun and radiate it back into the surrounding environment. The result is a rise of 10 F or more in the ambient temperature and an increased reliance on air-conditioning that in turn consumes greater quantities of energy. Dark paving such as asphalt is a major contributor to the heat island effect. All projects should therefore encourage the use of various shading techniques.
4. **Underground parking:** Underground parking serves several environmental goals. It reduces the heat island effect generated by the dark asphalt finish of typical surface parking lots. It reduces the visual impact of parking and enhances the pedestrian environment thereby encouraging one of the best non-polluting forms of transportation. Similarly it allows for increased density within urban height limits that in turn improves the effectiveness of alternative modes of transportation to the single occupant vehicle. All projects are therefore encouraged to optimize the use of subterranean parking.
5. **Shared-use parking in mixed-use projects:** Reducing the total extent of construction by doing more with less is always an environmentally responsible strategy. Shared-use is most effective when the peak uses typically do not occur at the same time. Sharing the parking for retail commercial uses and visitor parking for the guests of the residential portion of a mixed-use project is typically an effective strategy for reducing the total requirement for on-site parking because the peak need for visitor parking is usually in the evening when commercial demand for parking is typically lower. Areas

designated for shared parking shall be accessible as required by the latest California Building Code and are not intended to replace the total number of required parking spaces for the use of the residents but rather to eliminate the need for additional dedicated guest parking.

6. **Accessible bicycle storage:** Bicycles are an efficient, healthy, non-polluting alternative transportation mode. It is important to make bicycle use more convenient in the urban environment by providing safe, accessible, lockable bicycle storage in all commercial, mixed-use and multi-family housing developments.
7. **Solar hot water production:** One of the great challenges of our generation is the need to reduce our dependence on fossil fuels. On-site generation of renewable energy in the form of solar collectors for water heating is an outstanding strategy with short/cost effective payback enhanced because this technology is subsidized or rebated by the utility companies.
8. **On-site renewable energy production:** As stated above, one of the great challenges of our generation is the need to reduce our dependence on fossil fuels. On-site generation of renewable energy in the form of photovoltaic cells for energy production is an outstanding strategy. Unfortunately it is also a very expensive strategy at this time with a very lengthy payback unless these technologies are subsidized or rebated by the utility companies.

B. LANDSCAPE TECHNIQUES FOR SUSTAINABLE DEVELOPMENT

1. **Protect and nurture topsoil:** Good quality soil is the foundation of a sustainable landscape. Typically, a building site is cleared of vegetation and graded, so that much or all of the topsoil is removed. After building, sod and plants are installed on/in the subsoil which has little or no organic matter or nutrients. The lack of nutrients and organic matter means that the plants must be fertilized and watered more heavily than if they were planted in topsoil. A more sustainable approach is to protect the native topsoil during construction, so it can support the future landscape, reduce stormwater runoff, reduce fertilizer and pesticide use, and conserve irrigation water.
2. **Minimize disruption of existing plants, especially trees:** It takes years for trees and shrubs to mature and provide the benefits of shading, reduced stormwater runoff, reduce erosion, and improved visual quality. Existing mature trees and shrubs, as identified by an arborists report, should be incorporated into new developments.
3. **Conserve water:** Outdoor water use accounts for approximately one-third of the water used in the Greater Los Angeles area, of which half is used for irrigation. Water-wise landscaping and maintenance should be used to reduce the amount of water used for irrigation by more than half.
4. **Conserve energy:** Landscaping can reduce energy use by shading buildings and parking lots during hot summer months and allowing for heat gain in the winter, as well as enhancing natural ventilation by directing breezes and blocking wind.
5. **Protect water quality:** Designing landscapes to allow irrigation and stormwater to soak into the soil recharges groundwater systems and filters out pollutants. Reducing runoff, erosion and pesticide use can protect water quality during construction and operation.

6. **Minimize waste (and increase landfill life):** Green waste constitutes a considerable percent of rubbish collected in the city of San Gabriel. Reducing the need to prune by selecting appropriate plants and using plant trimmings as mulch and compost and grasscycling keeps materials out of the landfill, as well as creating healthier landscapes.
7. **Use salvaged and recycled content materials in the landscape:** The use of materials that have been salvaged on the project site or other construction sites or have recycled content reduces waste and conserves energy and resources.
8. **Provide wildlife habitat:** Landscape design can re-create habitat lost to urban development and attract resident and migratory wildlife. Developed landscaping can provide food, water, shelter and nesting sites for birds, butterflies, beneficial insects and other creatures that both help maintain the landscape and restore the larger ecosystem.

C. BUILDING ENVELOPE

1. **Daylighting strategies:** Daylighting is both a highly effective strategy for reducing energy consumption and a great way to improve the human experience. There is strong evidence that worker productivity and student test scores improve in rooms that have good daylighting without glare. Daylight only penetrates approximately 15 to 20 feet into a space that has an 8- to 10-foot ceiling height. Windows that are taller and start closer to the ceiling are better for deep daylighting rather than short wide windows that start 2 or more feet below the ceiling. It is also important to control heat gain and glare. See external shading strategies below.
2. **External shading strategies:** External shading is a particularly effective strategy for reducing heat gain before it impacts the heating and cooling loads of the occupied portion of the building. External shading also addresses the problem of glare caused by direct solar access. Any glazed fenestration—both windows and doors—should be appropriately protected. Different building orientations require different shading strategies because of the relative location of the sun in the sky. North facing fenestration does not require any external shading. South facing fenestration can be protected by relatively short eyebrows or overhangs because the sun is quite high in the sky, whereas overhangs are ineffective on both east and west facing fenestration because the sun is too low in the sky.
3. **Natural ventilation:** Natural ventilation is the most energy efficient strategy for creating comfortable indoor conditions. While it is not realistic to assume that natural ventilation will be the primary ventilation strategy for developments in the San Gabriel Valley, it is an effective strategy for residential development and the residential portions of mixed-use developments for a significant portion of the year. Natural ventilation works much more effectively where the design incorporates a narrow floor plate and provides opportunities for cross ventilation (operable windows on two or more sides of a room or sequence of no more than two rooms). It is also possible to induce airflow into and out of indoor spaces by careful placement and selection of projecting windows and through the incorporation of ceiling fans.

4. **Building enclosure—walls insulation and/or thermal mass:** Reducing heat gain and loss through the building envelope reduces reliance on energy consuming Heating Ventilating and Air Conditioning. Enhancing the insulation filling the cavities in stud walls, eliminating thermal breaks in metal stud walls and/or using solid walls such as concrete unit masonry to provide thermal mass improves the overall energy performance of buildings.
5. **Building enclosure—roof insulation:** Even more than the building walls, the roof is a major source of heat gain and loss. Enhancing the roof insulation is a highly effective strategy to improve the overall energy performance of buildings.
6. **Building enclosure—walls colors:** Reduction of heat gain reduces the need for HVAC to cool interior spaces, which in turn, reduces the consumption of energy. Light reflective colors absorb less heat.
7. **Building enclosure—cool roof & reflective colors:** More than almost any other American urban center, the greater Los Angeles area suffers seriously from the heat island effect caused when all of the dark, non-reflective surfaces absorb the heat from the sun and radiate it back into the surrounding environment. The result is a rise of 10 F or more in the ambient temperature and an increased reliance on air-conditioning that in turn consumes greater quantities of energy. Dark roofing materials contribute to both the heat island effect and to the heat gain within the building itself thereby increasing the cooling load and the use of energy.
8. **Building enclosure—glazing:** Daylighting plays a critical role in creating healthy indoor environments and is a major factor in the energy performance of a project. The choice of glazing is critical to ensuring good daylighting while limiting heat gain.

D. INDOOR AIR QUALITY

1. **Ventilation:** Indoor air quality is often more polluted than the outside air. Research has shown a strong correlation between indoor air quality and a wide variety of health problems. One of the most effective and cost effective methods for improving indoor air quality is to insure sufficient fresh/outdoor air through natural or mechanical ventilation. Additionally, it is better to prevent indoor air pollution rather than trying to clean up already polluted indoor air. One of the major sources of indoor air contamination is tobacco smoke.
2. **Reduce sources of indoor pollution:** As stated above, indoor air quality is a significant environmental problem. Beyond the strategy addressed above to provide adequate ventilation, it is better to prevent indoor air pollution rather than trying to clean up already polluted indoor air. One of the major sources of indoor air contamination is off-gassing from materials that contain VOCs (Volatile Organic Compounds) that are often found in paints, solvents, adhesives, carpets and composite wood materials.

Formaldehyde is one of the better known VOCs. High levels of VOCs negatively impact the comfort and the health of the buildings occupants. Additionally, VOCs contribute to smog and to the degradation of the outdoor environment as well. This impact has been recognized by the South Coast Air Quality Management Board (SCAQMD), which has set standards for many building products and manufacturing procedures that address the problem of air quality in the Southern California Basin.

E. RESOURCE CONSERVATION—MATERIALS

1. **Local materials:** Sustainable design requires that we think of the total “embodied” energy in all of the materials we use in design and construction. Embodied energy is the total energy necessary to harvest, manufacture and ship a material. Selecting materials that are manufactured and ideally harvested locally reduces the embodied energy by reducing the large quantities of fossil fuels needed to transport often heavy and bulky construction materials.
2. **Recycled content:** Another important strategy for reducing embodied energy and protecting limited resources is to recycle materials rather than using them and then throwing them away. Both post industrial and post consumer waste products can be recycled into useful materials without expending the energy to harvest the basic materials. The reduction of waste that fills our landfills is an additional significant goal. Many construction materials contain recycled contents such as structural steel, gyp board, some types of insulation, hard surfacing materials, tile and even some paint.
3. **Rapidly renewable materials:** Some resources such as marble, granite, copper, other metals and minerals or fossil fuel exist in a finite limited quantity—once we use them up there won't be any more. Other resources like old-growth timber require hundreds of years to reach maturity. Rapidly renewable materials are those that grow quickly and provide an unlimited resource. Examples include bamboo, linoleum, wheat board, and wool. Using rapidly renewable resources in our projects today will not impact the opportunities future generations have to use similar materials in their projects decades from now.
4. **Wood specifications:** Poor logging practices around the globe has caused rapid and extensive forest depletion, which in turn results in negative impacts on habitat and soil loss. Now there are alternative sustainable strategies for managing forests that use better practices including selective logging, thinning, replanting, and watershed protection. The only reliable (non-industry) source of “seal of approval” is the Forest Stewardship Council's (FSC) certification because it is based on a comprehensive, internationally accepted set of criteria and monitoring.

Unfortunately, FSC certified wood products are still in limited supply and tend to cost more than standard nonsustainably harvested wood. This reality is changing as more and more projects are designed and constructed to meet sustainable standards. This standard should be reconsidered as soon as the market reality starts to shift. Furthermore, while it is not economically feasible at this date to mandate a specific percentage of FSC Certified Wood products be incorporated in every project at this date, it is only responsible to preclude the use of endangered species of wood.

5. **Salvaged building and/or materials:** Reducing the waste in landfills is an important environmental goal. Salvaging and reusing building materials and/or building components is an outstanding way to both reduce waste and take maximum advantage of the embodied energy that was already expended to prepare or manufacture the previously used product. Examples of salvageable materials include used brick, previously used doors or windows, fireplace surrounds and other historical building details. The ultimate example of salvage is the adaptive reuse of some or all of an existing

building shell or façade. Locating salvaged materials requires time and creativity but may reward the project with detail that is hard to replicate today in addition to the environmental benefits.

F. RESOURCE CONSERVATION—WATER

1. **Water conservation—low-flow fixtures:** Water has always been a precious resource in Southern California. Recognizing that water is a finite resource, State Law already ties major new development to the proof of available water and the National Energy Act already mandates low-consumption fixtures. However there are easy ways to conserve water that go beyond the minimum legislated standards.

G. RESOURCE CONSERVATION—ENERGY

1. **Electrical—energy efficiency relative to title 24 performance standards:** Optimizing energy performance is a key sustainable design goal that helps conserve the non-renewable resources (fossil fuel) and/or minimize the negative environmental impacts of hydroelectric and/or nuclear power plants that still produce the majority of the power we use today and helps reduce the greenhouse gas emissions associated with excess energy use. “The importance of even small energy efficiency measures is significant. For instance, by replacing one incandescent lamp with a fluorescent lamp, production of three-quarters of a ton of carbon-dioxide and 15 pounds of sulfur dioxide are avoided over the lifetime of the lamp. This substitution also saves \$30 to \$50 in energy costs over the lifetime of the lamp” (USGBC LEEDTM Reference Guide).

Enhanced energy conservation performance shall be measured in terms of improved performance over the baseline established by California’s Title 24 regulations.

2. **Electrical—energy star appliances:** Energy conservation goes beyond the building to the connected loads of the appliances and equipment of our modern lives. The Energy Star rating certifies that appliances meet strict energy efficiency standards that will significantly reduce energy consumption.

H. RESOURCE CONSERVATION—HEATING, VENTILATING, AND AIR CONDITIONING

1. **High-efficiency heating and cooling equipment:** Heating and cooling equipment are major energy consumers in buildings. The minimum mandatory standards in Title 24 for HVAC equipment efficiency can easily be bettered through appropriate selection. Enhanced energy performance from the HVAC will play a critical part in achieving the minimum energy conservation goals defined in Section 7a above.
2. **Eliminate CFCs and HCFCs in cooling equipment:** Depletion of the ozone layer is a critical environmental issue. CFCs and HCFCs (Chlorofluorocarbons and Hydrochlorofluorocarbons) employed in earlier generations of building air-conditioning equipment have been major contributors to ozone depletion. Federal law mandates the phase out of all HCFCs by the year 2030 but there are already many CFC and HCFC-free equipment choices available in the market.

3. **Improve indoor air quality:** As stated above, indoor air pollution is a major irritant and significant health concern. Earlier standards address the reduction of sources of indoor contaminants through the use of low or no VOC materials and the provision of sufficient outdoor air ventilation. It is also important to improve the filtration of air both during construction and into occupancy.

I. CONSTRUCTION MANAGEMENT

1. **Demolition & construction waste recycling:** Reduce the impact of construction on landfill by diverting as much reusable materials as possible into salvage and/or recycling site. Given increasing costs associated with dumping in local landfills and the parallel increase in opportunities to sell and/or get rid of at no cost a variety of materials that can be recycled and/or salvaged, this goal should be easily achievable and the percentage should be increased after an appropriate review period.
2. **Minimizing stormwater pollution during construction:** Prevent stormwater runoff and/or wind to carry soil off of the construction site thereby protecting the storm sewer system from sedimentation and protecting the air from dust and irritants.

Sustainable Energy and Green Building Standards

APPLICATION OF SUSTAINABLE ENERGY & GREEN BUILDING STANDARDS

The standards in this section are mandatory regulations and are intended to support the implementation of the sustainable energy and green building policy recommendations previously discussed in this chapter. The following standards will apply to all construction projects within the Sustainability Plan Area except:

- Single-family residences
- Multi-family developments with 4 or fewer units.
- Renovation projects worth less than the replacement cost of the existing structure.
- Tenant improvement projects as long as the proposed improvements do not negatively impact the original projects compliance with these standards.

SUSTAINABILITY OBJECTIVES

1. To simplify the process so that developers, architects and contractors relatively easily understand what changes are necessary to make their buildings sustainable and “live more lightly on the planet”.
2. To raise the bar for new development within the Valley Boulevard Neighborhoods without unduly burdening the development team with unreasonably complex design or construction strategies and with careful consideration of cost impacts
3. To be modeled on similar guides including but not limited to the U.S. Green Building Councils Leadership in Energy and Environmental Design (LEEDTM) Rating System and the City of Santa Monica’s Green Building Program

Many of these changes from standard practice have little or no additional construction cost impact. Some of the green standards will increase initial costs but will have significant positive impacts on life-cycle costs such as the cost for energy to operate the building. Additionally, the process of compliance with some of the standards will require additional design calculations and/or time. The standards below are correlated by number to the policies listed in Section F, Sustainable Energy and Green Building Policies.

A. BUILDING SITE

1. **Passive solar orientation:** Where site conditions permit, it is required to orient the building so that the long axis of the building is oriented east-west.
2. **Paving for on-grade surface parking:** All on-grade surface parking lots shall provide one of the following solutions:
 - Porous paving for a minimum of 30 percent of the paved surface. (Examples of porous paving includes permeable concrete, grasscrete or other permeable pavers, and appropriately detailed decomposed granite surfaces)
 - Landscaped Filter Strips with an area equal to a minimum of 20 percent of the impervious paved surface designed to catch the drainage from the impervious surfaces and landscaped with vegetation that will filter sediment and pollution from the stormwater.
3. **Shading for surface parking, walkways and plazas:** All projects shall provide one of the following minimum solutions:
 - Incorporate trellises or other shading devices and or plant trees that will shade a 25 percent or more of the project's non-roof impervious surfaces within 5 years of construction/planting.
 - Incorporate light-colored/high-reflectance/high-albedo (reflectance of at least 0.3) materials for a minimum of 25 percent of the projects impervious surface.
4. **Underground parking:** Subterranean parking shall be required when the combination of the land costs and allowed densities are proven to be sufficient to achieve maximal use of subterranean parking structures on any project within the planning area.
5. **Shared-use parking at peak hours in mixed-use projects:** All projects shall provide signage that indicates that the commercial parking is also available for guest parking for the residences starting no later than 5:00pm.
6. **Accessible bicycle storage:** Projects shall provide lockable, accessible bicycle storage as follows:
 - For commercial uses provide lockable bicycle racks for use by patrons, customers, visitors and employees with a capacity equal to 10 percent of the required number of parking spaces but not less than space for four bicycles.
 - For multi-family uses provide lockable bicycle storage units with a capacity equal to 1 space per unit. Locate bicycle storage on-site in a location accessible to all dwellers.
 - For mixed-use projects provide the bicycle parking required for both the commercial and the residential uses.
 - Lockable bicycle storage units should have a minimum dimension of 6.5 feet long by 3 feet deep by 5 feet high.

7. **Solar hot water production:** The primary system for residential hot water production shall be achieved through solar water heaters mounted on the roof and appropriately screened or located on areas of the roof that are not visible from the street level, with a backup boiler. Accepted solar water heating systems include the following:
 - ProgressivTube technology (<http://shop.solardirect.com>)
 - Helio-Pak technology (<http://www.heliodyne.com>)
8. **On-site renewable energy production:** While all projects are required to explore opportunities for on-site energy production and to check the utility companies for available incentive programs, because of cost constraints there is no requirement to provide on-site energy production at this time.

B. LANDSCAPE TECHNIQUES FOR SUSTAINABLE DEVELOPMENT

1. **Protect and nurture topsoil:** The following practices shall be specified in the landscape plans and implemented during construction:
 - Protect future planting areas from compaction by restricting heavy equipment, including cars. When grading of future planting areas is unavoidable, topsoil shall be saved and stored during construction and used to provide the top 2 to 3 feet of soil in planting areas.
 - After planting, apply 3 inches of mulch to all exposed soil surfaces.
 - Property owners shall agree to the following maintenance practices. If the property owner deems any of these practices infeasible, alternate means or methods of compliance may be submitted for review and approval by the Community Development Director:
 - Grasscycle, that is, leave grass clippings in the lawn area.
 - Retain leaves, blossoms and small twigs dropped by the plants on the ground in planting areas and supplement as needed to maintain 3 to 5 inches of mulch.
 - Aerate compacted soil.
 - Topdress soil with compost regularly, instead of using synthetic, quick release fertilizers.Minimize the use of chemical pesticides.
2. **Minimize disruption of existing plants, especially trees:** The following practices shall be specified in the landscape plans and implemented during construction:
 - Prior to site and building design, conduct a landscape survey to determine the feasibility of preserving or relocating nature trees and shrubs. The building and site shall be designed to minimize removal of mature trees and shrubs.
 - Where trees and shrubs are to be preserved, install a continuous rigid fence 10 feet beyond the dripline of the tree and shrub canopies to protect them and the soil/ roots that support them from heavy equipment. Do not store anything around inside the fence line.
 - Where trees and shrubs are to be boxed and relocated, store them in a protected, shaded location, on soil, not on pavement, and install temporary drip irrigation operated by a controller. Do not rely on hand watering.
3. **Conserve water:** Landscapes shall be designed and constructed to do the following:
 - Use plants that are drought-tolerant, including California natives and Mediterranean species.

- Use lawns selectively. Lawns are the largest users of irrigation water, so providing only as much lawn as is need for the anticipated use or using perennial grasses or lawn-substitute groundcover can significantly reduce water use.
 - Group plants by water needs and design the irrigation system by hydrozones. Place thirstier plants in relatively small, highly visible areas and in locations designed to collect runoff and stormwater. Plant drought tolerant plants in larger perimeter areas that are not as visible.
 - Minimize water waste by installing high-efficiency irrigation systems, including drip irrigation for trees and shrubs and low-angle spray heads for groundcover and lawns, and by irrigating in the early morning.
 - Water only as needed by installing a moisture sensor in conjunction with each automatic controller. Most Southern California landscapes are overwatered. Overwatering not only wastes water, but can harm or even kill plants, especially drought-tolerant plants.
 - Collect rainwater on site by incorporating infiltration basins into the landscape.
Property owners shall agree to the following maintenance practices. If the property owner deems any of these practices infeasible, alternate means or methods of compliance may be submitted for review and approval by the Community Development Director:
 - Leave plant debris on site in planting areas and supplement with compost and mulch to create drought-resistant soils.
 - Program controllers to water early when the wind is calm and before the sun is out to reduce losses due to evaporation.
 - For spray systems, check regularly to maintain matched precipitation rate (MPR) nozzles and full coverage; avoid low, buried or mismatched sprinklers, overspray, improper pressure and leaks.
 - Apply water slowly or intermittently (multiple start times), especially on slopes or clay soil, so it can soak in.
 - Water deeply and infrequently. Wetting the soil surface without penetrating the root zone will not provide adequate water. At the same time, the root zone needs to dry out between waterings to allow air to reach the roots.
4. **Conserve energy:** Plant trees to reduce solar heat gain into buildings, including the following:
- Plant trees to the west and southwest of a building for maximum shading in the summer and fall afternoons. Tree on the east will provide morning shade. Large deciduous trees are most effective in providing summer shade and winter heat gain.
 - Avoid planting trees that block solar collectors or south-facing windows that allow low winter sun to warm a building. Where trees are needed on the south side to reduce winter glare, plant winter-deciduous trees with very open canopies.
 - Use evergreen trees as windbreaks.
 - Plant trees to shade air conditioners.
 - Plant trees far enough from building foundations to avoid damage, for example, 10 feet for small trees and 20 feet for larger trees.
 - Landscape parking lots and other paved areas to reduce the heat island effect, including the following:

- Around the perimeter of parking lots, plant a continuous row of canopy trees that will provide a continuous canopy at least 30 feet wide during summer months within 10 years of planting to shade both the perimeter parking spaces and the adjacent sidewalk. Numerous species of trees, both evergreen and deciduous, are appropriate for parking lot planting. A list of commonly used street and parking lot trees can be found in “Street Trees Recommended for Southern California” (2nd Edition), published by Street Tree Seminar, Inc. (714.991.1900). Landscape architects can provide a more extensive range of choices.
 - In the interior of parking lots, plant one tree per four parking spaces, distributed as evenly as possible throughout the parking lot to provide shading of 50 percent of the parking within 10 years of planting. To achieve this goal, trees should be standard in form (single trunk), have spreading canopies that will reach a diameter of 30 feet within 10 years, and should be planted in a minimum planting area of 60 square feet per tree without root barriers. A continuous planting area at least 5 feet wide, including curbs, should be provided between parking aisles. A 5-foot-wide planting area will not increase the required aisle width since a car may overhang the planting area 2 to 6 inches with the curb serving as the wheel stop. The bumpers of vehicles manufactured after 1980 rarely extend more than 2 feet beyond the tires, leaving 1 foot for tree trunk diameter. However, to further reduce the potential for contact between trees and bumpers, trees should be aligned with parking space striping. Additional width should be provided wherever feasible.
 - Use plants to enhance natural ventilation of buildings, including the following:
 - To capture and direct airflow into buildings, plant trees and shrubs with dense foliage immediately downwind of or above air inlets.
 - Where ventilation outlets are located on the side of a building relative to the prevailing wind, plant trees and shrubs immediately upwind of the outlets to create low-pressure areas, thereby enhancing outward flow.
 - Dissipate high-velocity winds around the sides of buildings with layers of large trees and shrubs at building corners.
 - Design lighting to minimize energy use and light pollution, including the following:
 - Design the outdoor lighting system to provide adequate, not excessive lighting.
 - For security, use motion sensor lights, as well as shades and focused lamps.
 - Use low-voltage fixtures and energy-efficient bulbs.
5. **Protect water quality:** Landscapes shall be designed and constructed to:
- Use lawns selectively. Lawns require high volumes of fertilizer which end up in the groundwater table and in runoff.
 - Minimize impervious surfaces by minimizing roadway widths and large expanses of hardscape where there is limited pedestrian activity; using permeable paving for walkways, plazas, patios, and driveways, which allows some water to percolate through the paving.
 - Plant trees, which intercept rainfall and reduce stormwater runoff.
 - Collect rainwater on site by incorporating infiltration basins into the landscape.

During construction the following practices shall be implemented:

- Locate all storm drains, drainage swales and creeks located near the construction site.
- Protect all storm drain inlets with filter fabric to prevent sediments from entering the storm drainage system.
- Stabilize and cover exposed soil and stored soil during construction to prevent erosion by water and wind.
- Keep materials out of the rain. Store waste materials in drums and covered bins and dispose of them properly.
- Train employees not to dump anything down storm drains, including water used to clean equipment or containers.

Property owners shall agree to the following maintenance practices. If the property owner deems any of these practices infeasible, alternate means or methods of compliance may be submitted for review and approval by the Community Development Director:

- Leave plant debris on site in planting areas and supplement with compost and mulch to create erosion-resistant soils.
- Use Integrated Pest Management (IPM), which, first and foremost, seeks to prevent pests by fostering a healthy environment in which plants have the strength to resist disease and pests and to out-compete weeds and, then, if a pest problem is identified, to consider all viable, non-toxic solutions before resorting to pesticides, of which the least toxic should be used. Examples of physical and mechanical alternatives to pesticides include spraying aphids with a jet of water, using sticky traps or tape around tree trunks to keep ants and other insects away, hand-picking adult insect nests and larvae, removing dead or diseased plants or plant parts. Examples of biological alternatives to pesticides include encouraging beneficial insects by planting a wide variety of plants that flower throughout the year and introducing natural predators obtained from reputable sources.

6. **Minimize waste (and increase landfill life):** Landscapes shall be designed and constructed to:

- Incorporate trees and shrubs that can grow to their natural size in the space allotted to them, therefore, reducing the need for pruning.
- Incorporate trees and shrubs whose natural form matches the design intent. For example, if an open canopy that allows some sunlight into an outdoor space is desired, do not plant a dense evergreen tree that has to be thinned frequently to maintain an open canopy; instead, select a tree that has an open canopy.
- Replace sheared hedges with plants that can grow to their natural shape and size.
- Exclude invasive species that spread rapidly, out-compete other plants and require on-going removal.
- Property owners shall agree to the following maintenance practices. If the property owner deems any of these practices infeasible, alternate means or methods of compliance may be submitted for review and approval by the Community Development Director:
- Retain plant debris on site as mulch or compost it.
- Water and fertilize judiciously. Overwatering and overfertilizing makes plants grow faster than is natural and can shorten their lives and weaken their branching structure.
- Prune selectively and properly. Most importantly, do not head back or top trees as heading and topping both weakens the tree's branching structure and results in dense regrowth which requires even more pruning. Trees shall be pruned in accordance with International Society of Arboriculture standards.

7. **Use salvaged and recycled content materials in the landscape:** Landscapes shall be designed and constructed to do the following:
 - Use salvaged materials, such as broken concrete. Find materials for reuse by contacting the CalMax website at www.ciwmb.ca.gov.
 - Use recycled content materials, such as plastic or composite lumber, or those made from rapidly renewable materials.
 - Use sustainably harvested wood (FSC Certified) if plastic or composite lumber is not appropriate. Use treated wood that does not contain chromium or arsenic for applications that specify treated lumber.
8. **Provide wildlife habitat:** Landscapes shall be designed and constructed to do the following:
 - Maintain the soil to sustain beneficial, soil-based organisms.
 - Use a diverse selection of plant species that includes many California natives.
 - Select groundcovers, shrubs and trees that provide a variety of nesting sites or flower and bear fruit at different times of the year.
 - Avoid invasive species that out-compete natives and other species that provide food and shelter for wildlife.
 - Include water for birds, including water in shallow basins with gently sloping sides.

C. BUILDING ENVELOPE

1. **Daylighting strategies:** For enhanced daylighting all residential projects and residential portions of mixed-use projects shall therefore be designed such that all rooms that qualify as living rooms, dining rooms, and kitchens shall not be located more than 25 feet away as measured from the nearest daylighting source to the center point of the living room, dining room, or kitchen. Daylight sources shall incorporate tall windows where the head of the window is no more than 1 foot below the ceiling height.
2. **External shading strategies:** In order to accomplish enhanced shading for all residential projects and residential portions of mixed-use projects, the following standards shall apply as long as they are in compliance with the applicable building code:
 - Northern facing fenestration—No external shading required
 - Southern facing fenestration—Overhangs or “eyebrows” projections equal to one-third the height of the glazing
 - Eastern facing fenestration—No external shading required
 - Western facing fenestration—Either vertical fins equal to ¼ the width of the glazing or a brise soleil or screen that provides a 30 percent shading coefficient
3. **Natural ventilation:** All rooms that qualify as living rooms, dining rooms and bedrooms in all residential units shall provide a minimum of two operable windows per room. If a living room and a dining room are configured as one large room with no divisions, they may be counted as one room.
4. **Building enclosure—walls insulation and/or thermal mass:** Selection of high performance wall insulation is a very cost effective strategy to help the project achieve the overall energy efficiency requirements. All facades of new projects that receive direct sun exposure are required to be insulated. Acceptable insulating materials include but are not limited to the following:

- Generic R-13 blown cellulose
- Generic R-11 fiberglass batt
- Generic R-15 fiberglass batt
- Generic R-12 blown mineral wool
- Generic R-13 fiberglass batt

* Check National Energy Code and applicable building codes that specify appropriate insulation levels for your region.

5. **Building enclosure—roof insulation:** Selection of high performance roof insulation is a very cost effective strategy to help the project achieve the overall energy efficiency requirements. All new projects are required to be insulated on all roof surface areas that receive direct sun exposure. Acceptable roof insulating techniques include but are not limited to the following:

- Asphalt roll roofing
- Asphalt saturated organic felt roofing
- SBS modified roll roofing
- Generic R-30 blown cellulose insulation for ceilings
- Generic R-30 fiberglass batt insulation for ceilings
- Generic R-30 blown mineral wool insulation for ceilings
- Generic R-30 blown fiberglass insulation for ceilings

* Check National Energy Code and applicable building codes that specify appropriate insulation levels for your region.

6. **Building enclosure—wall colors:** Lighter, reflective colors shall be applied to all facades of new projects that receive direct sun exposure.
7. **Building enclosure—cool roof & reflective colors:** All projects shall specify and install an Energy Star labeled roof. (Note: Energy Star labeled roofs are available in virtually every roofing type—built-up, single ply, tile and/or metal—and in many alternative colors and finishes). Except that projects may install non-Energy Star labeled roofing in such portions of the project where a green vegetated roof system and/or a photovoltaic array covers and protects roofing material.
8. **Building enclosure—glazing:**
- All projects shall specify and install dual pane, high-performance low-emissivity glazing with visible transmissivity greater than 0.6 and solar transmissivity less than 0.4.
 - Heavily Tinted and/or Reflective glazing are not allowed.

D. INDOOR AIR QUALITY

1. **Ventilation:** All projects shall meet the minimum ventilation standard ASHRAE 62-1999, ventilation for acceptable indoor air quality, and approved addenda (See ASHRAE 62-2001, Appendix H) using the ventilation rate procedure.
2. **Reduce sources of indoor pollution:**
- Adhesives and sealants—specify and install only materials that meet the current VOC content limits of the SCAQMD Rule #1168.
 - Paints and coatings—specify and install only materials that meet Green Seal's Standard GS-11.

- Carpet—specify and install only materials that meet or exceed the requirements of the Carpet and Rug Institutes Green Label Indoor Air Quality Test Program
- Composite wood—while it is highly desirable to specify only materials that are urea-formaldehyde free such as medite, wheatboard, and some plywood products, these products are not yet sufficient cost-effective to mandate their use in all projects. This reality is rapidly changing (for example all of the plywood sold at Home Depot is formaldehyde free), therefore, this standard should be re-evaluated each year to review changes in market-conditions that would make it feasible to up-grade the requirements.

E. RESOURCE CONSERVATION—MATERIALS

1. **Local materials:** All projects are required to select at least 50% of project materials made and/or harvested within 500 miles of the project site, whenever possible. Southern California has a rich range of local resources and materials manufactured within 500 miles of San Gabriel including but not limited to concrete, concrete block, metal studs, dimensional lumber, gypsum cement board, cabinetry, carpet, and many specialty finishes—even granite.
2. **Recycled content:** Developers and their design team are required to consider the use of recycled materials in their projects as much as feasibly possible. Examples of attractive and cost effective materials with recycled content can be found at various web-sites such as the following:
 - globalgreen.org
 - redefiningprogress.org
 - <http://www.usgbc.org/>
3. **Rapidly renewable materials:** Developers and their design team are required to consider the use of rapidly renewable materials in their projects as much as feasibly possible. Examples include bamboo, linoleum, wheat board, and wool.
4. **Wood specifications:** Do not specify or install any tropical hardwoods such as ebony, rosewood and/or Honduras mahogany.
5. **Salvaged building and/or materials:** Developers and their design team are required to consider the use of salvaged materials in their projects as feasibly possible.

F. RESOURCE CONSERVATION—WATER

6. Water conservation—low-flow fixtures:
 - Residential
 - Toilets—specify and install 1.3 to 1.55 gallon per flush (gpf) gravity flush toilets or 1.6 gpf flushometer toilets or better
 - Lavatory Faucets—specify and install 1.5 to 2.0 gallon per minute lavatory faucets or better
 - Kitchen Faucets—specify and install 2.2 gpm kitchen faucets or better

- Commercial
 - Toilets—specify and install 1.3 to 1.55 gallon per flush (gpf) gravity flush toilets or 1.6 gpf flushometer toilets or better
 - Urinals—specify and install 0.5 gpf urinals or waterless urinals
 - Lavatory Faucets—specify and install 1.5 to 2.0 gallon per minute lavatory faucets or better plus install spring-loaded or sensor-operated faucets that only activate when a hand is below the spout
 - Kitchen Faucets—specify and install 2.2 gpm kitchen faucets or better

G. RESOURCE CONSERVATION—ENERGY

1. **Electrical—energy efficiency relative to title 24 performance standards:** All projects shall be required to submit performance based computer energy simulations signed by a licensed engineer or architect demonstrating that they achieve the following level of energy conservation:
 - Multi-family residential developments and/or residential portions of mixed-use projects shall exceed all Title 24 energy conservation standards that apply to multi-family development by at least 10%.
 - Commercial—retail and/or the retail portions of mixed-use projects shall exceed all Title 24 energy conservation standards that apply to general commercial or retail development by a minimum of 10 percent.
 - Commercial—office and/or the office portions of mixed-use projects shall exceed all Title 24 energy conservation standards that apply to office development by a minimum of 15 percent.
2. **Electrical—Energy Star appliances:**
 - All projects shall specify and install Energy Star-rated appliances (refrigerators, ranges, ovens, dishwashers, washers and dryers).
 - All Swimming Pools and/or Jacuzzis shall be heated with Solar Water Heaters.

H. RESOURCE CONSERVATION—HEATING, VENTILATING, AND AIR CONDITIONING

1. **High efficiency heating & cooling equipment:**
 - Packaged air conditioners and heat pumps—specify and install equipment complying with the Consortium for Energy Efficiency’s minimum efficiency standards.
 - For projects that justify more sophisticated HVAC systems, incorporation of enhanced control systems addressing variable speed motor controllers, occupancy sensors and daylight harvesting is highly recommended.
 - Boilers—specify and install Energy Star certified equipment.
 - Furnaces—specify and install Energy Star certified equipment.

2. Eliminate Chlorofluorocarbons (CFCs) and Hydro Chlorofluorocarbons (HCFCs) in cooling equipment:

- New construction—specify and install CFC and HCFC free equipment.
- Renovation or remodeling projects: Developers and their design team shall be required to replace older, inefficient CFC/HCFC equipment if they are midway or older into their typical service life.

3. Improve indoor air quality:

- If air handling units are used during construction, replace all filters immediately prior to occupancy with Minimum Efficiency Reporting Value (MERV) 13 media as determined by ASHRAE 52.2-1999.

I. CONSTRUCTION MANAGEMENT

1. **Demolition & construction waste recycling:** Develop a management plan with the local waste hauling company that diverts a minimum of 50 percent of construction, demolition and land clearing waste (defined as a percentage of the total weight hauled off of the site throughout the entire construction period).

2. **Minimizing stormwater pollution during construction:** Provide an erosion control plan prior to the start of construction that meets the more stringent of the following two codes:

- Local erosion and sedimentation control standards, or
- EPA Document No. 832/R.92-005



chapter

5

chapterfive

SUSTAINABLE

Green &

Objectives for More Sustainable Streetscapes and Open Spaces

The primary objective of the policies and standards in this chapter is to provide design provisions that establish a framework for the development of streetscapes and public open spaces within the Valley Boulevard Sustainability Plan area. These policies and guidelines are intended to be applied to the design and development of spaces in the public realm. In addition to their objectives for sustainability they are also designed to seamlessly support and complement development on adjacent parcels in the private realm. The objectives below are followed by a series of actions by which they will be achieved. This section is followed by the policies and standards that will guide the City's actions as the Valley Boulevard Sustainability Plan is implemented. The objectives to achieve sustainable development within the Plan area are as follows:

- Improve environmental quality locally by reducing air emissions and noise through the development of walkable commercial corridors and residential neighborhoods that reduce the desire to use the automobile.
- Sustain limited natural resources regionally by reducing (1) energy use through the planting of shade trees along streets and in parking lots; (2) water use through the planting of drought-tolerant species where appropriate; and (3) stormwater runoff by increasing permeable surface area and landscaping.
- Sustain the local urban forest by planting and maintaining street trees in a manner that will allow them to mature and thrive.
- Sustain economic vitality by reinforcing vital commercial districts, livable residential neighborhoods, and a strong physical connection between the two.
- Sustain social well-being by making the streets public walking and gathering places where social interaction can occur on a regular basis.

- Sustain both the economic and social fabric of the Valley Boulevard neighborhoods by creating a strong visual sense of place that reinforces the character of the residential neighborhoods and commercial districts.
- Contribute to improved public health by facilitating and encouraging walking and other recreational activities within the community.

STREETSCAPES

Livable Open Space

How We Achieve Our Objectives (Figure 5-1)

- Transform Valley Boulevard and its surrounding neighborhoods into a community of tree-lined, landscaped streets with pedestrian amenities that provide a distinctive sense of place, encourage walking, and improve environmental quality.
- Develop a multipurpose (pedestrian and bicycle) trail along Alhambra Wash that connects Valley Boulevard neighborhoods, parks, and activity locations. Introduce landscape and trees will be reintroduced, where feasible and appropriate.
- Provide pocket parks along Valley Boulevard and throughout the neighborhoods to provide recreation and serve adjoining neighborhoods.
- Where appropriate, use drought-tolerant and native species.
- Explore the feasibility of developing a recycled water system to irrigate the public landscape, provided the heavy metal and salt content of recycled water will not interfere with plant growth.
- Design open space, trails and landscaped areas to capture stormwater runoff and percolate into the groundwater basin, to the extent feasible.
- Replace deteriorated sidewalks and parking lots, using permeable or recycled materials where practical.
- Reduce the urban heat island effect through use of light-colored, reflective (high albedo) pavements, landscaping and permeable pavements.

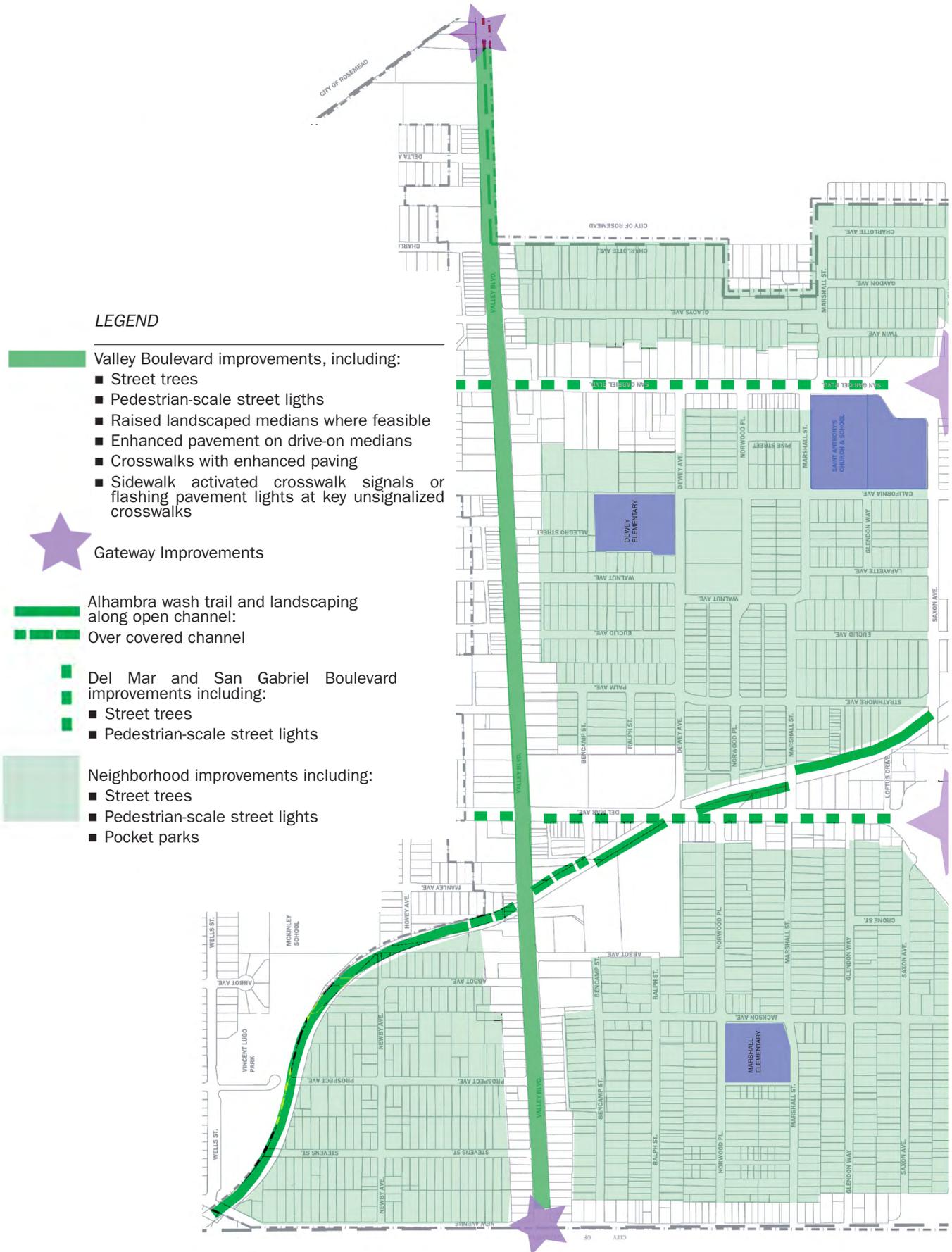


Figure 5-1 Streetscape/Landscape Conceptual Plan



Community Priorities

At a series of community workshops, community members expressed the following preferences for streetscape and open space improvements in the Sustainability Plan Area:

BY LOCATION

1. Valley Boulevard
2. Other commercial streets
3. Residential neighborhood streets

STREETSCAPE IMPROVEMENTS ON VALLEY BOULEVARD (See Figures 5-2)

Based on community input, as well as cost and construction factors, the following generally reflect the priorities for installation of streetscape improvements along Valley Boulevard. These priorities should be a guideline only. If funding is available for a lower-priority improvement, it may be installed before a higher-priority improvement.

1. Paint zebra-striped crosswalks
2. Refurbish existing gateway signs
3. Plant street trees in large tree wells with irrigation
4. Install pedestrian-scale street lights
5. Install landscaped medians
6. Install landscaped tree wells or parkways—by property owners or Business Improvement District
7. Construct curb extensions at crosswalks
8. Design and install gateway enhancements
9. Develop plazas and pocket parks

Sustainable Streetscapes and Open Space Policies

The policies in this section provide recommendations for the development of sustainable streetscapes and open space. These policies are followed by sustainable streetscape and open space standards that require mandatory compliance.

Gateways

Gateway improvements help establish the identity of a community and define its boundaries. The city of San Gabriel has existing gateway pole signs, two of which are located in the Sustainability Plan Area. Those gateway signs can be enhanced with landscaping and lighting and could be supplemented with gateway signs to the Valley Boulevard district. Additional city gateway signs can be added at freeway off-ramps.

1. Maintain the existing gateway signs on Valley Boulevard at the city limits (New Avenue on the west at the Alhambra border and the Rubio Wash on the east at the Rosemead border) and enhance them with landscaping and lighting. To restore the sign cabinet surfaces, strip the existing paint and apply an automotive paint finish preceded by proper surface preparation and followed by several clear-coat finishes. To maintain them, clean and wax the cabinets once a year.
2. Incorporate complementary gateway elements at the I-10 Freeway off-ramps at New Avenue, Del Mar Avenue and San Gabriel Boulevard. Hire an environmental graphics consultant to design a comprehensive gateway and signage program for the Valley Boulevard neighborhoods.
3. Consider the following gateway elements: signs, landscaping and other design elements in the public right of way and/or as part of development projects at those locations. The development projects themselves can be designed as gateway elements.

STREETSCAPE IMPROVEMENTS AT GATEWAYS



Gateways to districts or communities within a city can take a variety of forms including: a monument sign; a vertical pole sign; or an over-the street sign.



Existing entrance to San Gabriel from the 10 freeway (upper); illustrative gateway elements (lower) include: slope and median landscaping with drought-tolerant plant materials; historic mosaics, a gateway sign and banners.

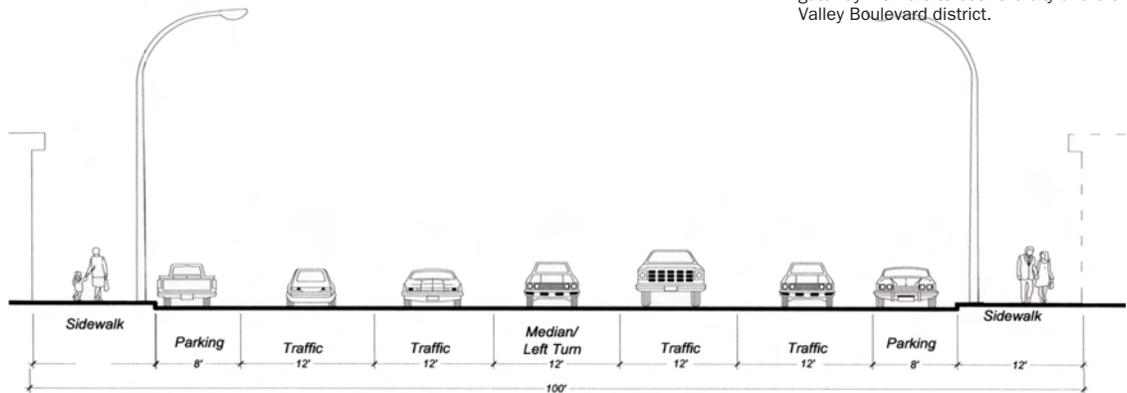


Median landscaping could be extended north of the freeway as well.

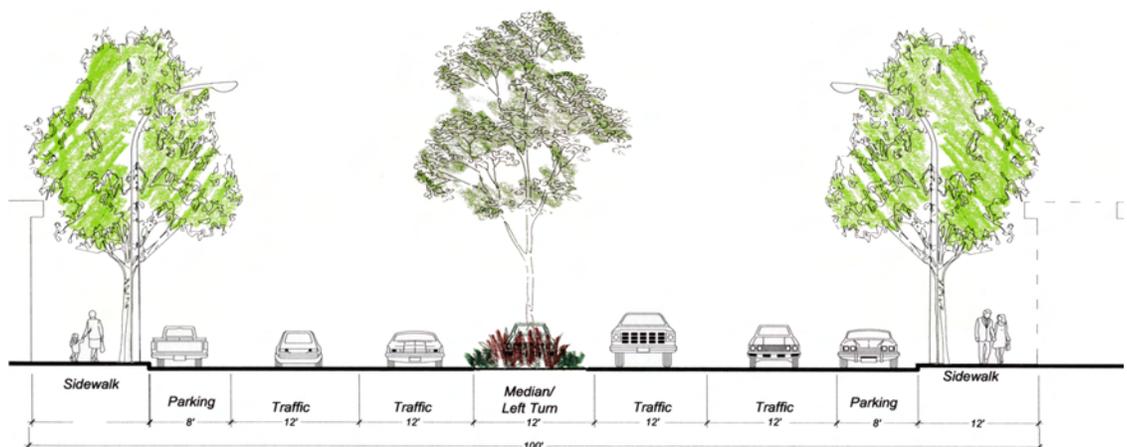
1. Design an integrated plan for streetscape and landscape improvements along Valley Boulevard that achieves the following:
 - a. Contributes to economic development of the Boulevard
 - b. Reinforces the identity of the Boulevard as a shopping district that serves both local residents and as an Asian-focused regional center
 - c. Reinforces the individual identities of districts along the Boulevard
 - d. Integrates public and private open spaces
2. Use streetscape improvements along Valley Boulevard to distinguish San Gabriel from its neighbors, create a sense of place unique to the Golden Mile and reinforce the role of the various commercial districts and nodes along the boulevard.
3. Use some streetscape elements along the entire boulevard to unify and reinforce the overall identity of Valley Boulevard, as well as that of San Gabriel.
4. Vary other improvements by district to reinforce district identity and to support economic development efforts within each district.



Existing city gateway signs (upper) can be enhanced with landscaping and lighting (lower) to reinforce them as gateway markers to both the city and the Valley Boulevard district.



Existing street cross section.



Future street cross section.

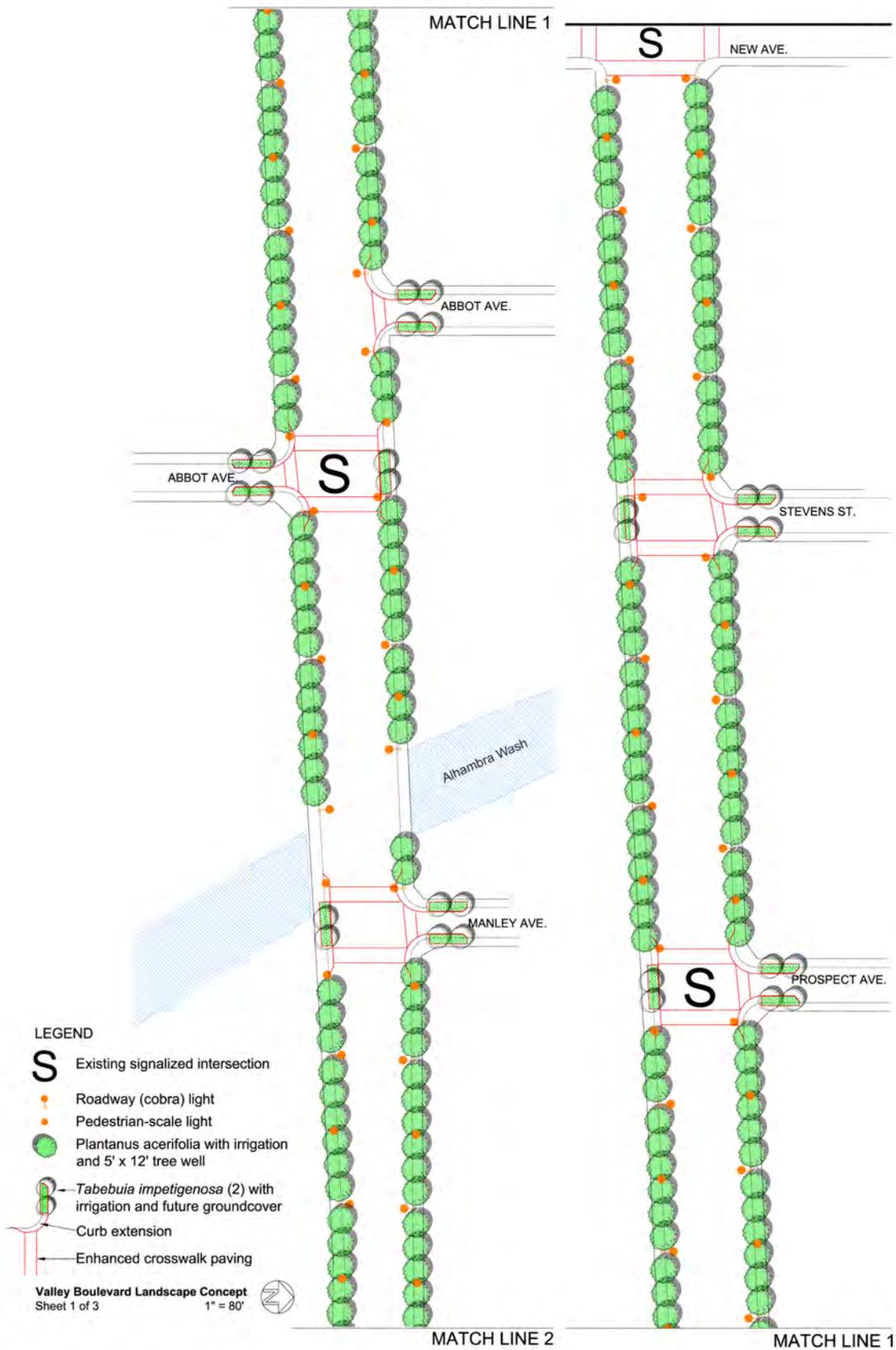


Figure 5-2A Valley Boulevard Landscape Concept

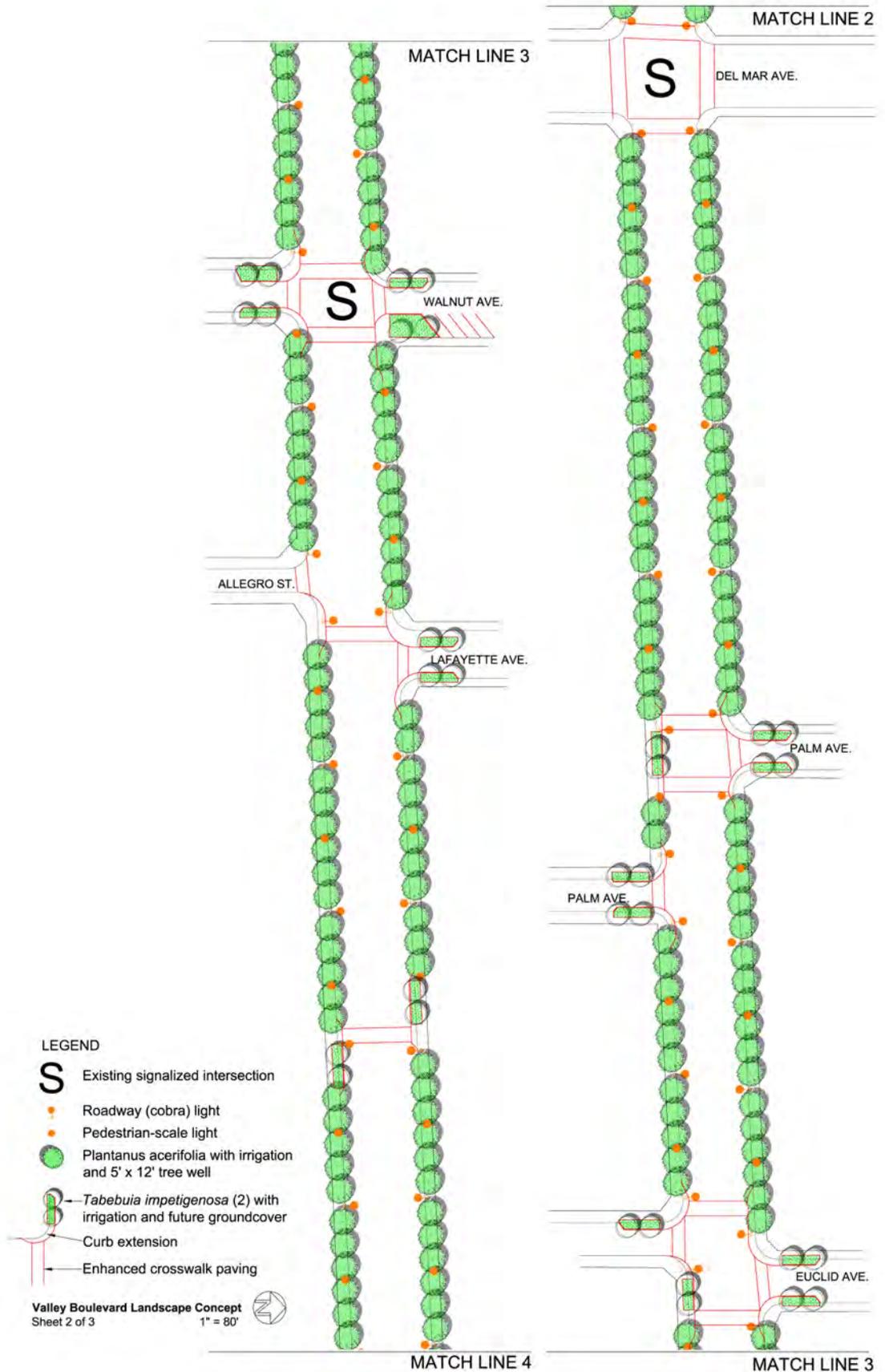


Figure 5-2B Valley Boulevard Landscape Concept

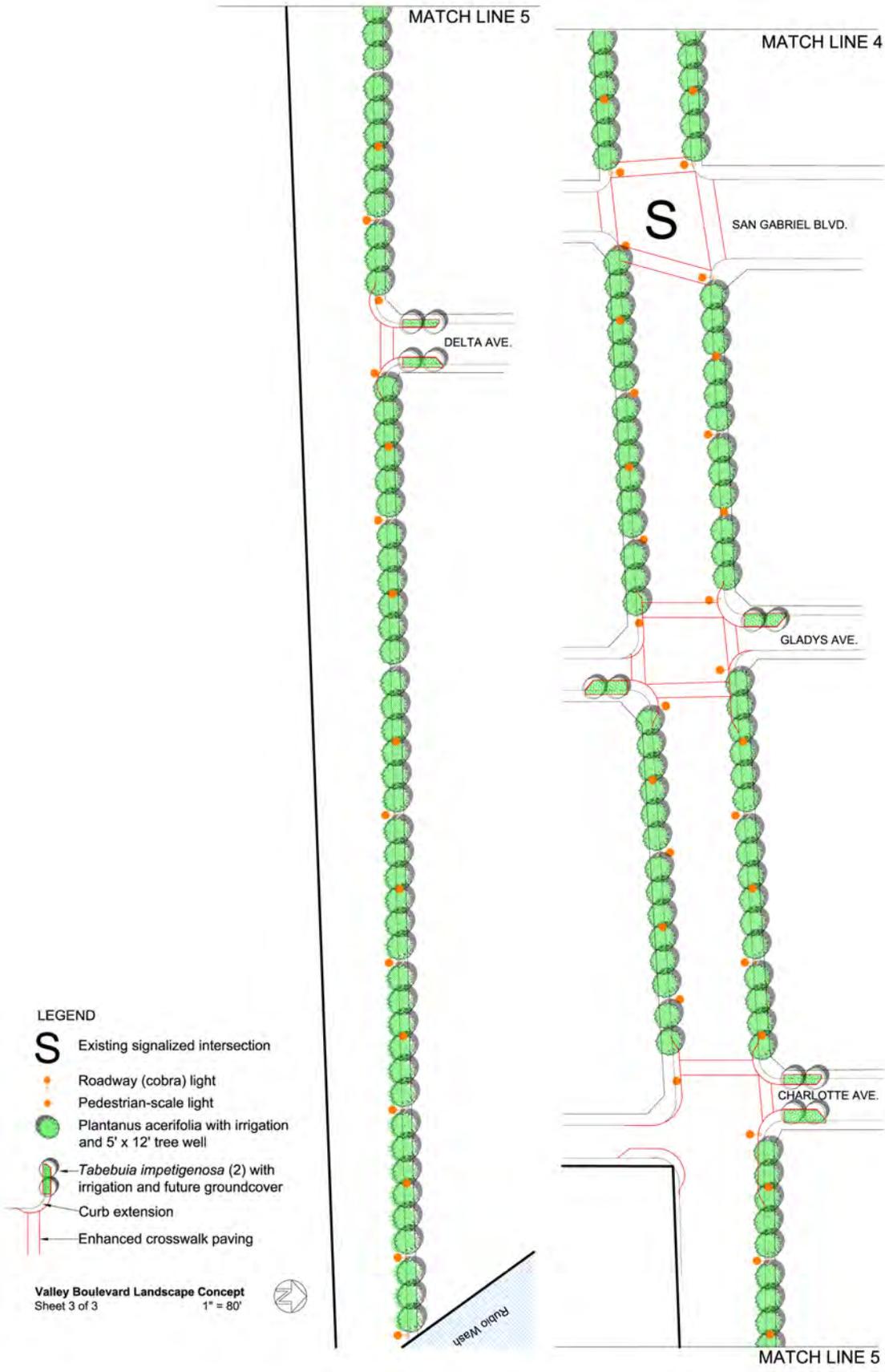


Figure 5-2C Valley Boulevard Landscape Concept

SIDEWALK WIDTHS AND USE

Sidewalks are the interface between the roadway and businesses located along the street. They are the means by which residents and bus riders access businesses. At the same time, motorists must cross the sidewalk to access parking facilities. The sidewalk needs to be organized to accommodate all uses and minimize conflicts between pedestrians and motorists (Figure 5-3).

1. Maintain existing 12-foot sidewalk widths (do not widen roadways) and, in conjunction with new development, set buildings and landscaping back an additional 3 feet to provide 15-foot-wide sidewalks.
2. Allow curbside parking at all times, that is, do not use the parking lane as a traffic lane. The parking lane provides a buffer between moving traffic and pedestrians on the sidewalk, as well as convenient parking for the businesses along the street.

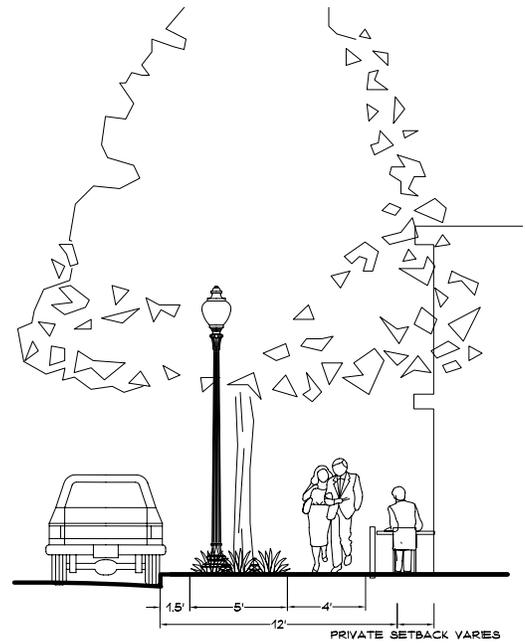


Figure 5-3 Sidewalk Cross-Section

STREET TREES AND PARKWAYS

Street trees contribute to economic development and quality of life in a variety of ways including the provision of visual continuity, identity, shade, improved air quality and reduced heat build-up. The two keys to successful tree planting are selecting appropriate tree species and planting and maintaining the trees so that they will reach maturity and provide the benefits for which they were planted.



Street trees can provide shade and visual continuity and identity without blocking business signs.

Where there is not a high turn-over in curbside parking and sidewalks are wide, trees can be planted in parkways, which will produce healthier, longer-lived trees.

SELECTING SUSTAINABLE STREET TREES

Lined street trees shall comply with the following guidelines:

1. Large enough to provide (1) shade for pedestrians and parked cars and (2) a sense of scale to the street.

2. Have a single central leader that will grow up quickly and provide clearance for pedestrians, trucks and business signs. A moderate to fast growing tree with a strong central leader can be pruned up above first-story business signs (10 feet) within a few years of planting.
3. Have an open branching structure that allows light and some visibility through the canopy and requires little pruning.
4. Have roots that can thrive in the size of tree well or parkway that can be accommodated, that is, a 5- to 6-foot-wide by 8- to 12-foot-long tree well or a 5- to 6-foot-wide parkway.
5. Be hardy enough to withstand pollution, heat, glare and other urban conditions.
6. Require limited pruning to maintain a form that is appropriate to conditions along the street. In District 2 where buildings are located along the front property line/back of sidewalk, trees with a relatively narrow canopy will require less pruning.



When trees are appropriate to the conditions of the street and have the right conditions to thrive, they will provide shade, scale and visible business signs. In this example, street trees have grown tall enough that they can be pruned up above two-story buildings, providing a canopy with filtered light on the sidewalk and complete visibility of signs.



At left, a 24" box tree just planted. In the middle, a street tree planted from a 24" box after 3 years. It is in a 5' square tree well with a grate. The tree well can store 20 gallons of water and has been watered by a watering truck on a weekly basis. At right, mature trees that allow visibility of the building facade and light into the building windows.

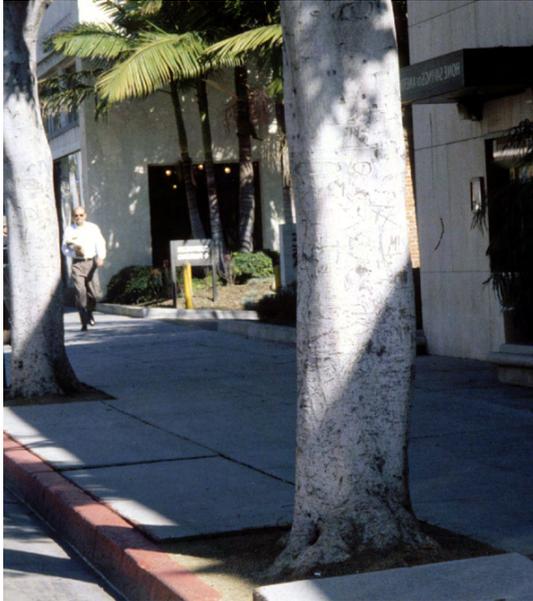
PROVIDING THE RIGHT CONDITIONS TO SUSTAIN STREET TREES

In order for street trees to be healthy and grow quickly above business signs they need the following:

1. Adequate soil volume for root growth. Palms and very small trees like Crape Myrtles can survive with small (4 feet square) tree wells. Bigger trees need more space.
2. Regular and adequate water. The average tree needs 20 gallons per week. Because there is concrete and asphalt all around, there is little opportunity for trees along Valley Boulevard to get water from other sources. In contrast, the trees in the parkways in front of your house get water from lawn and other irrigation.

- The regularity of watering is most important during the years in which the tree is getting established, which may vary from 3 to 5 or more. After that, they still need water, but it can be less regular.

Because the soil under a concrete sidewalk is extremely compacted, the roots remain in the tree well and the tree becomes root bound. The only place the roots can escape the tree well is between the soil and concrete, resulting in uplifted sidewalks. The uplifting is more pronounced for Ficus trees because they naturally have roots that grow on the surface.



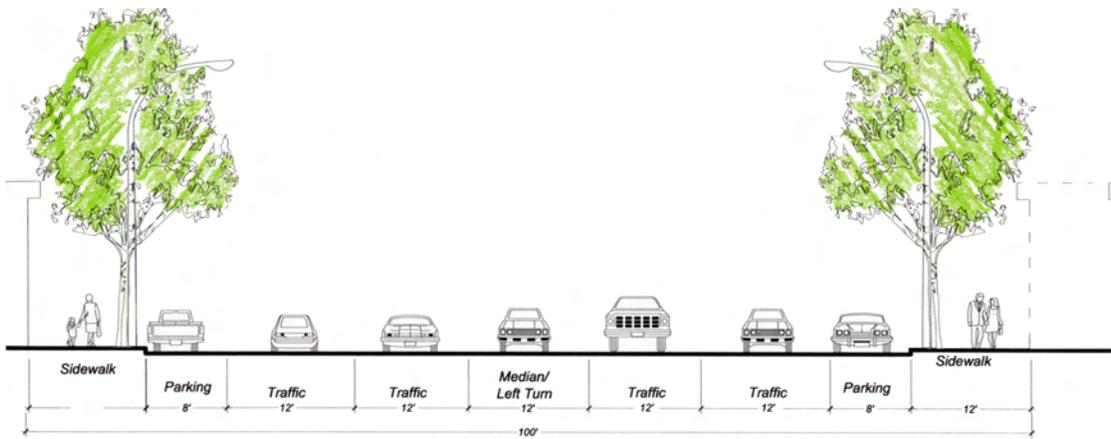
(Above) Wide parkways with irrigation are best. The trees on the left were planted from 24" boxes a year and a half ago. Above and to the right are mature trees in a parkway.

(Below) If parkways are not feasible or permitted, tree wells should be as large as possible and the trees should be watered regularly - either by an in-ground irrigation system or by a watering truck or hose.



LANDSCAPED MEDIANS

Landscaped medians can dramatically alter the visual character of the street for both motorists and pedestrians. For motorists, they are highly visible elements that contribute to the sense of place along the street. For pedestrians, they also reduce the perceived width of the street, reducing the visual expanse of asphalt that divides a wide street like Valley Boulevard. They also reduce glare and provide shade. At crosswalks they can provide a place for a pedestrian to stop in an emergency.

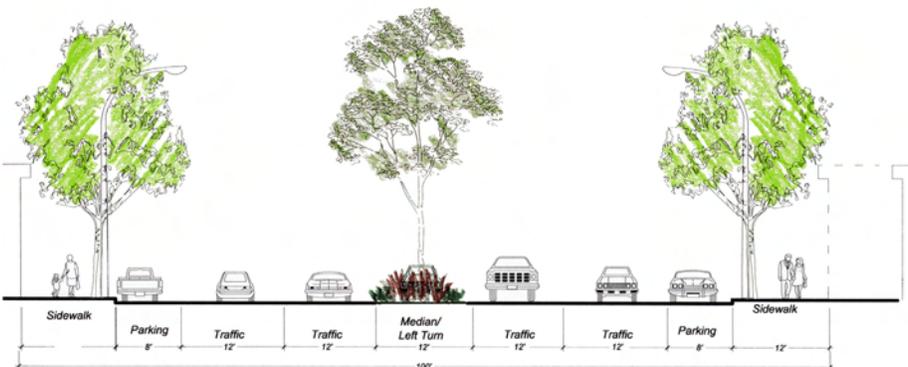


Future street cross section without landscaped medians

1. Install landscaped medians where they do not obstruct left-turn or driveway access and space them to allow for emergency vehicle access. To achieve these goals, the general design criteria for medians are as follows; they may vary to accommodate particular circumstances:
 - a. Median noses (the narrow medians adjacent to the left-turn lane) should be paved with a roll curb over which emergency vehicles can drive.
 - b. Landscaped medians should include segments of paving with roll curbs between over which emergency vehicles can drive.
 - c. Where medians block left-turn access to driveways, a U-turn at either a nonsignalized intersection or a signalized intersection with a left/U-turn arrow.
2. Use appropriate plant materials with low maintenance and water requirements that can withstand the harsh conditions in the median.



Existing raised median (left); with landscaping and roll curbs added (right).



Future street cross section with landscaped medians where feasible.

PUBLIC ART AND ARTIST-DESIGNED FEATURES

Public art can make an invaluable contribution to local identity, celebrating the unique qualities of place, and providing multiple and layered expressions. It can also become a local landmark, delineate public space or simply add richness to a building or landscape. Therefore, artists should be included in the design of new public places and any private development projects.

City policy within the Mission District requires one percent of project costs be allocated for public art and public art programs to assist developers and city departments. The goal of this Sustainability Plan is to establish similar requirements and encourage the creation of the best public art within the Valley Boulevard Neighborhoods.

Public art cannot solve all urban problems, but it can be a laboratory in which some of these can be addressed. The task of public art is to involve people in a fluid process which leads to a sense of community, perhaps to an artistic conclusion, and certainly to a sense of pride.

—*Placemaking, Community Redevelopment Agency/LA*

Subject to city approval, artist-designed or other custom designed elements shall be incorporated into the design of street furniture. All forms of art will be considered; however, the city will be more likely to approve art that is integral to the design of buildings and that reinforces San Gabriel's history and culture. In addition, the city may sponsor or support temporary public art exhibits along Valley Boulevard.

The following policies for implementing public art were provided by Julie Silliman, Cultural Affairs Coordinator with the Community Redevelopment Agency of the City of Los Angeles:

1. As with everything in the built environment, quality design is best. Hire experienced artists and ensure that arts professionals lead artist selection panels, which include community members as well as artist peers.
2. There should not be one approach or one kind of public art. In fact, diversity in artistic expression and approaches makes for a richer community. A diverse public appreciates a diversity of art and artists.
3. Encourage artist/designer collaborations by ensuring that artists are included in the early stages of project planning and design, so that the artwork is not an afterthought or something separate from the project itself.
4. Make art accessible to the public and engaging. Place public art in places that are truly public, not limited in hours or access. Ensure that public art is engaging and makes sense on a formal or conceptual level.
5. Encourage temporary as well as permanent public art. Artwork that is temporary does not become fixed and static. It can change and create new opportunities for expression. Temporary art can often be created by artists who are new to public art and thus creates opportunities for a larger group of artists.
6. Create unique places through art. Alleys, parking lots, vacant lots or walkways are examples of places that are often wholly undistinguished. Artwork can enliven these overlooked zones.

7. Public art can tell complex stories about communities and their histories. These reinforce community identity, create unique places, and provide a basis for community pride and ownership.



Seating



Drinking fountains



Fences



Bicycle racks



In addition, temporary public art may be exhibited on a landscaped median ...



... or other public or private space. In this example, the art, an oversized "lawn chair" is usable.

STREETSCAPE IMPROVEMENTS ON OTHER COMMERCIAL CORRIDORS

The opportunity for streetscape improvements on Del Mar Avenue and San Gabriel Boulevard is somewhat more limited than on Valley Boulevard due to narrow sidewalks and overhead power lines. Furthermore, there is less potential for pedestrian-oriented development on these streets. As a result, the community has ranked the improvement of Del Mar Avenue and San Gabriel Boulevard as secondary to the improvement of Valley Boulevard. Nonetheless, there is a series of feasible improvements that includes the following:

1. Landscaped medians at the freeway gateways and in other locations subject to the same criteria as for Valley Boulevard;



Gateway landscaping on San Gabriel Boulevard and Del Mar Avenue includes flowering street trees (Pink Trumpet Trees) as well as landscaped medians.

2. Small trees that will remain below the electrical lines;
3. Consistent roadway lighting;
4. Curb extensions with landscaping at residential cross streets similar to those described for Valley Boulevard.
5. Develop a consistent pattern of street trees throughout the residential neighborhoods, following the Street Tree Master Plan.
6. Maintain landscaped parkways in all residential neighborhoods. They may be planted with grass or a substitute that uses less water.
7. Install roadway lighting as required to provide adequate roadway illumination.

PARKS, OPEN SPACE, AND RECREATIONAL FACILITIES

There is a shortage of open space and recreational facilities in the Sustainability Plan Area. According to State standards, the residents of the Sustainability Plan Area are currently underserved by park land. There is currently no park land in the Sustainability Plan Area, although the Vincent Lugo Park just outside the Sustainability Plan Area is within walking distance of residents in the northwest quadrant of the Sustainability Plan Area and school yards are available to residents during non-school hours.

Because the area is built out, there is no opportunity to add a community or neighborhood park such as Vincent Lugo Park. Instead, creative approaches to providing usable open space and recreational facilities must be explored. When asked, residents often cite walking as their number-one form of recreation. Thus, by providing shade trees, sidewalk lighting, seating and other streetscape improvements described in this Plan, that recreational experience is enhanced. Small pocket parks and plazas (5,000 to 20,000 square feet) can be constructed on one or several lots. In addition, recreational amenities, such as play equipment, chess and other game boards, and par-course stations can be provided along streets and in pocket parks and plazas.

The Alhambra Wash presents a unique opportunity to provide a linear open space that can link Valley Boulevard to the surrounding neighborhoods. As a example, Northeast Trees and the Rivers and Mountains Conservancy have developed access parks along the Los Angeles River and have planted shade trees along the existing river path. Similarly, the Los Angeles Conservation Corps is working with the city of Compton to create both pedestrian and equestrian paths lined with shade trees and drought tolerant shrubs along the Compton Creek under conditions much like those along the Alhambra Wash.

1. Encourage developers to provide seating and other amenities in the front setback along Valley Boulevard.
2. Provide a sequence of small public open spaces along Valley Boulevard They may be on public or private property or a combination of both and should be integrated with adjacent commercial development.
3. Provide a central open space in the vicinity of Del Mar Avenue.
4. Incorporate community gardens and pocket parks, including improvements at street cul-de-sacs and dead-ends at the Interstate 10 Freeway.
5. Protect and restore the historic bridge over the Alhambra Wash along Valley Boulevard:
 - a. Do not permit any additional segments of the wash to be covered.
 - b. Extend the path from Vincent Lugo Park south to Valley Boulevard and south of Valley as feasible.



Pocket parks and plazas along Valley Boulevard can take a variety of forms as illustrated by these diverse examples: top - a single parcel with seating area - could be adjacent to restaurants where outdoor dining could spill out into the park; middle - a garden store with outdoor water features and sculptures provides a parklike setting; bottom - an "art park" at the corner of a strip mall in Paramount helped attract a Starbucks to the adjacent tenant space.

- c. Where the wash is covered, provide a path in the general location of the wash that connects to the adjacent uncovered segments.
- d. Install drought-tolerant native landscaping between the path and the wash.



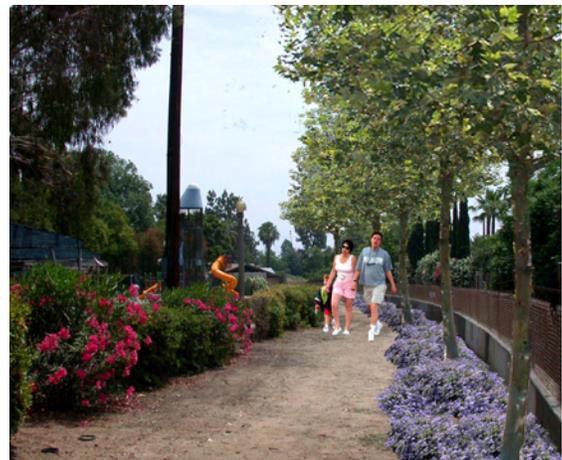
Pocket parks in residential neighborhoods can provide a variety of facilities: play equipment for children (top), shaded seating areas (middle), and multi-purpose lawns (bottom).



Existing historic bridge over the Alhambra Wash.



Existing path adjacent to Vincent Lugo Park.



Existing path with illustrative landscaping.



Existing path south of Vincent Lugo Park.



Existing path with illustrative landscaping.

Sustainable Streetscapes and Open Space Development Standards

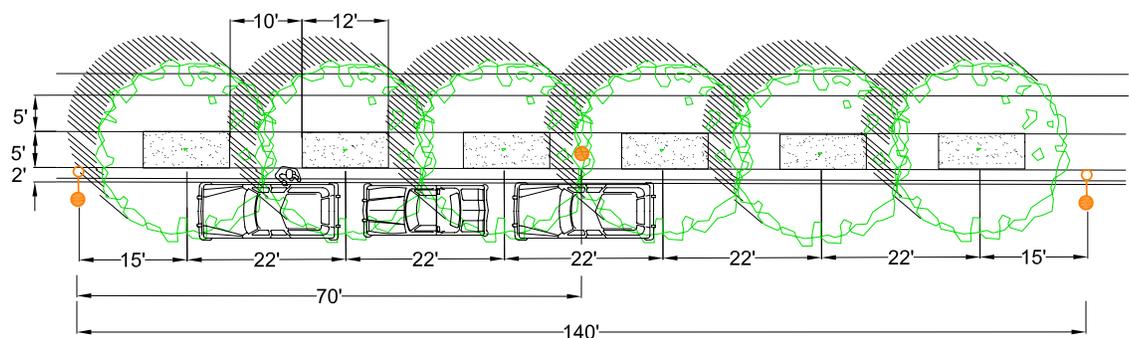
The standards in this section are mandatory regulations and are intended to support the implementation of the sustainable streetscapes and open space policy recommendations previously discussed in this chapter.

SIDEWALK WIDTHS AND USE

1. Organize activities on the sidewalk as follows:
 - a. The parkway zone—the first 6 feet from the back of curb—includes street trees, street lights, trash receptacles and benches. It is used for access to curbside parking, loading and seating and may be occupied by outdoor dining.
 - b. The walking zone, next to the parkway zone, provides a 4-foot-wide continuous path of travel through the remainder of the sidewalk.
 - c. The commercial zone—where the sidewalks are 15 feet wide, allow the remaining 5 feet of sidewalk width to be used for sidewalk dining or other commercial use. The commercial zone may be located adjacent to the parkway zone to maximize the width used for sidewalk dining or it may be located adjacent to the building façade.
 - d. Curb cuts and driveways providing access to development projects along Valley Boulevard should be located on side streets wherever possible. Where they are located on Valley Boulevard, the minimum number of curb cuts needed to serve the development should be provided and they should be no wider than necessary to accommodate anticipated traffic movements. The driveway slope must occur entirely with the parkway zone of the sidewalk, so that the walkway zone of the sidewalk is flat.
 - e. Continue to prohibit utility lines along Valley Boulevard. There are no above ground utility lines on Valley Boulevard, which gives the boulevard an aesthetic advantage over many other commercial corridors in Southern California, where power poles and lines both clutter the visual landscape and restrict street tree planting and other amenities along the sidewalks.

STREET TREES AND PARKWAYS

1. Select and plant a street tree species/cultivar appropriate to the Boulevard's identity, in particular, a tree that is identified with both Southern California and thriving shopping districts in Asia, that can be easily pruned up above business signs, and that can withstand harsh urban conditions.
2. *Platanus acerifolia* (Plane Tree), which is a relative of the native California Sycamore, is used in shopping districts throughout Asia, and grows well in Southern California, has been selected as the street tree for Valley Boulevard. Either 'Yarwood' or 'Columbia' cultivars, which are more vigorous and resistant to disease than the species or other cultivars, may be used. *Platanus mexicana* (Mexican Sycamore) may be substituted where a narrower canopy or shorter deciduous period is desirable, subject to city approval.
3. Per the Street Tree Master Plan Pink Trumpet Trees (*Tabebuia impetiginosa*) should be planted in the first few blocks of each city limit as a "portal" or gateway tree. Pink Trumpet Trees are also recommended as the residential gateway tree to be planted in curb extensions along Valley Boulevard (see Curb Extension section).
4. The Sycamores and Pink Trumpet Trees in the parkways will be complemented by alternating groupings of *Ginkgo biloba* (Ginkgo) and *Chorisia speciosa* (Floss Silk) trees in raised medians.
5. Adhere to the specifications in Table 5-1 when selecting individual street trees. These specifications shall be included in all construction documents:
 - a. Plant street trees so they will be healthy, long-lived and provide a continuous canopy that both shades the sidewalk and provides visual continuity. The specific requirements for Valley Boulevard are as follows and as illustrated in the adjacent typical plan diagram and in the planting and irrigation details that follow. These details can be obtained in AutoCAD or PDF format from the city for inclusion in construction documents.
 - b. Plant street trees in continuous parkways 5 feet wide or in tree wells 5 feet wide by 12 feet long, which are set back 18 inches from the back of the curb to provide a "landing zone" for motorists exiting their cars. Parkway should be used adjacent to all no-parking zones, except bus stops.
 - c. Plant street trees an average of and as close to 22 feet on center as possible to provide a continuous canopy. In specific locations where driveways and other obstructions interfere with consistent spacing, the trees may be planted as close as 16 feet on center and should not be planted more than 30 feet on center.



Typical layout of street trees and street lights.

- d. Plant street trees 15 feet from cobra lights to avoid interference with illumination of the roadway. Pedestrian-scale lights are ornamental and do not contribute to roadway illumination. Thus, they can be located in the space between street trees.
- e. Do not install root barriers, except linear root barriers along the back of the curb. Root barriers often produce root-bound trees that are unstable and unhealthy.
- f. Street trees may be planted from 24-inch or 36-inch boxes per the detail in Figure 5-4.

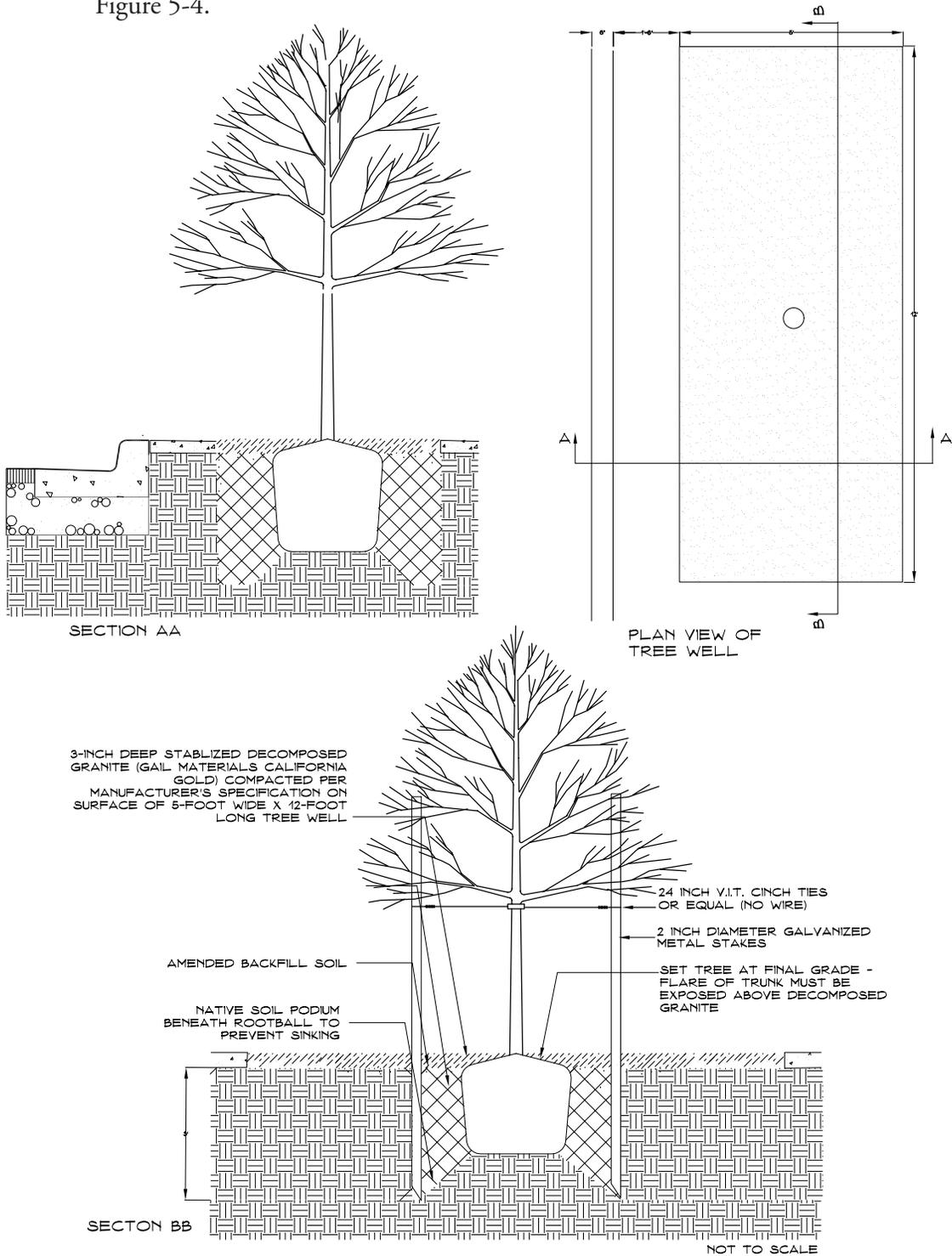


Figure 5-4 Street Tree Planting Detail

- g. Irrigate street trees—In the case of new development, provide in-ground irrigation in accordance with the city’s Street Tree Master Plan, which provides bubblers in perforated pipe. In the case of tree planting by the city, install an in-ground bubblers irrigation system with a controller or, until such irrigation system can be installed, water the trees by hand or using a watering truck once a week with a minimum of 20 gallons of water.
- h. Install groundcover, stabilized decomposed granite or shredded bark mulch in the tree wells or parkways. Where in-ground irrigation is installed, groundcover or stabilized decomposed granite may be installed, using a consistent medium texture decomposed granite premixed with Stabilizer Solutions stabilizer (Gail Materials California Gold) according to manufacturer’s specifications.
- i. Where street trees will be hand-watered or truck-watered, the tree well surface should be mulched so that water can penetrate into the tree well.
- j. Where possible, parkways adjacent to no-parking zones should be planted with groundcover or perennials that achieve a mature height of less than 30 inches. The landscaping provides a buffer between pedestrians and vehicles, as well as an attractive edge condition.
- k. Use plant materials that are drought-tolerant and require low maintenance.
- l. Require the use of other complementary tree species/cultivars, for example, palm trees, on development project sites to accentuate entries and other project elements.





Existing conditions along Valley Boulevard (upper); with street trees in large tree wells (middle); and with landscaping added to the tree wells (lower). Building signage will need to be coordinated to avoid conflicts with street trees.

Table 5-1 Street Tree Selection Specifications

TREE SELECTION SPECIFICATIONS

All trees shall have the following characteristics when obtained from the grower:

1. Standard form.
2. A single unbroken central leader (a dominant leader) more-or-less straight to the top of the tree with the largest branches spaced at least 6" apart.
3. Root flare and topmost root visible above soil line.
4. Roots that are not girdled: there shall be no roots greater than 1/10 diameter of the trunk circling more than one-third of the way around in the top half of the root ball. To test for girdled roots in all containers, insert a claw in soil a few inches from the root flare and pull away from tree toward edge of container; if the roots are not girdled, the claw should move freely through the soil. In addition, contractor shall purchase from each grower one extra tree of each species/cultivar specified and, if more than 20 trees of a species/cultivar are specified and purchased from a single grower, one additional extra tree for each 20 trees over the first 20. To test for girdled roots in the extra trees, open the containers, expose the roots and assess the condition of the roots.
5. A canopy that is symmetrical, free of large voids and typical of the species or cultivar.
6. Main branches (top half of the tree) with a diameter less than 2/3 the trunk diameter, no bark inclusions and be more-or-less radially distributed around the trunk.
7. Smaller, shorter temporary branches below the lowest main branch (bottom half of the tree)
8. Trees with a trunk diameter greater than 1.5" at 6" above the topmost root must be able to stand erect without a supporting stake.
9. No wounds in the trunk (except for properly-made pruning wounds), damaged areas, conks, bleeding, or signs of insect or disease.
10. Trunk diameter at 6" above the topmost root in the following ranges:

15 gallon container	0.75" to 1.5"
24" box	1.5" to 2.5"
36" box	2.5" to 3.5"

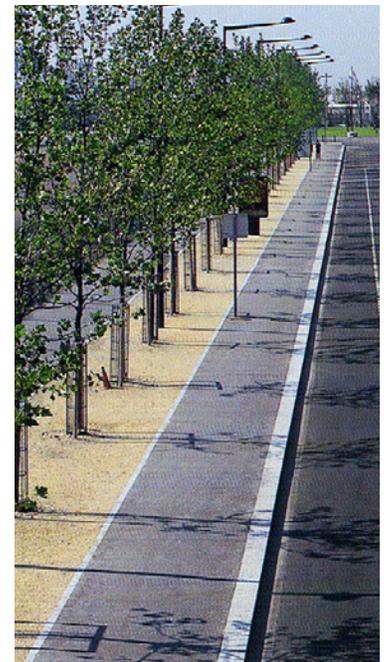
Any tree that does not meet the above specification shall be rejected.

STREET LIGHTS

In addition to illuminating the roadway and sidewalks, street lights can contribute to the identity of the community. For pedestrian-oriented streets, a light source with a warm (yellow) tone is preferable to a cold (blue) tone. A temperature near 3,000 Kelvin (KV) provides a warm tone, while 4,000 KV provides a cold tone. On streets where a particular street light was used historically, it may be desirable to replicate that light. On streets where there were no pedestrian lights in the past and new development is designed in a contemporary style, it is more appropriate to use contemporary street lights.

1. Install cobra lights at a consistent spacing of 140 feet with wattage as required to provide adequate roadway illumination. The light source may be metal halide (MH) high pressure sodium (HPS) or other type that is at or near 3,000 kV.
2. Install distinctive pedestrian street lights that reinforce the identity of Valley Boulevard in San Gabriel. A contemporary style is recommended.
3. The pedestrian lights should be centered between the cobra lights.
4. The pedestrian lights should have a relatively low wattage light source (e.g., 70 W MH).
5. All luminaires should be cut-off type to minimize spill-over light and glare.

(Top to bottom)
Lumec Octagon
Lumec L80 Globe



Examples of street lights in other communities (clockwise from top): historic replica pedestrian lights to match those that were installed in the 1930s; contemporary pedestrian lights designed with input from an artist; contemporary roadway/pedestrian lights designed with input from an artist; contemporary roadway lights.



Existing roadway lights along Valley Boulevard (upper); with pedestrian-scale lights and street trees added (lower).

CURB EXTENSIONS AT CROSSWALKS

Curb extensions at crosswalks make it easier for pedestrians to cross the street by reducing the roadway width at the crosswalk. They can also make pedestrians more visible to motorists and signal to motorists that they are in a pedestrian-oriented district. On side streets or at midblock locations where visibility is not as critical as at the corner, the curb extension may be extended beyond the crosswalk and landscaping can be added, provided no on-street parking spaces are lost. These landscaped curb extensions serve as “gateways” to the adjacent neighborhoods, alerting motorists that they are entering a residential area.



Sidewalk extensions at crosswalks make it easier for pedestrians to cross the street.



Landscaping at a midblock curb extension.

1. Install corner curb extensions at crosswalks on both Valley Boulevard and cross streets except at major cross streets (New Avenue, Del Mar Avenue, and San Gabriel Boulevard) where high traffic volumes necessitate right-turn lanes. Preliminary locations are shown in Figure 5-2.
2. Install separate access ramps in each direction that are aligned with the sidewalk.
3. Plant medium-sized flowering trees with irrigation in curb extensions as illustrated in Figure 5-5. The Pink Trumpet Tree (*Tabebuia impetiginosa*) is recommended.
4. In conjunction with the establishment of a Business Improvement District to maintain it, install groundcover in the curb extensions as illustrated in Figure 5-5.



Landscaping in a side street curb extension creates a gateway to the residential neighborhood.



Landscaping on a side street curb extension.

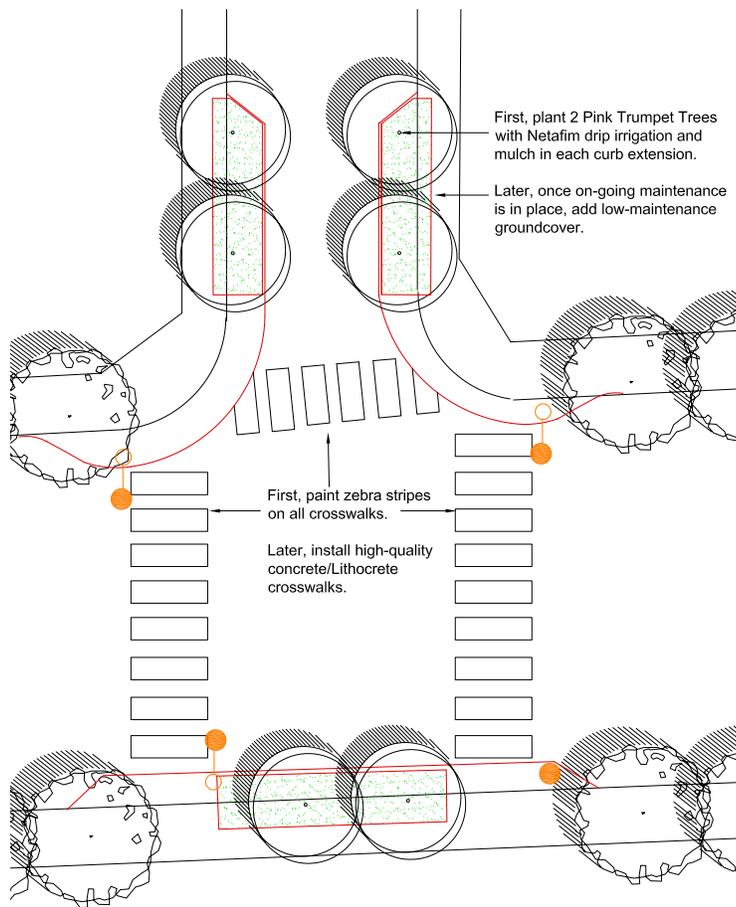


Figure 5-5 Typical Valley Boulevard Curb Extension/Crosswalk Plan

ENHANCED CROSSWALK PAVING

Like curb extensions, enhanced crosswalk paving can make motorists more aware of pedestrian activity.

1. Install enhanced paving at crosswalks to make them more visible to motorists and to indicate that the street has a pedestrian orientation.
2. Initially, paint zebra stripes on all crosswalks.
3. In the future, install high-quality concrete crosswalks with a Lithocrete finish or other attractive material or finish that will withstand high traffic volumes.



Zebra or ladder stripes are the least costly means of making a crosswalk more visible.



Concrete with a Lithocrete finish can make crosswalks more attractive, as well as more visible.



Duratherm is a new embedded finish that may withstand heavy traffic.

STREET FURNITURE

Street furniture includes the following items:

- a. Bus stop seating and shelter
- b. Other seating
- c. Trash receptacles
- d. Bicycle racks

■ Distinctive furnishings can provide yet another unifying element along Valley Boulevard, as well as meet the needs of pedestrians.



Seating can be placed directly on the sidewalk ...



... or set back in the adjacent landscaped area.

1. The bus shelter selected for use in the City is the Landscape Forms Kaleidoscope shelter, together with Presidio seats with backs and arms, and Presidio trash receptacles, all in the same color as the pedestrian street lights.
2. The Kaleidoscope shelter can be configured in a variety of ways using straight and curving canopies. Seating must be installed to accommodate wheelchair access. For example, under a single canopy, two seating spaces would be provided with an adjacent space for a wheelchair.
3. In conjunction with new development, property owners shall seek ways to integrate the bus stop seating areas into the project and to vary the configuration of the Kaleidoscope shelter.
4. Bus shelters are to be installed and maintained by property owners, either individual, as a requirement for development or through a business improvement district.
5. Additional Presidio seating and trash receptacles are to be required as a condition of development for projects that are not located adjacent to bus stops or may be provided by a business improvement district. An average spacing of 2 benches and 1 trash receptacle per 300 linear feet is recommended.
6. Ribbon Rack A A A (Ribbon Rack Co., Inc. Division of Brandir International, Inc.) bicycle racks are to be installed at an average spacing of 1 per 300 linear feet.



Ribbon Rack bicycle rack.

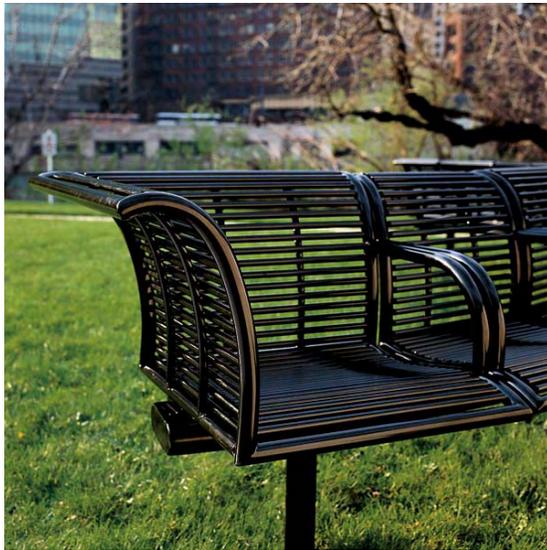
1. Subject to city approval, a property owner may have a custom bus shelter, seating and bicycle racks designed by a professional designer and constructed by an experienced fabricator. The involvement of an artist in the design of the shelter is encouraged.



Typical existing bus stop along Valley Boulevard.



Landscape Forms Kaleidoscope bus shelter.



Close up of Presidio bench with back and arms.



Close up of Presidio trash receptacle.



Use of curving canopy, shade trees and landscaping at a bus stop.

2. The location of all street furniture must be approved by the city. A continuous clear path of travel 4 feet wide must be provided on the sidewalk.

STREETSCAPE IMPROVEMENTS ON OTHER COMMERCIAL CORRIDORS

1. Install freeway gateway medians as shown in the Gateway section of this plan.
2. Plant street trees as specified in the Street Tree Master Plan (adopted January 2004).
3. Install curb extensions at intersections with residential cross streets. Plant Tabebuia Trees in the side street curb extension as the gateway tree into residential neighborhoods.
4. Extend landscaped parkways and street trees on residential cross streets all the way to Valley Boulevard to provide a visual connection and to provide shade for pedestrians.

SITE LANDSCAPE DESIGN

Landscaping can enhance development projects in a variety of ways. It can provide screening and shading of parking lots and structures, complement a building, and unify the street. It can make the shopping experience more pleasant and open space more usable by providing shade and attractive visual elements.



Examples of successful parking lot landscaping.

These standards address site landscaping requirements in relation to street landscaping. In addition, they address sustainable practices to encourage plant health and longevity. Often the soil in planting areas along commercial corridors is not topsoil or contains chemicals or other substances that inhibit plant growth, particularly tree growth. In such cases, the soil must be treated or replaced in order for plants to grow and provide their intended benefits.

The following site landscape requirements supplement the open space landscape standards in Section E, Chapter 4. They may not be less restrictive than the existing zoning regulations, but they may require more specific design responses within the parameters of the zoning regulations.

PROVIDING THE RIGHT CONDITIONS FOR PLANT GROWTH

1. In order for trees to grow large enough to shade the parking stalls, trees must be in continuous planting areas that are a minimum of 5 feet wide, rather than in individual tree wells, and must be irrigated.

STREETSCAPE IMPROVEMENTS

2. If the streetscape improvements described in the prior section are not in place, it is the responsibility of the property owner to install them as a condition of permit approval for a development project.

LANDSCAPING OF REQUIRED SETBACKS

3. All required setback areas, except those abutting alleys or used for outdoor dining, should be landscaped with trees, shrubs and/or groundcover. The required setback from an abutting alley should also be landscaped unless used for a driving aisle. Decorative features, such as paving, rock work, fountains and ponds, may be used if consistent with site design and architectural style.

STORMWATER RUNOFF REDUCTION

4. Use permeable pavement in public parking lots and encourage its use in private development
5. Landscape parking lots to capture runoff and to shade parked cars.

PARKING LOT PERIMETER SCREENING

6. Required walls must be either concrete block finished in smooth stucco to match the building or poured-in-place concrete and, must be planted with vines to cover the walls on the parking lot side. Wood and chain link fences are not acceptable.
7. Adjacent to residential district. A 6-foot masonry wall should be provided where a commercial parking lot abuts the rear or side yard of a residential lot. The wall should be 3 feet where it abuts the front yard of a residential lot.

8. Adjacent to residential district across an alley. One of the following should be provided adjacent to an alley with residential zoned or developed lots located across the alley: a 6-foot masonry wall; or a hedge of broad-leaf evergreen shrubs, such as Boxwood from 15-gallon containers planted 5 feet on center, or 6- to 10-foot-tall clumping (not running) bamboo to provide a continuous green hedge at least 6 feet tall; or a combination of a solid wall and a hedge or row of trees.
9. Adjoining public street—A dense, compact hedge of shrubs, such as Boxwood, that are 2 feet tall when planted, spaced not more than 2 feet on center and maintained at a height of 3 feet should be provided in lieu of a masonry wall. Masonry walls are not recommended because the walls' footings will reduce root volume in soil for required perimeter trees.

PARKING LOT SHADING

10. Parking Lot Perimeter—A continuous row of canopy trees of a species that will have a minimum 30-foot diameter canopy within 10 years of planting should be planted 18 to 30 feet on center (one tree per 2 or 3 spaces) depending on canopy spread in the required landscaped setback area to shade both the perimeter parking spaces and the adjacent sidewalk. Small “understory” trees may be planted between the canopy trees to achieve the spacing required by Zoning.
11. Parking Lot Interior—One tree per 4 parking spaces (excluding spaces shaded by perimeter trees) should be planted throughout the parking lot to provide shading of 50 percent of the parking within 10 years of planting. To achieve this goal, trees should be standard in form (single trunk), have spreading canopies that will reach a diameter of 30 feet within 10 years, and should be planted in a minimum planting area of 60 square feet/tree without root barriers. Where aisle widths permit, a continuous planting area 5 feet wide, excluding curbs, should be provided between parking aisles. Cars may overhang the curb (6 inches) and 18 inches of the planting area. Trees should be planted in line with parking space striping where possible to minimize bumper contact in the event that cars back in to spaces.
12. Numerous species of trees, both evergreen and deciduous, are appropriate for parking lot planting. A list of commonly used street and parking lot trees can be found in “Street Trees Recommended for Southern California” (2nd Edition), published by Street Tree Seminar, Inc. (714.991.1900). Landscape Architects can provide a more extensive range of choices.

LANDSCAPE AROUND PARKING STRUCTURES

13. Particular attention should be paid to landscaping around parking structures. A 6-foot-wide landscaped strip should be provided on all sides with one tree that will obtain a mature height not less than the height of the structure per 20 linear feet of structure perimeter. Appropriate tree species for this condition are tall narrow trees, such as *Hymenosporum flavum* (Sweetshade). In addition, all sides of the structure must be screened with vines or other approved screening (See Figure 5-6).

LANDSCAPING OF ALLEYS

14. Landscaping should be incorporated into alleys as feasible.

LANDSCAPING OVER PARKING GARAGES

15. Landscaped areas on the top of parking garages should contain sufficient soil to allow healthy growth of all plant materials to be planted.

PAVING

16. Paving should be kept to a minimum in required setback areas.

SHADING OF BUILDINGS

17. The east and west walls of buildings should be shaded with evergreen trees to reduce summer heat gain. South walls should be shaded with deciduous trees.

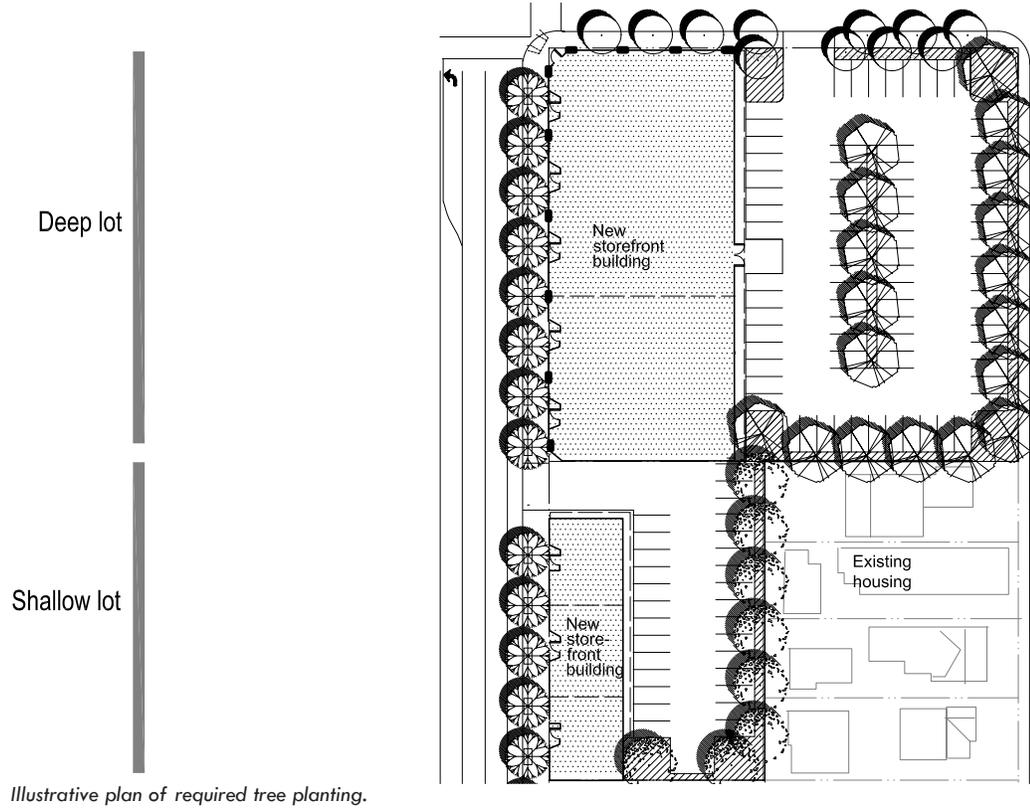
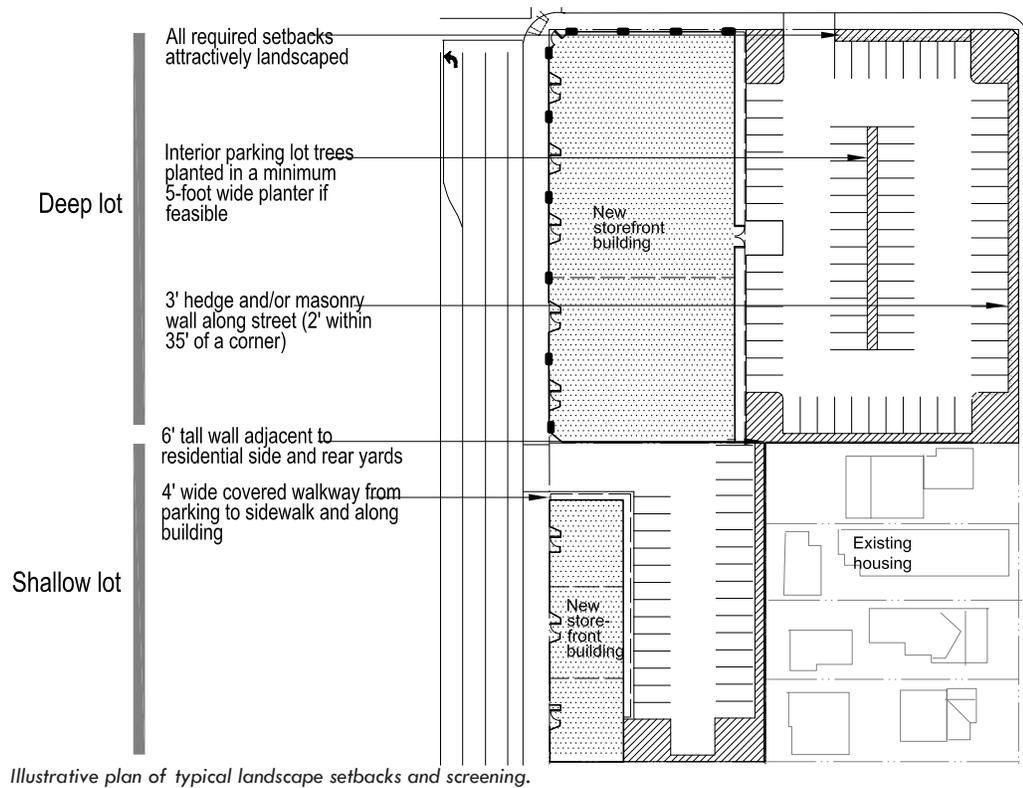


Figure 5-6 Illustrative Plan Of Required Tree Planting around Parking Lots



chapter

6

chapter **six**

TRANSPORTATION

Being More Mobile

Objectives for More Sustainable Transportation

The transportation objectives presented here are designed to enhance the multi-modal character of Valley Boulevard and the surrounding neighborhoods in order to encourage walkability and transit use, while maintaining the regional mobility role of Valley Boulevard. The key sustainable components for transportation and mobility are the following:



& CIRCULATION

Walkability. Pedestrian mobility is the foundation for a multi-modal transportation system. Improving the walkability of the planning area is achieved by enhancing the pedestrian realm on mixed-use and commercial corridors and by increasing connectivity to these corridors from within the planning area. Strategies for walkability include streetscape improvements to enhance the quality of the pedestrian experience, greenway/trail connections, and sidewalk widening.

Transit. The ability to move within the planning area on transit is a key aspect of sustainability. In addition to existing transit service on major corridors, the strategies for transit include enhancements for transit stops, information systems, incentives, and new service types—community shuttles and commercial area circulators that use innovative vehicles.

Bicycle Connectivity. Bicycle use within the planning area is enhanced through improved connectivity and continuity of routes between the residential, mixed-use and commercial districts. Strategies for supporting bicycle use include expanded amenities for riders, concepts for parking and storage, and improved operation at intersections.

Auto Mobility. Auto use will continue to be a significant part of the movement of people and goods in and through the planning area. The specialized commercial uses in the planning area draw travelers from outside San Gabriel, particularly on weekends. Sustainability for the transportation system requires accommodating these regional auto needs, but not at the expense of the walkable character of the planning area. Strategies include operations enhancements to provide for a more uniform movement of traffic on major corridors, access management to provide for driveway consolidation, protection of neighborhood areas from through traffic and integration with strategies for parking management to capture auto trips in commercial areas.

How We Achieve Our Objectives

The ability of Valley Boulevard to support the mixed-use, transit-oriented character of this Plan is dependent upon retaining and enhancing the Avenue character of the street, which may be described by the following:

Avenues generally serve active mixed-use nodes and provide for traffic between such nodes or more distant travel. Avenues include transit service, with space for shelters for bus stops. Avenues may include transit priority lanes. Avenues have sidewalks to enable pedestrians to comfortably reach bus stops or to cross the Avenue into the adjoining Neighborhood. Avenues generally have no curb cuts to access adjoining land uses, unless the curb cuts are spaced similar to block spacing. Curb parking is usually provided. Avenues are four-lanes and may be divided by a median that may accommodate left turn lanes. Speeds are in the 30 to 35 mph range.

The existing cross section of Valley Boulevard is generally consistent with an Avenue as it is nominally five lanes (two lanes each way with a center turn lane) with curb parking and sidewalks on both sides. The curb parking is converted to travel lanes at intersections where additional capacity is needed. This practice will be necessary at additional locations to accommodate future demand, but needs to be moderated through the use of peak-period, peak-direction management of the curb lanes. The prevailing directional bias of traffic (westbound in the morning, eastbound in the evening) supports this management strategy. The General Plan classifies Valley Boulevard as a six-lane major arterial without parking.

Sustainable Transportation Policies

The policies in this section provide recommendations for the development of sustainable transportation. These recommendations are followed by sustainable transportation standards which provide mandated regulations.

The city will use the policies in this section, in conjunction with the transportation standards that follow, to develop a sustainable transportation system that facilitates mobility for residents, visitors, shoppers, and workers in the Valley Boulevard Neighborhoods. The transportation system is a major component of the public realm and, as such, is governed primarily by the city and other public agencies. Therefore, these sustainable policies and development standards

will primarily be implemented by the city in cooperation with public transportation agencies that fund transportation services and improvements in the region.



1. Traffic Control and Synchronization

Providing mobility along Valley Boulevard is a function of improving the strategies used to control traffic and of redefining how traffic movement is measured. The use of intersection delay and Level of Service overemphasizes the individual delay aspects of traffic operations while neglecting the relative effect of intersections to overall trip time. Reevaluating traffic operations in the context of overall travel time along Valley Boulevard provides the opportunity to balance intersection delay with uniformity of movement and overall travel speed.

- Establish travel time goals for movement on Valley Boulevard that incorporate speeds at or below 35 mph
- Provide video detection at all signalized intersections to improve coordination capabilities
- Coordinate (synchronize) traffic signal operation through LA County to support the travel time goals for Valley Boulevard
- Incorporate signal priority operation for transit

2. Driveway Consolidation

Access management strategies that reduce the number of driveways on major streets have been shown to both reduce crashes and to improve the uniformity of traffic flow. Additionally, reducing the number of driveways enhances the pedestrian realm by providing for longer stretches of uninterrupted walkway that support more consistent plantings and streetscaping. Tradeoffs are necessary to achieve a reduction in the number of driveways and involve coordination with parking strategies that address sharing spaces.

- In conjunction with the Land Use Strategies, an access management policy will be developed to encourage driveway consolidation along major streets in the planning area.
- Rear and side access is preferred over direct access to major streets, particularly in areas designated for Transit-Oriented and Mixed-Use where street fronting buildings are important elements of walkability
- Shared access easements between surface parking areas and rear service lanes will be incorporated into the Mixed-Use Corridor areas adjacent to Valley Boulevard wherever feasible.
- Areas designated as Major Commercial Centers will minimize the number of driveways on Valley Boulevard and provide for internal circulation among parking areas. Driveways on Valley Boulevard should coincide with nominal block spacing in Major Commercial Centers

3. Transit Improvements

The Metro and Montebello Municipal Bus Lines operate regularly scheduled bus service in the planning area that provides the framework for transit. Strategies for transit improvement focus on increasing amenities for riders, encouraging enhanced transit operations and influencing people's choices to ride transit.



- Consistent with the classification and design of Valley Boulevard, transit will stop in the curb lane rather than in pull outs. Stop placement will be reviewed with regard to minimizing effects on traffic movement (near side vs. far side vs. mid-block placement) and maximizing waiting space for patrons
- The space available for transit stops and shelters will be expanded consistent with the classification and design through conversion of curb parking to sidewalk.
- Through redevelopment, transit stop areas will be integrated with adjoining development to expand the space available for waiting patrons
- Continue to use Prop A and Prop C funds, as available to upgrade transit stops along Valley Boulevard and on adjacent cross streets.
- A public transit information system will be deployed to bring consolidated schedule and availability data to kiosks at stops, to the public access cable channel and to the City web site
- The City will work with Metro and Montebello Bus to increase regularly scheduled service on major streets.
- A community shuttle that connects residential neighborhoods with commercial uses, community services, parks, schools and other neighborhoods will be developed. Expansion of Dial-a-Ride service may address this service need. Additional funding will be necessary to operate a shuttle.
- Commercial circulator service that uses innovative vehicles (bicycle rickshaws or other appropriately sized vehicles) will be considered for implementation between commercial and mixed-use areas of the planning area to address peak weekend demands. This service may be addressed through a business improvement district or linked to a parking district. The intent is to support a *park-once-and-walk* strategy for businesses along Valley Boulevard. The circulator may be routed through parking areas and adjacent lower volume side streets to avoid higher-volume Valley Boulevard.
- Incentives for public transit use will be developed on the basis of current programs in use by the SCAQMD that provide for reduced cost transit passes and employee commute subsidies. Reduced cost/free shuttle/circulator service for residents will be considered as part of parking and special service districts for Valley Boulevard.

4. Alternative Fuel Vehicles

In conjunction with the transit strategies, new transit service will use alternative fueled vehicles to reduce emissions.

- Coordinate acquisition of alternative fuel vehicles for the community shuttle fleet with the SCAQMD and the Metro to take advantage of regional purchasing and incentives for vehicle funding
- Use the commercial circulator program to introduce smaller alternative fuel vehicles into the transportation system in the planning area.

5. Bicycle Improvements

Improvements to existing bikeways and creation of new bike lanes and connections allows for an additional alternative mode of transportation within the Valley Boulevard neighborhoods, thereby reducing automobile trips and the resultant traffic and emissions. Recommended improvements are:

- Greenway/trail along Alhambra Wash to interconnect neighborhoods
- Marked bicycle routes in residential areas that connect to commercial and community areas. Develop enhanced bicycle-oriented signage

6. Parking



- Shared use parking facilities should be encouraged to foster a park once philosophy along Valley Boulevard.
- Driveway access points should be minimized and encouraged on side streets.
- Parking in mixed-use developments should be shared amongst uses to take advantage of the different time periods of peak demand by different land uses and to maximize the efficiency of the parking supply.
- The City of San Gabriel should work with property owners to explore the feasibility of creation of a parking district to fund consolidated parking facilities and provide for in lieu parking credits so that redevelopment of parcels without room for on-site parking is facilitated.

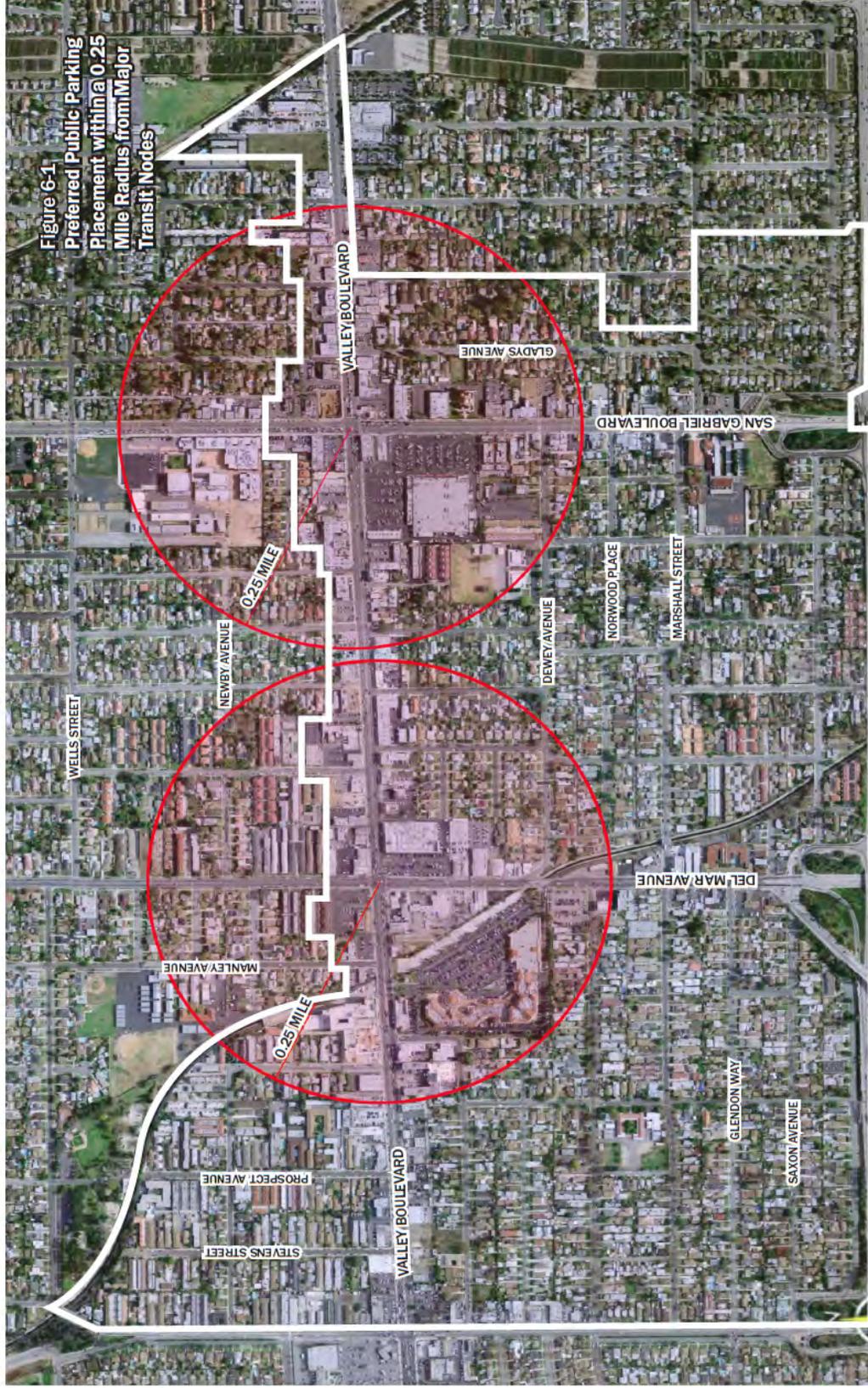
- Consider implementation of real-time parking information systems which would direct visitors to available parking to reduce searching for parking, which is convenient and identify employee parking areas at remote areas.
- Include information on parking locations along Valley Boulevard on the City's website and include wayfinding and transit information within the parking facilities to encourage the park once philosophy amongst visitors to Valley Boulevard (*See figure 6-1 for preferred placement of public parking facilities*).

Sustainable Transportation Standards

The standards in this section are mandatory regulations and are intended to support the implementation of the sustainable transportation policy recommendations previously discussed in this chapter.

Roadway, On-Street Parking, and Sidewalk Improvements

1. **Cross Section.** Valley Boulevard will be a five-lane street with curb parking and sidewalks.
2. **Median/Turn Lane.** The center turn lane will be retained, particularly at major intersections and along segments where driveways are present. In conjunction with the driveway consolidation aspects of this Plan, as segments of the roadway are developed that do not have driveways, the center turn lane will be converted to landscaped pocket medians.
3. **Parking.** Parallel parking will be provided in the curb lane as it is a necessary buffer between the traffic volumes on the street and the pedestrian realm. At intersections where additional through or turn lanes are necessary, particularly on a peak-period basis, the parking lane will be converted to a travel or turn lane for an appropriate length, but will be managed for peak-period, peak-direction use. In areas where additional width is needed for sidewalk amenities, the parking lane may be converted to sidewalk (creating parking bays). This conversion of parking to sidewalk will occur in mid-block locations and at lower volume intersections where additional travel lanes will not be needed.
4. **Sidewalks.** Sidewalk width will be maintained and expanded where possible, through conversion of the parking lane (as above), by narrowing the travel way where feasible through the use of narrower travel and parking lanes (11 feet and 7 feet, respectively), or during redevelopment of the abutting land use.
5. **Improvements.** Valley Boulevard mobility improvements shall be in the form of efficient traffic signal timing and coordination and enhanced bicycle and pedestrian facilities rather than emphasizing widening Valley Boulevard (except for dedications or corner cut-offs necessary to construct turn lanes).



DRIVEWAY CONSOLIDATION

6. General Commercial areas will be accessed from the cross streets rather than from driveways on Valley Boulevard.

TRANSIT IMPROVEMENTS

7. New style shelters and trash receptacles will be incorporated into expanded stop areas
8. Pedestrian level lighting will be installed along major streets

BICYCLE IMPROVEMENTS

9. Incorporate bicycle amenities in public spaces and redevelopment projects to provide for bicycle parking (racks, storage, corrals at transit stops and park and rides), signal activation along bicycle routes

PARKING

10. New surface parking facilities shall be designed to be located behind buildings fronting on Valley Boulevard and to accommodate access to/from adjacent properties wherever feasible to allow them to become joint use facilities even if initially serving only one development.
11. Where structure parking is provided, it shall be in below grade garages or in structures with ground-floor commercial uses to support the walkability goals of the corridor.



chapter

7

IMPLEMENTATION

Achieving Our Goals

How We Implement Sustainable Community Strategies

This chapter discusses a range of programs and actions that are recommended for the successful implementation of the *Valley Boulevard Neighborhoods Sustainability Plan*. Strategy components, public and private responsibilities and actions, and funding options of projects/programs are discussed.

The *Valley Boulevard Neighborhood Sustainability Plan* is to be implemented through existing and new funding and financing mechanisms, and existing and new regulatory measures. Most importantly, it is to be implemented through active and ongoing cooperation among property owners, business owners, citizens and the City of San Gabriel.

A sustainability plan is adopted by ordinance, and may be amended as often as deemed necessary by the City Council. No local public works project may be approved; no tentative map, final map, or parcel map may be approved; and no zoning ordinance may be adopted or amended within an area covered by a sustainability plan unless they are consistent with the adopted sustainability plan.

Financing

Several financing mechanisms are available to California municipalities for public improvements. These include but are not limited to the following:

General Obligation Bonds

In 1986, California voters approved Proposition 46, restoring the ability of local governments and school districts to issue general obligation (G.O.) bonds. General obligation bonds require approval by 2/3 of the jurisdiction's voters and are used to finance the acquisition and construction of public capital facilities and real estate (see §29900 *et seq.*, 43600 *et seq.*, and Education Code §15100 *et seq.*). G.O. bonds are repaid through an increase in the ad valorem property tax being levied by the issuing jurisdiction.

General Obligation bonds may be used to fund such things as schools, libraries, jails, fire protection, and capital improvements. According to the California Debt and Investment Advisory Commission, twenty-seven G.O. bond measures were placed on local ballots in the November 1996 election. Fourteen passed, thirteen failed, and nine received more than 60 percent approval. Some of these bonds included K–12 school facilities and seismic-safety retrofitting of public buildings.

Public Enterprise Revenue Bonds

Local governments have the ability to issue bonds to finance facilities for revenue producing public enterprises. The enterprises developed under these funds are financed by user charges that, in turn, are applied to bond debt service payments. Revenue bonds do not require approval by two-thirds vote, as they are neither payable from taxes nor from the general fund.

The *Revenue Bond Act of 1941* (§54300 *et seq.*) is the most commonly used bond act. Under this act, bonds may be issued for revenue producing facilities such as airports, harbors, hospitals, parking, and garbage collection. Bonds under this act are adopted by ordinance of the legislative body and subject to approval by a simple majority of the voters voting on the bond measure. One example of a public enterprise revenue bond is the Cambria Community Services District's 1989 bond financing of a wastewater treatment plant.

Business Improvement Districts (BIDs)

There are 2 types of BIDs in California. One is a business owner-based district, referred to as "BID", and the other is a property owner-based district, referred to as "PBID". A "BID" in California is defined as a type of assessment district where business owners, including landlords in many cases, can assess themselves a mandatory fee to fund predetermined business related activities and improvements which will benefit the assessed business. They are formed by active participation and cooperation from the business owners. Local government also participates in this process, and can play an active role in the district's formation.

BIDs are funded by on an annually renewable “pay as you go” basis without incurring long term debt. Related to a BID is a “PBID” or a Property and Business Improvement District. Contrary to a BID where business owners assess themselves for business improvements, a PBID is an assessment district where property owners assess themselves fees to fund predetermined business related activities and improvements which will benefit the assessed properties. The primary difference between a BID and a PBID is that PBIDs assess property owners only, not business owners, and may be established in increments up to five years initially and a maximum of 10 years for future renewals.

Impact Fees and Exactions

Dedications of land and impact fees are exactions which lessen the impacts of new development resulting from increased population or demand on services. Local governments derive their authority to impose exactions from the “police power” granted to them by the California Constitution and/or specific state-enabling statutes such as the *Subdivision Map Act*.

A legally defensible exaction must (a) “advance a legitimate state interest” (such as protection of the public health, safety, and welfare) and (b) mitigate the adverse impacts to that interest that would otherwise result from the project (as held in *Nollan v. California Coastal Commission* (1987) 107 S.Ct.3141). Additionally, in *Dolan v. City of Tigard* (1994) 114S.Ct.2309, the U.S. Supreme Court held that, in addition to the standard for essential nexus established under *Nollan*, there must be a “rough proportionality” between the proposed exactions and the impacts that the project are intended to allay. The California Supreme Court further defined the principals of legal exactions under *Ehrlich v. City of Culver City* (1996)12 Cal. App.4th 854. The Legislature has since amended the Mitigation Fee Act (§66000, *et seq.*) to require the local agency imposing the fee to identify the purpose of the fee and the use to which it will be put. The local agency must also specify the nexus between the development project and the improvement being financed (§66001). It must further establish that the amount of funds being collected will not exceed that needed to pay for the improvement (§66005).

Table 8-1 lists impact fees that will be implemented within the Sustainability Plan area. To fund the improvements identified within the Sustainability Plan, the City will need to determine an estimate of the total cost for all improvements within the Plan area. Applicable fees can then be modified and proportionately assessed to all new development within the Sustainability Plan area.

Table 8-1 Impact Fees: Funding Sources	
Impact Source	Funding Sources
Fire Facility	Residential (per unit)
	Nonresidential (per sf)
Police Facility	Residential (per unit)
	Nonresidential (per sf)
Public Open Space (Parks, plazas, etc.)	Residential (per unit)
	Nonresidential (per sf)
Sewer Impact (Institute a sewer impact/connection fee)	Residential (per unit)
	2nd Unit (per unit based on R-2)
	Senior Unit (per unit based on R-3)
	Room Addition > 800 sf (per unit)
	Commercial (per sf)
	Industrial (per sf)
Street Improvements (Proposed Fee) (Landscape; street furniture; sidewalk improvements; paved crosswalks, bump-outs, etc.; public art, monuments)	Residential (per unit)
	Non-residential (per sf)
Traffic Impact (Design and adjust signal timing; reduce signal speeds; design drop off zones, etc.)	Residential (per trip)
	2nd Unit (per trip)
	Senior (per trip)
	Commercial (per trip)
Note: Development projects shall also be subject to school fees, NPDES, and street name sign fees.	

Special Assessment Districts

Special assessment districts are defined geographical areas in which local governments levy assessments to pay for public projects such as streets, sewers, storm drains, landscaping, and street lighting. Special assessments pay for projects that are of specific and direct benefit to particular properties. For example, in order to finance the construction of street facilities that provide sole access to an industrial park, a local government may create an assessment district to cover the cost as it relates to the amount of benefit received by each property being assessed. Proposition 218 established common procedures for forming special assessment districts under Section 4, Article XIII D of the California Constitution. Most assessment districts may use their proceeds to secure bonds.

The following are some of the many special assessment and related acts:

- *Improvement Act of 1911* (Streets and Highways Code §5000 *et seq.*)
- *Municipal Improvement Act of 1913* (Streets and Highways Code §10000 *et seq.*)
- *Improvement Bond Act of 1915* (Streets and Highways Code §8500 *et seq.*)
- *Park and Playground Act of 1909* (Government Code §38000 *et seq.*)
- *Tree Planting Act of 1931* (Streets and Highways code §22000 *et seq.*)
- *Landscaping and Lighting Act of 1972* (Streets and Highways Code §22500 *et seq.*)

- *Benefit Assessment Act of 1982* (Government Code §54703 *et seq.*)
- *Integrated Financing District Act* (Government Code §53175 *et seq.*)
- *Street Lighting Act of 1919* (Streets and Highways Code §18000 *et seq.*)
- *Municipal Lighting Maintenance District Act of 1927* (Street and Highways Code §18600 *et seq.*)
- *Street Lighting Act of 1931* (Streets and Highways Code §18300 *et seq.*)
- Parking District Law of 1943 (Streets and Highways Code §31500 *et seq.*)
- Parking District Law of 1951 (Streets and Highways Code §35100 *et seq.*)
- Parking and Business Improvement Area Law of 1989 (Street and Highways Code §36500 *et seq.*)
- Property and Business Improvement District Law of 1994 (Streets and Highways Code §36600 *et seq.*)
- Pedestrian Mall Law of 1960 (Street and Highways Code §11000 *et seq.*)
- Permanent Road Divisions Law (Streets and Highways Code §1160 *et seq.*)
- Community Rehabilitation District Law of 1985 (Government Code §53370 *et seq.*)
- Geologic Hazard Abatement District (Public Resources Code §26500 *et seq.*)
- *Open Space Maintenance Act* (Government Code §50575 *et seq.*)
- Fire Suppression Assessment (Government Code §50078 *et seq.*)

Development Review and Administration

This Plan includes development standards as well as design standards and guidelines but cannot foresee every potential condition requiring decisions within the development review process. Successful implementation of the Plan requires effective and coordinated administration of these standards and guidelines by professional staff on a cooperative basis with property and business owners with the goal of expediting the entitlement/permit process for projects consistent with this Plan. Amendments to the Zoning Ordinance and General Plan, where necessary, are required to make them consistent with the Plan. Specific ordinance amendments should facilitate the project review process, create incentives for property development and improvement, and help recruit and retain healthy businesses in the Valley Boulevard Neighborhoods. Any subsequent discretionary approval or amendment to the Sustainability Plan must be consistent with the General Plan as amended and/or updated.

The following considerations shall apply to development within the Plan area:

Classification of Uses

For all uses or activities not specifically identified in the Plan, it shall be under the direction of the Community Development Director or his designee to classify the use as a permitted or not allowed.

Nonconforming Uses and Buildings

To address non-conforming uses and buildings refer to Municipal Code §§153.420 through 153.426.

Appeals

Appeal of any development proposed within the Plan area will be subject to §153.004 of the Municipal Code and the provisions of this Code section shall apply in the absence of more specific regulations.

Except as specified above, development applications that are not in substantial conformance with this Plan or that may require an amendment to the Plan shall be governed by the following processes under the following four application categories: Minor Modifications, Variances, Sustainability Plan Amendments, and Conditional Use Permits.

Minor Modifications

Minor modifications to specified development standards may be requested as provided in Sections 153.440 through 153.447 of the San Gabriel Municipal Code.

Variances and Amendments

Variances to requirements of the Sustainability Plan may be requested as provided for in Sections 153.260 through 153.269 of the San Gabriel Municipal Code. Amendments to the Sustainability Plan may be requested at any time pursuant to Section 65453(a) of the California Government Code. Depending on the nature of the proposed amendment to the Sustainability Plan, additional environmental analysis may be required, pursuant to Section 15162 of the California Environmental Quality Act.

Conditional Use Permits

Uses subject to a conditional use permit, the process and requirements for review, and either approval or denial shall be in accordance with those set out in the City of San Gabriel Zoning Code.

City- and Community-Based Implementation Programs

Small Business Development Center

Unlike larger cities, San Gabriel does not offer in house loans, tax credits, start-up capital, or manage SBA loans. San Gabriel's business community relies on the Small Business Development Center (SBDC), which offers a full range of programs and services. The SBDC is designed to meet the needs of small business by providing information and guidance towards economic growth. The goal of the SBDC is to provide business owners and operators with management, marketing and financial skills necessary to survive and flourish in today's challenging business environment. One-on-one counseling, coaching and consulting are available, as well as business seminars and SBA loan packaging.

Parking Fees

In order to provide centralized public parking a range of parking programs might be considered including a parking assessment district, parking in lieu fees, and parking development fees. These programs would require City Council action and should be developed in concert with the community.

Neighborhood Improvement Services

Neighborhood Improvement Services (NIS) Division staff conduct both proactive and reactive inspections to ensure compliance. The goal of NIS is to make the property owner aware of existing property maintenance code violations that could have a negative impact on their property.

NIS not only investigates complaints and requests received from citizens but also is proactive in promoting a clean, attractive, and safe community. NIS also oversees the Shopping Cart Retrieval Program, Graffiti Hotline, and Tree Permit process. As part of its focus on neighborhood preservation and revitalization, this division is also the city's liaison for the Rebuilding Together program and the Holiday Decorations Award Program.

Protecting Our Urban Forest. The city of San Gabriel has a tree preservation ordinance that requires approval of a Tree Permit before a tree can be trimmed or removed. Replacement of a tree is necessary whenever a tree is removed. A permit application can be obtained from the Community Development Department.

Sustainable Development Compliance

Monitoring of the Sustainable Development standards found in the Plan will be shared by the Planning and Building Divisions of the Community Development Department. The Planning Division will ensure that the sustainable site and building design standards are followed during the entitlement process. During plan check and construction, the Building Division will take the lead in monitoring implementation of the sustainable energy and green building policies.

Neighborhood Watch and Business Alert Network

The San Gabriel Police Department offers programs for both the residents and the business community. The Neighborhood Watch program involves neighborhood association members and other interested individuals providing additional “pairs of eyes” to watch over a neighborhood. This program fosters a sense of community by bringing residents together and involving them in a mutually beneficial activity.

The Business Alert Network is a crime prevention program of merchants and business owners in San Gabriel. This program increases awareness and cooperation between merchants,

provides information on crime prevention techniques, improves the lines of communication between the merchants and the San Gabriel Police Department, and sends out “Fax Alert” bulletins with information on crimes that may occur in your area.

Green Building Incentives

To meet the objectives of this Sustainability Plan and achieve more sustainable buildings within the Valley Boulevard Neighborhoods, a series of policies are intended to guide new development, followed by sustainable development standards to implement these policies. The broader sustainability approaches contained in the policies are encouraged, but not required of new development, even though there are corresponding standards that are mandatory. In order to encourage greater compliance with the policies and their intent, the City will need to provide incentives to property owners and developers.

Incentives that the City may consider to encourage a higher level of green building within the Plan area include, but are not limited to the following:

- **Density Bonus.** The City may permit a bonus of up to ten (10) percent additional building square footage over and above the FAR permitted by zoning.
- **Fee Waivers.** The City may waive applicable development impact fees or application fees ranging from five to 15 percent of the total project fees in exchange for specified sustainable energy or green building approaches in project design or construction.
- **Expedited Processing.** The City may permit expediting processing of projects that are subject to the development review process so that developers are guaranteed a more expedient entitlement process.

This is not an exclusive list of incentives as there may be other approaches that the City may deem feasible as an incentive to encourage energy or resource conservation and green building development. Application of any or all of these incentives is strictly at the discretion of the City. Their application is to be determined during the development review process subject to the approval of the Community Development Director or his designee.

Scheduling & Phasing

Flexibility will be required throughout Plan implementation. Of special significance will be the ability to respond effectively to private development initiatives while coordinating implementation of planned public improvements.

Mitigation Monitoring

A Mitigation Monitoring and Reporting Program is included in environmental documentation associated with this Plan. All mitigation measures contained in this program shall be implemented as specified by the program.



chapter

8

chapter **eight****GLOSSARY****CHAPTER 1**

1. **Ecosystem**—An interacting system formed by a biotic community and its physical environment.
2. **Natural resources**—Air, land, water, and the elements thereof valued for their existing and potential usefulness to man.
3. **Reinvestment**—To invest community and/or private resources again, especially to invest in community services and infrastructure.
4. **Streetscapes**—An area that may either abut or be contained within a public or private street right of way or access way that may contain sidewalks, street furniture, landscaping or trees, and similar features.

CHAPTER 2

1. **Cisterns**—An underground reservoir or tank for storing rainwater.
2. **Mixed-use**—A project which integrates a variety of land uses including residential, office, commercial, and employment and can result in measurable reductions in traffic impacts.
3. **Solar collector**—Any object that uses solar radiation for a useful purpose, including but not limited to windows, walls, roofs, and collectors.

CHAPTER 3

1. **Pocket parks**—Small open space area accessible to the general public that are often of primarily environmental, rather than recreational, importance. They can be urban, suburban, or rural and are often featured as part of urban regeneration plans in inner-city areas to provide areas where wild life can establish a foothold.
2. **Façade**—All wall planes of buildings which are visible from one side or perspective.
3. **Greenways**—A linear park, alternative transportation route, or open space conservation area that provides passive recreational opportunities, pedestrian and/ or bicycle paths, and/or the conservation of open spaces or natural areas.
4. **Transit**—The conveyance of persons or goods from one place to another by means of a local public transportation system.
5. **Googie Architecture**—Googie architecture was born of the post-WWII car-culture and thrived in the 1950s and 1960s and featured bold angles, colorful signs, plate glass, sweeping cantilevered roofs, and pop-culture imagery that captured the attention of drivers on adjacent streets.
6. **Nonrenewable resource**—Any natural resource from the Earth that exists in limited supply and cannot be replaced if it is used up; also, any natural resource that cannot be replenished by natural means at the same rates that it is consumed. For example oil and coal are nonrenewable resources.
7. **Frontage**—Those building elevations that face upon a road or parking area between the building and the road.
8. **Farm worker units**—A temporary dwelling consisting of a modular building set on an engineered pier block foundation for persons employed in the agricultural use of the property and the families of those persons, or living quarters for farm workers when necessary for on-site farming operations.
9. **Transit-oriented development projects**—A development of high-density mixed land use that uses a transit facility as a focal point and thereby seeks to encourage the use of public transit.
10. **Fast-food restaurants**—Food serving establishments with no more than two (2) tables and eight (8) chairs available to customers.
11. **Sit-down restaurants**—Food serving establishments with more than two (2) tables and eight (8) chairs available to customers.
12. **Mezzanine**—A mezzanine shall mean an intermediate floor placed in any story or room, used for a purpose accessory (as defined at Section 153.003 of the San Gabriel Municipal Code) to the principal use. When the mezzanine floor is used for any purpose other than parking in a hotel or storage in a retail store, restaurant, office, or service business, it shall be included in the calculation of required parking and in the calculation of floor area ratio. To be used as occupiable space, the clear height above a mezzanine floor construction shall be not less than seven feet (7'). When the total area of any such mezzanine floor exceeds 33.3% of the total floor area in the room or story in which the mezzanine floor occurs, it shall be considered as constituting an additional story, both for purposes of determining compliance with maximum building height limitations and for classification of construction type.

13. **Live/Work Unit**- A unit that is jointly used for commercial and residential purposes, where the residential use of the space is secondary or accessory to the primary use as a place of work.

CHAPTER 4

1. **Neotraditional communities**—An approach to land use planning and urban design that promotes the building of neighborhoods with a mix of uses and housing types, architectural variety, a central public gathering place, interconnecting streets and alleys, and edges defined by greenbelts or boulevards.
2. **Permeable materials**—Materials that can be permeated or penetrated, especially by liquids or gases.
3. **Recessed niche**—A recess in a wall, as for holding a statue or urn.
4. **Modulation**—A stepping back or projecting forward of the facade in intervals.
5. **Cornice**—Any horizontal member, structural or nonstructural, of any building, projecting outward from the exterior walls at the roof line, including eaves and other roof overhang.
6. **Arcade**—An area that provides public access to building entrances, retail space and/or public space.
7. **Podium level**—The area that is above the first floor and is usually setback more than the first floor.
8. **Building mass**—The visual and physical bulk of a building.
9. **Renewable energy**—Energy derived from sources that do not use up natural resources or harm the environment; also called alternative energy.
10. **Photovoltaic cell**—A cell that converts solar energy into electrical energy.
11. **Infiltration**—The downward movement or seepage of water from the surface to the subsoil and/ or groundwater.
12. **Invasive species**—A species that is nonnative (or alien) to the ecosystem under consideration and whose introduction causes or is likely to cause economic or environmental harm or harm to human health.
13. **Fenestration**—The arrangement, proportioning, and design of windows and doors in a building.
14. **Brise soleil**—A fixed or movable device such as fins or louvers, designed to block the direct entrance of sun rays into a building.
15. **Fossil fuels**—A hydrocarbon deposit, such as petroleum, coal, or natural gas, derived from living matter of a previous geologic time and used for fuel.

CHAPTER 5

1. **Gateway sign**—A landscape feature and/ or built decorative feature located at the entrance to a development.
2. **Built out area**—Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.
3. **Deciduous trees**—Trees that shed or lose foliage in the fall and winter.

CHAPTER 6

1. **SCAQMD**—The South Coast Air Quality Management District (AQMD) is the smog control agency for all or portions of Los Angeles, Orange, Riverside, and San Bernardino counties.
2. **In lieu parking credits**—Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as *in lieu* fees or *in lieu* contributions.
3. **Prop A/Prop C**—Programs funded by two ½ cent sales tax measures approved by the Los Angeles County voters to finance a Transit Development Program. Funds are designated for the local return (LR) program funds to be used by cities and the County in developing and/or improving public transit, paratransit, and the related transportation infrastructure.

CHAPTER 7

1. **Impact fees**—A fee levied on the developer or builder of a project by the county or other public agency as compensation for otherwise unmitigated impacts the project will produce.
2. **Subdivision Map Act**—Section 66410 *et seq.* of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.
3. **California Environmental Quality Act (CEQA)**—A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.
4. **Business Improvement District (BID)**—A type of assessment district in which business owners, including landlords, assess themselves a mandatory fee to fund predetermined business related activities and improvements which will benefit the assessed businesses. Related to the BID is the PBID, or Property and Business Improvement District in which property owners assess themselves a mandatory fee for business improvement.



chapter

9

chapter**nine**

APPENDIX A



San Gabriel Police Department

INTER-OFFICE MEMO

DATE: March 29, 2006

TO: Chief David A. Lawton

FROM: Crime Prevention Officer Alex Acosta

SUBJECT: Valley Boulevard Specific Plan and Draft EIR

The Police Department's CPTED recommendations are intended to assist in the creation and maintenance of a built environment that decreases the opportunity for crime and increases the perception of public safety. The following guidelines provide standards to safeguarding property and public welfare through appropriate design, construction, quality of materials, and maintenance of all buildings and structures using the CPTED concept.

All plans and applications shall be submitted to the Police Department for CPTED recommendations, shall be reviewed on an individual basis, in relation to adjacent projects, and with the following major considerations:

1. **Interior spaces.** Interior designs shall be reviewed for CPTED recommendations to minimize the opportunity for crime.
2. **Lighting.** All exterior lighting shall provide appropriate and desirable nighttime illumination for all uses on and related to the site. The lighting of all exterior areas shall be designed to maximize surveillance and reduce conflicts with building design, mature landscaping and minimize glare or intrusive light, and shall conform to the San Gabriel Building Security Ordinance relating to lighting. Controls for lights in restrooms identified for the general public shall be of a style that cannot be turned off or on by users other than designated staff.
3. **Landscaping.** The design, placement and details of landscaping, regardless of intended or required use, shall be established so as to provide for natural surveillance of the space and increase the security of the area. Specific lists of landscape plants are available from the Police Department.
4. **Walls and Access Gates.** In all locations in which walls are either required by the Specific Plan, or desired by the owner of the property, the wall shall be designed or built to minimize unauthorized access and increase public safety. Any recommendations are not intended to override specific provisions of the Specific

Plan with respect to the height of such walls. All gates shall provide a means for the Police Department to access the location in case of emergency.

5. **Address Numbers.** There shall be assigned each residential/commercial unit and/or commercial building its respective address number(s) as described in the San Gabriel Municipal Code 153.326(b).
6. **Identification Signs.** For the purpose of emergency response, officer and public safety, all signs shall identify the business name in English as per the San Gabriel Municipal Code 153.326 (f).
7. **Directories.** Properties occupied by more than one structure shall have an internally illuminated directory that shows the layout of the complex and/or mixed use project, the location of the person viewing the directory, and the unit designations within the complex. Directories shall be in sufficient number and placed in locations to insure that law enforcement and emergency personnel can easily locate a particular address or individual unit.
8. **Vision Panels in Doors.** The purpose of vision panels is to insure that an opportunity is provided to observe a security risk outside of a service exit door prior to using the exit. Vision panels should be a minimum of 36” and center mounted on any service door. Burglar resistant glazing shall be used.
9. **Parking Structures.** Parking structure designs must minimize risk and opportunity for crime. Security measures may include lighting, emergency telephones, closed-circuit television, on-site security, placement of stairwells and elevators, and similar factors.
10. **Formal Surveillance.** Formal surveillance methods, such as closed-circuit television, electronic monitoring, fixed guard posts, and organized security patrols are normally used only when natural surveillance alone cannot sufficiently protect an area. Areas that should be included in formal surveillance are, and not limited to, elevators, corridors, parking lots, public areas of buildings accessible after business hours, and exterior pedestrian pathways are potentially vulnerable locations where the application of formal surveillance methods might be justified.
11. **Kiosks –** At a recent seminar hosted by the Federal Bureau of Investigation, and attended by our Police Department, there were many things brought to our attention involving the use of kiosks for sale of merchandise, etc. Some of the items of concern are:
 - a. The sale of “knock-off” products.
 - b. The sale of low-end and/or low-quality products.
 - c. Increased fraud and/or identity theft, i.e., sale of cell phone service.
 - d. Increased traffic distractions.
 - e. Large congregations of people impeding pedestrian flow.
 - f. Unlicensed vendors
 - g. Potential for increase in crime, i.e., grab and runs, shoplifting, etc.

h. Loitering by criminal elements, i.e., gang members

12. Any specific CPTED recommendations shall comply with Sections 150.210 through 150.223 of the San Gabriel Building Code Security Regulations.