

City of Rosemead

Garvey Avenue Draft Specific Plan

August 2016

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Chapter 1

INTRODUCTION

IN THIS CHAPTER

- 1.1 Garvey Avenue Specific Plan Vision and Objectives**
- 1.2 Purpose**
- 1.3 Contents and Organization of Garvey Avenue Specific Plan**
- 1.4 Public Engagement Process**
- 1.5 Relationship to City Plans and Programs**
- 1.6 Legal Authority**

1.1. GARVEY AVENUE SPECIFIC PLAN VISION AND OBJECTIVES

Slow economic growth has contributed to buildings along the Garvey Avenue corridor falling into disrepair, along with building and lot vacancies. Garvey Avenue has accumulated a mix of scattered commercial and light industrial land uses, which can occur as the result of a loss of significant anchor land use or lack of target economic development and/or planning efforts. Current uses include underperforming strip malls, small/privately owned restaurants, automotive sales and repair shops, and small industrial uses and warehouse facilities.

Garvey Avenue, a well-traveled arterial road and an alternative to the I-10 freeway, has the potential to become a noted shopping and entertainment destination of local and subregional importance.

The Garvey Avenue Corridor Specific Plan establishes a vision and objectives for new development, a diversity of land uses, and public improvements along the 1.2-mile section of Garvey Avenue that extends from Charlotte Avenue to New Avenue.

Vision for the Garvey Avenue Specific Plan:

To revitalize the Garvey Avenue corridor from a commercial/industrial area into a vibrant commercial, residential, and mixed-use district, with a compliment of local and subregional serving retail, entertainment, and service businesses, office space, and community uses, all tied together with public improvements that create a vibrant and enjoyable pedestrian environment.

The Specific Plan defines actions to be taken to reinvigorate the corridor into one that better serves the surrounding area and creates an attractive and convenient shopping and entertainment destination for local and subregional residents. It defines actions that create an attractive gateway into Rosemead, consistent with the General Plan’s goals. Key Specific Plan objectives are:

- Create a neighborhood “main street” that will serve as a focal point for the neighborhoods surrounding Garvey Avenue.
- Provide new opportunities for commercial and residential uses in mixed use settings.
- Facilitate opportunities for catalytic developments that provide desired retail, entertainment, and service businesses, employment opportunities, and support the local community.
- Provide for the gradual phasing out of industrial uses that create conflicts with the surrounding neighborhoods.
- Support design that contributes to the enhance character of the City and Garvey Avenue, in particular.

- Create “place making” public plazas, gathering spaces, parks, and parklets that serve as focal points for the corridor.
- Enrich the pedestrian and bicycle environment along Garvey Avenue through well-designed and appropriately scaled paths and pleasing streetscapes.
- Encourage investment, maintenance, and pride in the Garvey Avenue Specific Plan area.

The City recognizes that significant changes will not happen immediately or within the next year. The goal is to create a framework for change and to inspire private reinvestment along the corridor that includes the rehabilitation of aging buildings and establishment of new buildings and uses that can achieve the vision and objectives.



Some existing uses along Garvey Avenue, signage, and landscaping serve as placemaking features or local landmarks.

1.2. PURPOSE

The Garvey Avenue Specific Plan provides a long-term strategy for revitalizing and increasing the development potential of an underutilized commercial and light industrial corridor in Rosemead, California. The corridor has the potential to become an iconic and attractive area for shopping and entertainment, with improved access to destinations and an inviting environment for bicycle and pedestrian activity. The Garvey Avenue Specific Plan will help mend disjointed development and contribute towards a more unified aesthetic and a greater sense of place within the planning area.

The Garvey Avenue Specific Plan will establish land use, transportation, infrastructure, and urban design strategies that seek to attract investment into the corridor, and promote well-balanced retail development, mixed-use development, and active public spaces. The Garvey Avenue Specific Plan also identifies public improvements that will further enhance the appearance and character of the corridor.

1.3. CONTENTS AND ORGANIZATION OF GARVEY AVENUE SPECIFIC PLAN

The Garvey Avenue Specific Plan is organized as shown in Table 1.1.

1.4. PUBLIC ENGAGEMENT PROCESS

The Garvey Avenue Specific Plan builds upon input provided by community stakeholders within the Garvey Avenue Specific Plan Area. The City organized an Ad-Hoc Committee that met five times throughout the planning process. Stakeholder interviews and community surveys were conducted with a diverse representation of community business owners and residents. Meetings with relevant City departments and the City Council also contributed feedback that was incorporated into the Garvey Avenue Specific Plan. The information gathered provides valuable insight about the strengths, weaknesses, opportunities, and concerns within the corridor from the perspective of diverse community stakeholders who operate within it.

Ad Hoc Committee

The five-person Ad Hoc Committee was comprised of the following representatives:

- City Council (2 members)
- Planning Commission (1 member)
- Traffic Commission (1 member)
- Beautification Committee (1 member)

During the five meetings convened, the Committee discussed a Corridor vision, evaluated land use alternatives, provided input to the proposed land use plan, and reviewed the Draft Garvey Avenue Specific Plan.

Stakeholder Interviews

A total of eight of interviews were conducted with local business community members, local residents, and Garvey School Board members on July 31, 2014. Interviewees were asked seven questions which they identified what they like about the project area, what should change and how should it be changed, and the opportunities and issues facing the corridor.

Table 1.1: Garvey Avenue Specific Plan Contents

Chapter	Contents
1: Introduction	The Introduction chapter explains the role and function of specific plans, and the vision and purpose of the Garvey Avenue Specific Plan. This section describes the Garvey Avenue Specific Plan’s relationship to the City’s General Plan, Zoning Ordinance, and other guiding documents. This chapter, also, summarizes the public engagement process’ findings.
2: Context and Conditions	This chapter provides the planning context — location, setting, and context of planning issues.
3: Land Use, Zoning, and Development Standards	This chapter sets forth site planning, building, parking, architectural, and open space provisions.
4: Opportunity Projects and Sites	The Opportunity Project and Sites chapter provides land use and development scenario examples for three opportunity sites. These sites have the potential to serve as catalysts for new development and economic revitalization. In addition, this Plan foresees significant streetscape changes that will transform the pedestrian and bicyclist experience in the Garvey Avenue Specific Plan area.
5: Infrastructure (Mobility, Utilities, Public Services)	This chapter includes the conceptual vehicular and non-vehicular circulation plan, utilities, and public services servicing the Garvey Avenue corridor.
6: Implementation	This chapter discusses the actions and programs anticipated for the successful implementation of this Specific Plan. It also addresses the Plan’s administration and amendment process.

Community Survey

The planning team gathered further input through the distribution of a community survey at a public City event (National Night Out – August 5, 2014) and via the City’s website. This survey gave Rosemead residents and business owners the opportunity to voice their opinion on the issues, opportunities, and concerns relevant to their perspective of the Corridor today. A total of 152 surveys were collected.

City Department Meetings

Nine staff members representing seven key City departments convened for a July, 16, 2014 meeting. The departments represented include: City Administration, Public Works Department, Finance Department, Community Development Department, and County Sheriff’s Department. This meeting discussed the Corridor’s opportunities and constraints.

City Council Workshop

On January 13, 2015 the City Council was provided with an update presentation on the progress of the Ad Hoc Committee towards the development of the Garvey Avenue Specific Plan and EIR. The presentation included a summary of the key development principals and catalytic sites that would shape the plan.

Findings

The information gathered through the community participation paints a rich picture of both the current state and desired future for the Garvey Avenue Corridor.

Strengths

- Well served by public transportation.
- Significant number and size of vacant or underutilized properties provide an opportunity to create a one-stop shopping area that provides a variety of experiences.
- Substantial number of pedestrians and bicyclists.

Weaknesses

- Lack of public gathering spaces, open space, and park/parklets.
- Limited roadway right-of-way yet additional infrastructure capacity may be needed.
- Walkability needs to improve.
- Limited range of goods and services available in the neighborhood.

- Landscaping and lighting needs to be more abundant.
- Need for nightlife.

Garvey Avenue is a transit and bicycle corridor.



Opportunities

- Create an exciting, vibrant pedestrian oriented area that benefits local and subregional interests.
- Balance long term land uses serving nearby residents and development community needs, while providing local economic stability.
- Attract high end retail, restaurants, and businesses to generate local employment opportunities.
- Create a special place that creates a commonality between urban design, land use, and streetscape.
- Coordinate bike lanes and pedestrian paths throughout the Garvey corridor.

1.5. RELATIONSHIP TO CITY PLANS AND PROGRAMS

Existing 2010 General Plan Update

Any land use approach for Garvey Avenue must be consistent the primary goals of Rosemead’s General Plan, which was last comprehensively updated in 2010. The 2010 General Plan Update provides a citywide approach to planning for future development, and outlines goals and

strategies for major commercial corridors such as Garvey Avenue. It considers the seven required General Plan elements, including land use, circulation, housing, open space, conservation, noise, and safety, in six chapters, with conservation and open space combined into a Community Resources element. The plan identifies a set of goals, policies, and actions related to each of the chapters.

Five of the six primary vision elements of the 2010 General Plan Update apply to Garvey Avenue, including:

- Enhance the commercial areas along key corridors, and most specifically Garvey Avenue and Valley Boulevard.
- Enhance parks and recreational space in underserved neighborhoods.
- Accommodate the demand for high quality mixed-use development that can contribute to commercial growth and enhance opportunities for higher-density residential development.
- Protect homeowner investments and the availability of well-maintained, relatively affordable housing units.

- Minimize the impact of traffic associated with growth within the San Gabriel Valley and broader region.

The goals established in the 2010 General Plan Update relating to potential land use decisions along the Garvey Avenue Corridor include the following:

Land Use Element

- Goal 2: Expand opportunities for concentrated commercial and industrial uses that contribute jobs and tax revenues to the City.
- Goal 3: Create vibrant, attractive mixed-use development.
- Goal 4: Assure a financially healthy City that can meet residents’ desire for public services and facilities.
- Goal 5: Use targeted land use changes that improve housing and economic opportunities for residents and businesses and achieve City fiscal and environmental objectives.

Circulation Element

- Goal 1: Maintain efficient vehicular and pedestrian movements throughout the City.
- Goal 2: Develop infrastructure and service to support alternatives modes of travel.
- Goal 3: Assure vehicular traffic associated with commercial and industrial uses does not intrude upon adjacent residential neighborhoods.
- Goal 4: Provide quality commercial and industrial development with adequate parking for employees and visitors.

Resource Management Element

- Goal 1: Provide high-quality parks, recreation, and open space facilities to meet the needs of all Rosemead residents.
- Goal 2: Increase green space throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits.

- Goal 4: Make effective contributions to regional efforts to improve air quality and conserve energy.

Noise Element

- Goal 1: Ensure effective incorporation of noise considerations into land use planning decisions.
- Goal 2: Reduce noise impacts from transportation sources.
- Goal 3: Effectively implement measures to control non-transportation noise impacts.

Housing Element

- Goal 2: Encourage the development of a range of housing types in a range of prices affordable to all Rosemead residents.
- Goal 3: Encourage the maintenance and upgrading of existing housing stock to ensure a decent, safe, and sanitary home for all Rosemead residents.

Garvey Avenue Master Plan

The Garvey Avenue Master Plan is a guiding document for development along Garvey Avenue, and should be a key reference point for the Garvey Avenue Specific Plan. It is intended to address “aesthetic and parking issues that property and business owners face in planning commercial and retail improvements.” Its vision for Garvey Avenue: “In the year 2020, Garvey Avenue will be recognized as a vibrant corridor with clean storefronts and visible pedestrian activity. Garvey Avenue will create a sense of ‘Small Town’ community pride where a variety of opportunities can be discovered for families and friends.”

Its key objectives include the following:

- Upgrade the image and appeal of the Garvey Avenue corridor by coordinated public and private improvements.
- Entice and create convenience for patrons to stop and shop along the Garvey Avenue commercial corridor.
- Create energy along Garvey Avenue by creating pedestrian activity and sidewalk cafes with outdoor seating.

- Develop great place-making areas that will define the Garvey Avenue commercial corridor.
- Create adequate parking facilities and improve traffic flow along the commercial corridor.

Promote and encourage the highest and best use of under-utilized properties.

- Utilize landscaping as an integral component to overall project design.
- Consider scale and character of adjacent uses and demonstrate sensitivity to the influences of the surrounding area.
- Encourage private rehabilitation through application of the Garvey Avenue Master Plan for new and existing businesses.
- Strengthen the Property Maintenance Ordinance to rigorously enforce property maintenance standards for commercial and industrial properties.

Its action plan includes:

- Revise the Property Maintenance and Sign Ordinances to clearly address

commercial property maintenance (e.g. clean storefronts, parking lot improvements, sign rehabilitation, etc.).

- Recognize that different parts of the corridor have special characteristics, and develop programs to strengthen and reinforce them.
- Direct project designs that will promote pedestrian-friendly projects with public spaces and lively street fronts where people can meet and interact.
- Encourage developments as a means of upgrading established uses and developing vacant parcels along Garvey Avenue.
- Attract private investment to revitalize older commercial uses that will reinforce and create synergy along the Garvey Avenue commercial corridor.
- Enforce high quality commercial building and site design while allowing increased intensities of use along the corridor where appropriate.

- Require economic feasibility studies on large development sites to ensure projects are economically sustainable.
- Establish a well-balanced and carefully planned collection of signature retail anchors, general retail outlets, casual to upscale restaurants, and upscale overnight accommodations.
- Discourage the development of commercial properties that contain a random mix of incompatible uses.
- Encourage the placement of parking areas to be located behind structures and out of sight from the public right of way.
- Promote lively and attractive ground-floor retail uses that will create revenues needed to provide for City services and City’s tax base.

Existing Zoning Code

The City’s existing zoning code describes development standards and allowable uses by zoning district. Development standards identified include setbacks, lot area, lot width, density, floor area ratio, site coverage, landscaping and open area

requirements, height limits, storage, and parking.

City of Rosemead Mixed Use Guidelines

Rosemead’s Mixed Use Guidelines, released in 2012, provide a context and strategy for mixed use development throughout Rosemead. To the extent that development within the Garvey Avenue Specific Plan area is proposed to be mixed use, the Mixed Use Guidelines will offer important guiding principles to follow.

The Mixed Use Guidelines include sections devoted to:

- The public realm and the pedestrian environment
- Site design
- Building design
- Building height
- Storefronts
- Lighting
- Common areas/open space
- Compatibility with adjacent properties
- Parking
- Access

Legal Authority

The Garvey Avenue Specific Plan is enacted pursuant to Sections 65450

through 65457 of the California Government Code, which authorizes local governments with certified General Plans to prepare and adopt specific plans. The Specific Plan is adopted by the City Council by ordinance and thereby establishes the zoning regulations for land use and development within the Specific Plan area.

Specifically, these sections of the Government Code establish that a specific plan must, at a minimum, address the following:

- a. A specific plan shall include text and a diagram or diagrams which specify all of the following in detail:
 1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 2. The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed

to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resource, where applicable.
 4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- b. The specific plan shall include a statement of the relationship of the specific plan to the general plan.



Chapter 2

CONTEXT AND CONDITIONS

IN THIS CHAPTER

2.1 Community History

2.2 Regional Context

2.3 Development Patterns

2.4 Land Use

2.5 Urban Design

2.6 Mobility

2.7 Infrastructure

2.8 Public Services and Facilities

2.1. COMMUNITY HISTORY

Rosemead was first settled by Gabrieleno Native Americans and then, later, by the Spanish, who established a mission in the San Gabriel Valley in 1771.¹ Much of the southern part of Rosemead was part of Rancho Potrero Grande, one of the major original Spanish and Mexican Ranchos of Los Angeles County (Figure 2.1). Anglo-American immigration began after the Treaty of Guadalupe ended the Mexican-American War in 1848. Among the early white settlers was Leonard Rose and his wife established a 600-acre ranch between what is now Rosemead Boulevard and Walnut Grove Avenue. Rose called his ranch Rose's Meadow, which was later changed to Rosemead, and, finally, Rosemead, giving the City its name.

¹ City of Rosemead. 2010 General Plan Update

Figure 2.1 Map of the Old Spanish and Mexican Ranchos located in Los Angeles County



Garvey Avenue is named for Richard Garvey, Sr., a 19th Century mail rider who delivered mail between Arizona and California. Garvey purchased a land along his route between what is now Atlantic Boulevard and San Gabriel Boulevard. He eventually gave a portion of his land to create Garvey Avenue.²

Rosemead was predominantly an agricultural community until 1959, when the city was incorporated. From 1960 to 1970, the population exploded, from 15,000 to nearly 41,000. This growth was a result of suburban tract house development accommodating Los Angeles area workers and their families. The 2014 population was approximately 54,700;³ official predictions anticipate Rosemead will grow to just under 60,000 by 2020.

2.2. REGIONAL CONTEXT

Rosemead is among the 88 cities that comprise Los Angeles County; it sits in the heart of the San Gabriel Valley, roughly 8 miles east of downtown Los Angeles, and 12 miles south of the 6,164-ft San Gabriel Peak in the San Gabriel

² “Garvey Avenue from Alhambra to El Monte”, Mike Sonksen, KCET Departures Columns LA Letters, January 2015

³ State of California, Department of Finance. Population Estimates for Cities, Counties, and the State, May 2014

Mountains. Since the 1990s, Rosemead has become an increasingly diverse community as large numbers of Chinese and Vietnamese immigrants settled and established businesses in Rosemead. By 2010, over 60% of Rosemead's population identifying themselves as Asian, with another 34% identifying as Latino. This demographic change has resulted in a transformed Garvey Avenue. Excluding chain stores, virtually all retail businesses are Asian-oriented. As stated in Rosemead's General Plan, it is vital that the Garvey Avenue Specific Plan meets the needs of the diverse population living and working along the corridor.

Garvey Avenue is primarily an east/west corridor, with the Garvey Avenue Specific Plan portion located in southwest Rosemead adjacent to the city boundary with Monterey Park. Excluding the street and its right-of-way, the project area covers 0.14 square miles, encompassing the commercial and light industrial frontages surrounding an approximate 1.2 mile-length section of Garvey Avenue, as shown in Figure 2.2. The easternmost boundary is Charlotte Avenue, while New Avenue marks the westernmost boundary of the project area. The northern and southern boundaries of the project area vary by segment of Garvey Avenue, but

Newmark Avenue stands as the southernmost boundary, and Whitmore Street is the northernmost boundary, see Figure 2.2. Interstate 10 (I-10) is situated about half a mile north of Garvey Avenue and has entrance/exit ramps at New Avenue, Del Mar Avenue, and San Gabriel Boulevard, all providing access to Garvey Avenue. Route 60 (SR-60) is located approximately two miles south. State Route 19, better known as Rosemead Boulevard, runs north-south between the two freeways, just east of the project area boundary.

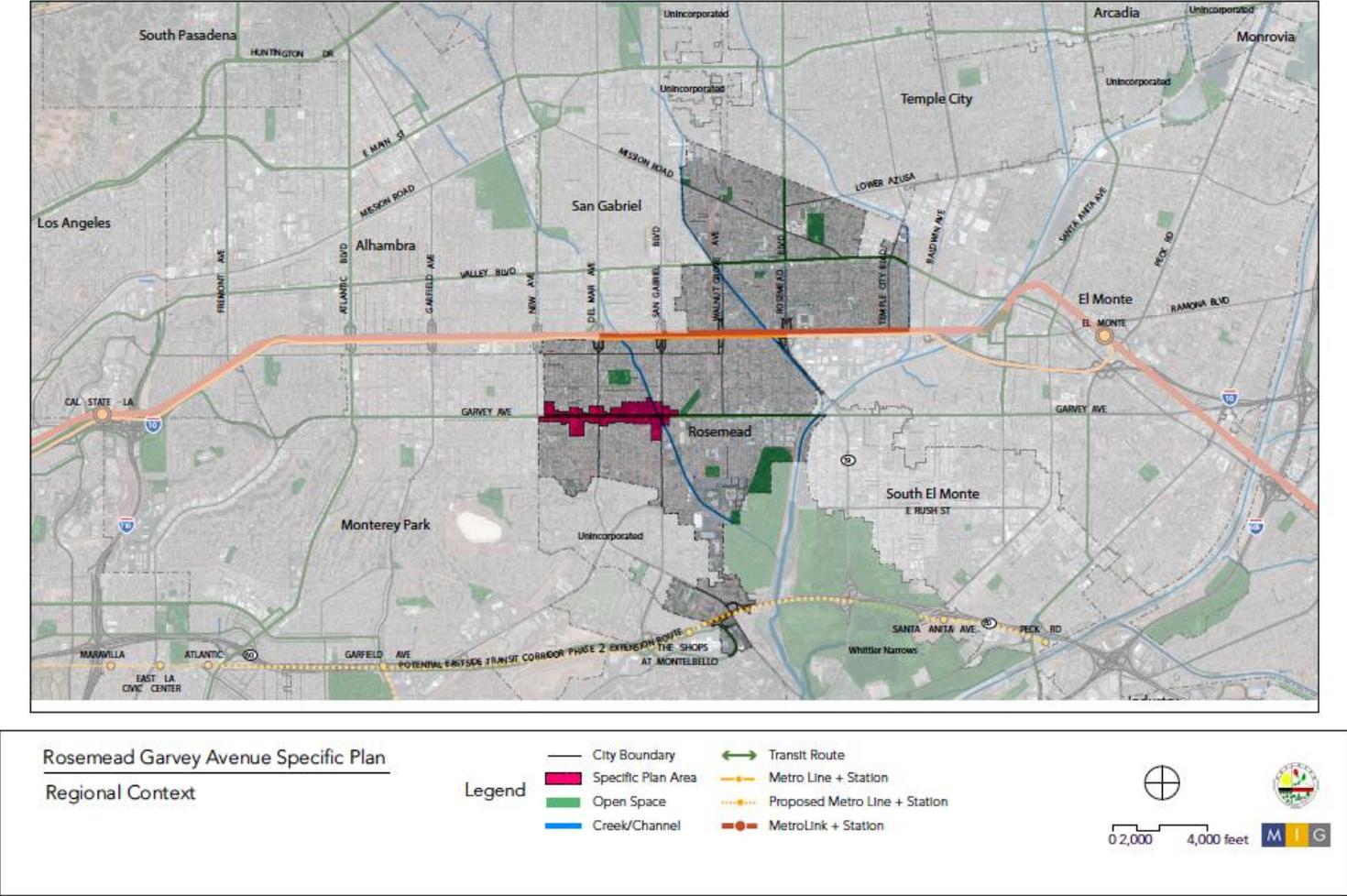
2.3. DEVELOPMENT PATTERNS

Rosemead is 5.2 square miles of relatively flat land with few topographical impediments to development. Rosemead's development patterns have been shaped predominantly by the post-war development resulting in low scale, low intensity development.

The I-10 freeway bisects Rosemead, creating a barrier within the city and dividing local neighborhoods. Other significant non-residential development is clustered along major avenues. These avenues include the north-south streets of Del Mar Avenue, San Gabriel Boulevard,

Walnut Grove Avenue, and the east-west streets of Valley Boulevard, north of I-10,

Figure 2.2 Regional Context Map



where Rosemead's downtown is located, and Garvey Avenue, south of I-10, the focus of this Garvey Avenue Specific Plan.

2.4. LAND USE

The Garvey Avenue project area encompasses 88 acres with some 153 parcels of varying land use. The project area is bordered and surrounded by single-family or low-density multifamily housing. A majority of land uses within the project area are commercial/retail, with 84 parcels in commercial or retail use, encompassing 37 acres (42.3% of the total project area). There is a large number of vacant parcels that makes up 30.4% (nearly 27 acres) of the total project land area. The vacant land offers opportunities to develop catalytic projects to help transform Garvey Avenue into a new kind of corridor.

A large amount of land used today exclusively for automobile parking presents infill development opportunities as well. The dearth of open space along the corridor highlights the need for open space and parks. The land along Alhambra Wash (and the Wash itself) is a particular opportunity for new green space along an underutilized water body.

The majority of the project area is zoned for exclusively commercial uses. Nearly three fourths are zoned C-3 Medium Commercial. Another 8%, specifically the former LA Auto Auction site, is zoned as C-4 Regional Commercial. The remainder of the project area is zoned as R-2 Light Multiple Residential (9%), Automobile Parking (5%), and PD Planned Development (3%), see Figures 2.3 -2.5.

Figure 2.3 Existing Land Use

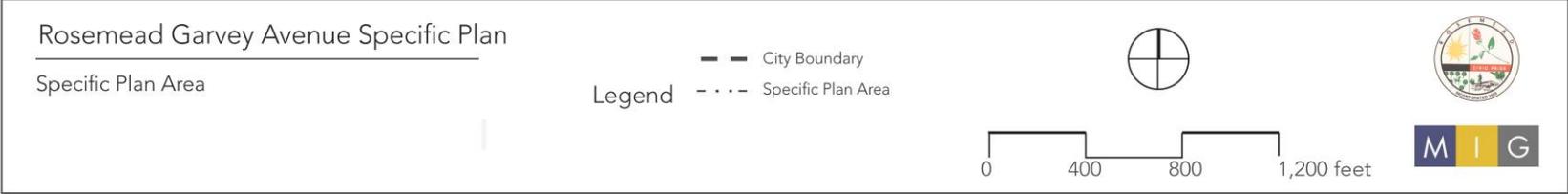
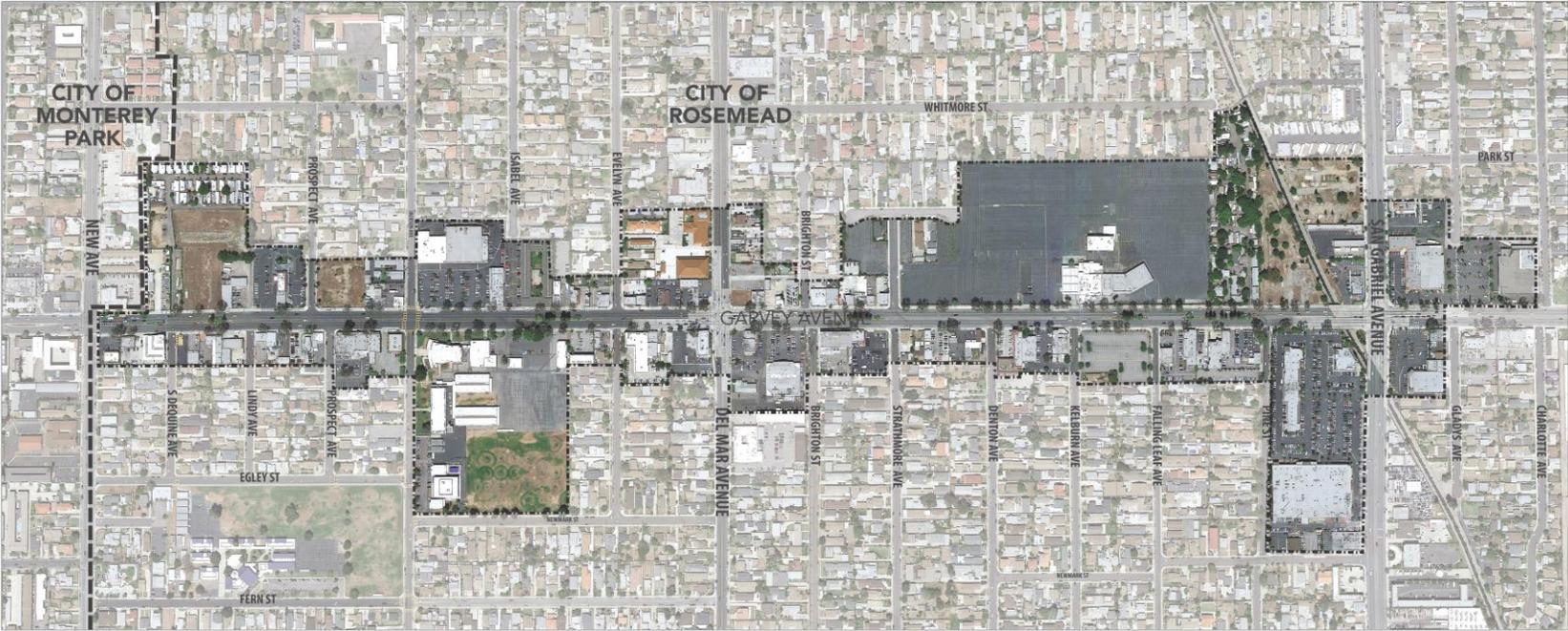


Figure 2.4 Existing Zoning

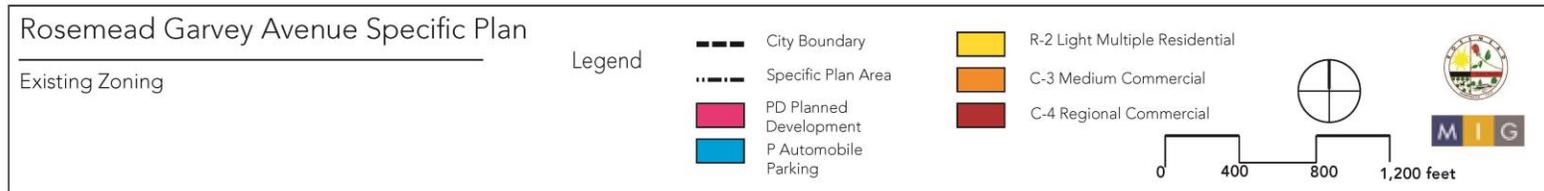
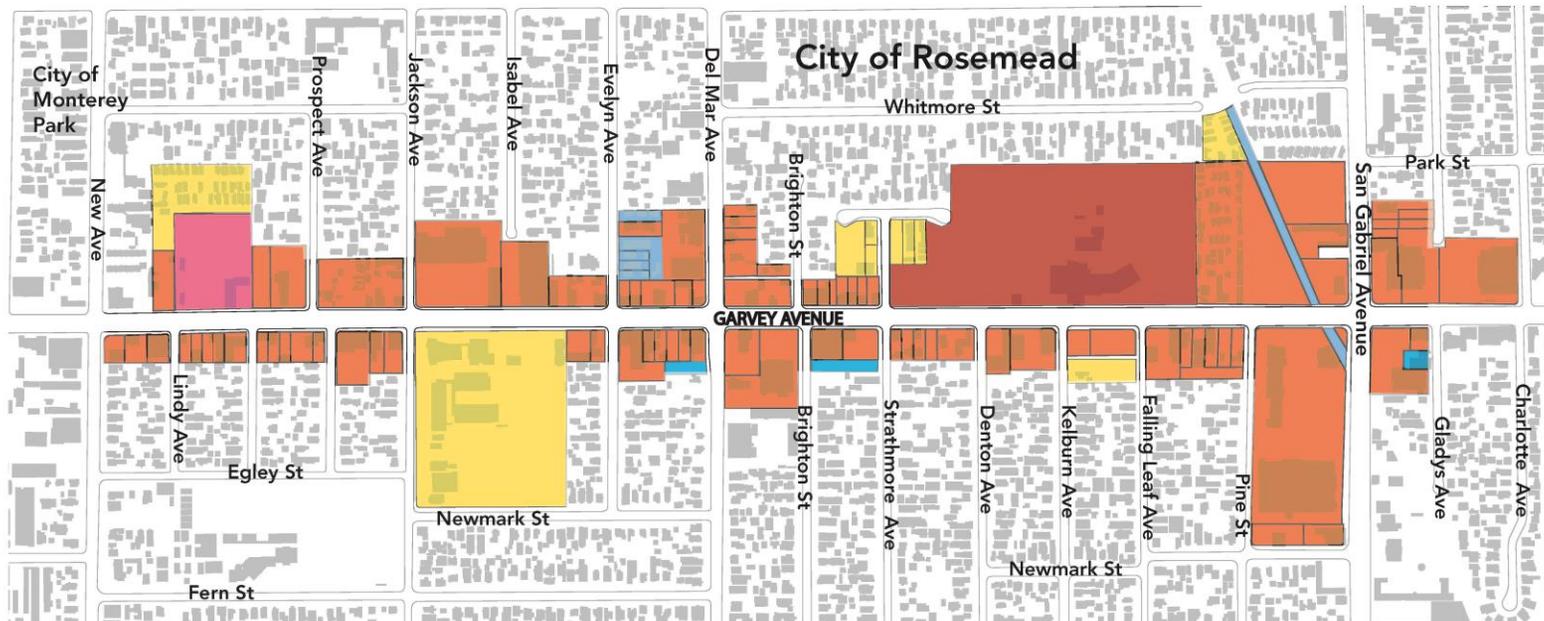


Figure 2.5 Land Use, 2014



Existing land uses are primarily auto-oriented commercial.



Small mini-mall plazas like Fortune Plaza are common.



Vacant land use is common.



The Square is a major neighborhood node.

2.5. URBAN DESIGN

Garvey Avenue’s built form – its street network, block pattern, parcel pattern, and building pattern – displays a range of sizes and a diversity of shapes, see Figure 2.6. However, its overall pattern is characteristic of auto-oriented “strip” corridors with single-family suburban development around it.

Wide streets with wide traffic lanes like Garvey Avenue and San Gabriel Boulevard connect well to the surrounding street grid, benefitting cars; however, narrower streets that are safer and more pleasant for pedestrians, like Whitmore and Newmark Avenues, are truncated and do not connect well. The wide arterials encourage fast through-traffic and, at intersections, create wide crossings that are challenging for pedestrians to navigate. Pedestrian signage is rare with more emphasis on signage for vehicles.

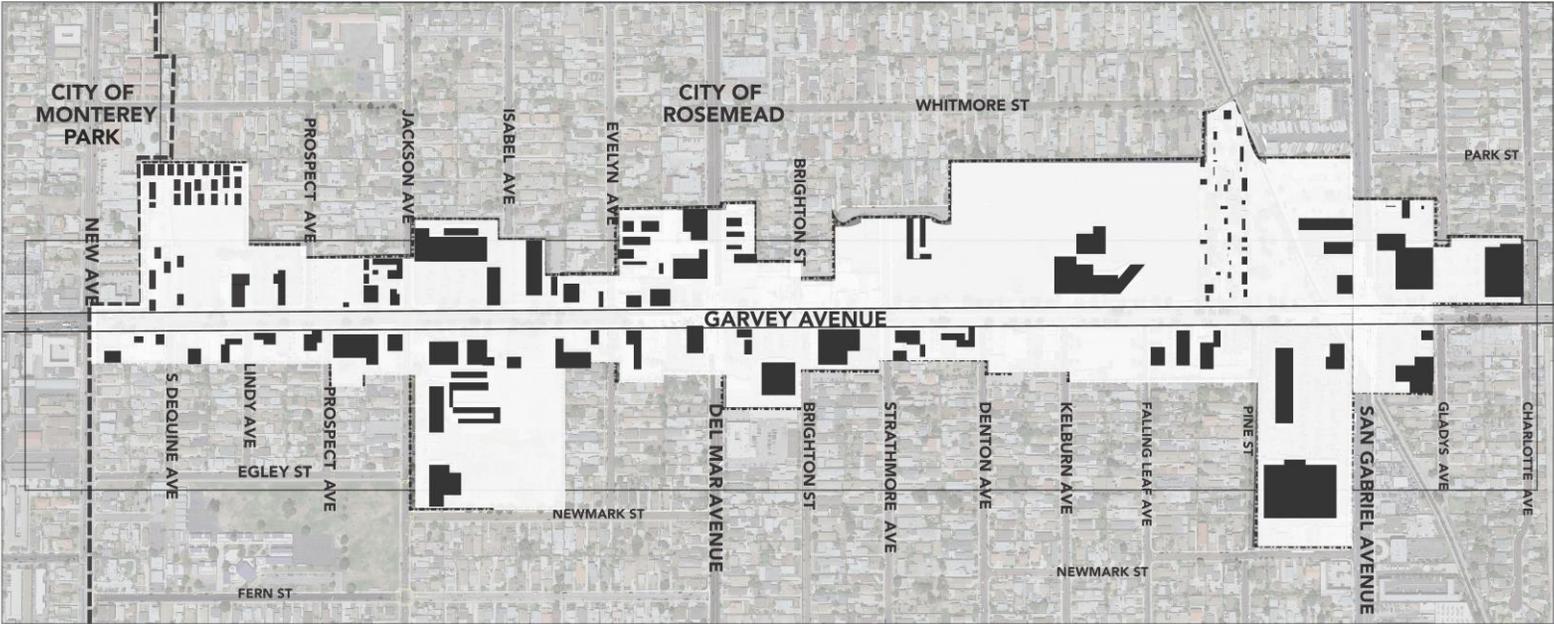
Block sizes are quite large, too large for easy pedestrian circulation. Few midblock alleys, pedestrian passageways, and pedestrian crosswalks are present to help pedestrians safely move in and around the area. Vacant land is cordoned off at the sidewalk with chain-link fences, creating

a monotonous and intimidating pedestrian experience. There are no community gathering places, few vibrant public spaces, and few landmarks that serve as iconic elements and provide a unique identity for the Garvey Avenue corridor. These elements are needed to make the corridor a real place.

The vacant land and surface parking lots result in a sparse building pattern, with major empty “holes” in development. Along Garvey Avenue, there is a handful of larger office buildings but most development is single-story and of low building quality. Basic cinderblock or concrete garage-like auto repair shops are common, lending the corridor a gritty “light industrial” character. Buildings are often set back from the street fronted by large surface parking lots, which results in a discontinuous edge with empty spaces and gaps along the sidewalk. These “gaps” in the “street wall,” the fabric of buildings that directly line the sidewalk, have a significant negative impact on the streetscape and pedestrian environment. Gaps in the street wall from parking lots signal to pedestrians that the area that has become inactive and vehicle-oriented. The “dead spaces” lack retail, office, or residential uses that bring activity,

vibrancy, and interest to the street. Dead blocks such as these become areas that pedestrians want to pass through as quickly as possible. Curb cuts for parking lots, meanwhile, means more cars crossing the sidewalks, decreasing pedestrians’ sense of safety and comfort.

Figure 2.6 Built Form, 2014



Rosemead Garvey Avenue Specific Plan
Built Form

Legend

- City Boundary
- · - Specific Plan
- Existing Building

0 400 800 1,200 feet



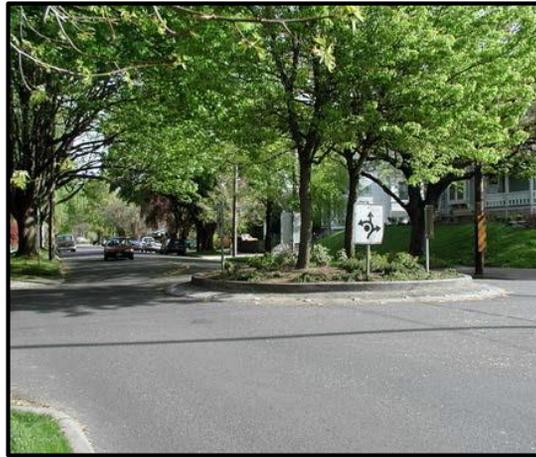


The residential areas surrounding the Garvey Avenue Specific Plan area are characterized by low-slung ranch homes. They tend to be low, wide, single-story houses with street-facing garages and paved driveways and parking areas.

The Fencing is common along the property line at the sidewalk. Some special design elements help make portions of the Garvey Avenue streetscape lovely. In particular, the majestic and massive Eucalyptus trees lining portions of the sidewalks are a special and unique element that should be preserved and enhanced, when possible. They boost the streetscape and pedestrian environment, provide needed shade and air-quality benefits, and help calm traffic. In a few areas of the corridor, a planted median contributes even further to these benefits; however, the median occurs sporadically.

Most of Garvey Avenue's 100' right-of-way is dedicated to vehicles, with disproportionately little space dedicated to pedestrians and bicycles. Sidewalks on each side average 12' wide and are sporadically lined with street trees. Other amenities and furnishings that could improve the pedestrian experience, such as pedestrian-scale lighting, seating, and

other street furniture, are limited. In many areas, on-street parking is underutilized, see Figure 2.7.



This small roundabout greens the intersection with landscape plantings.

Do trees really calm traffic?

Yes: a growing body of research supports the conclusion that trees can have a strong traffic calming effect. A Texas study showed a 46% decrease in crash rates on ten urban arterial roads across the state after trees were planted. People perceive streets with trees to be safer than streets without trees. A clear majority of drivers asked to choose which street is safer, based on images of streets with and without trees, said the street with trees is safer. The correlation between the presence of street trees and lower speeds, and the correlation between lower-speeds and streets with fewer crashes is well-established. Drivers in another study who took a simulated ride on two suburban streets, one with trees and one without, went 3 mph slower on the street with trees.

Figure 2.7 Urban Pattern, 2014



A typical residential house in the adjacent neighborhood.



Existing restaurant along Garvey Avenue.



The majestic San Gabriel Mountains dominate the view at Del Mar Avenue.



Without a median and trees, the street is less attractive and less pedestrian friendly.

2.6. MOBILITY

The Garvey Avenue corridor serves as a key connection within the city and between neighborhoods for pedestrians, bicyclists, transit users, and automobiles. Although it is designed primarily for automobiles, Garvey Avenue is used, to varying degrees, as a multi-modal corridor, see Figure 2.10. It is a major transit corridor with both a rapid and local bus line, and regular pedestrian and bicycle activity throughout the day. Vehicle traffic is highest in the AM and PM peak hours. The currently posted speed limit of 35 mph is lower than Walnut Grove Avenue and segments of San Gabriel Boulevard, which are posted at 40 - 45 mph depending on location.

Traffic volumes on Garvey Avenue compete with and detract from the pedestrian environment. The many surface parking lots encourage people to drive rather than walk to the corridor. The few pedestrian crossings are spaced too far apart to provide safe and easy pedestrian access to both side of the street. In addition, Garvey Avenue's long blocks also discourage pedestrian activity. At intersections, crosswalks are set by default

to red for pedestrians, prioritizing vehicle movement and forcing pedestrians to press a button to safely cross the street.

Conditions for bicyclists are also poor; there are no dedicated bicycle facilities. As such, many bicyclists ride on the sidewalk for safety. In spite of the lack of facilities, bicycle ridership on Garvey Avenue is relatively high.

Rapid and local transit along Garvey Avenue competes with private vehicle traffic on the street, and is given little priority. While bus shelters are provided on the sidewalks, there are few other amenities for transit users.

Level-of-service (LOS) vehicle analysis of nine study intersections along the corridor and in the adjacent areas shows that all the study intersections operate at good LOS values under the current conditions.

Vehicle traffic is highest in the eastern side of the corridor and lowest in the west, with roughly 1,000 vehicles per hour in the AM and PM peaks in both directions at San Gabriel Boulevard, which drops to roughly 500-700 vehicles per hour in the

AM and PM peaks in both directions at New Avenue.

Figure 2.8 Existing and Planned Mobility, 2014

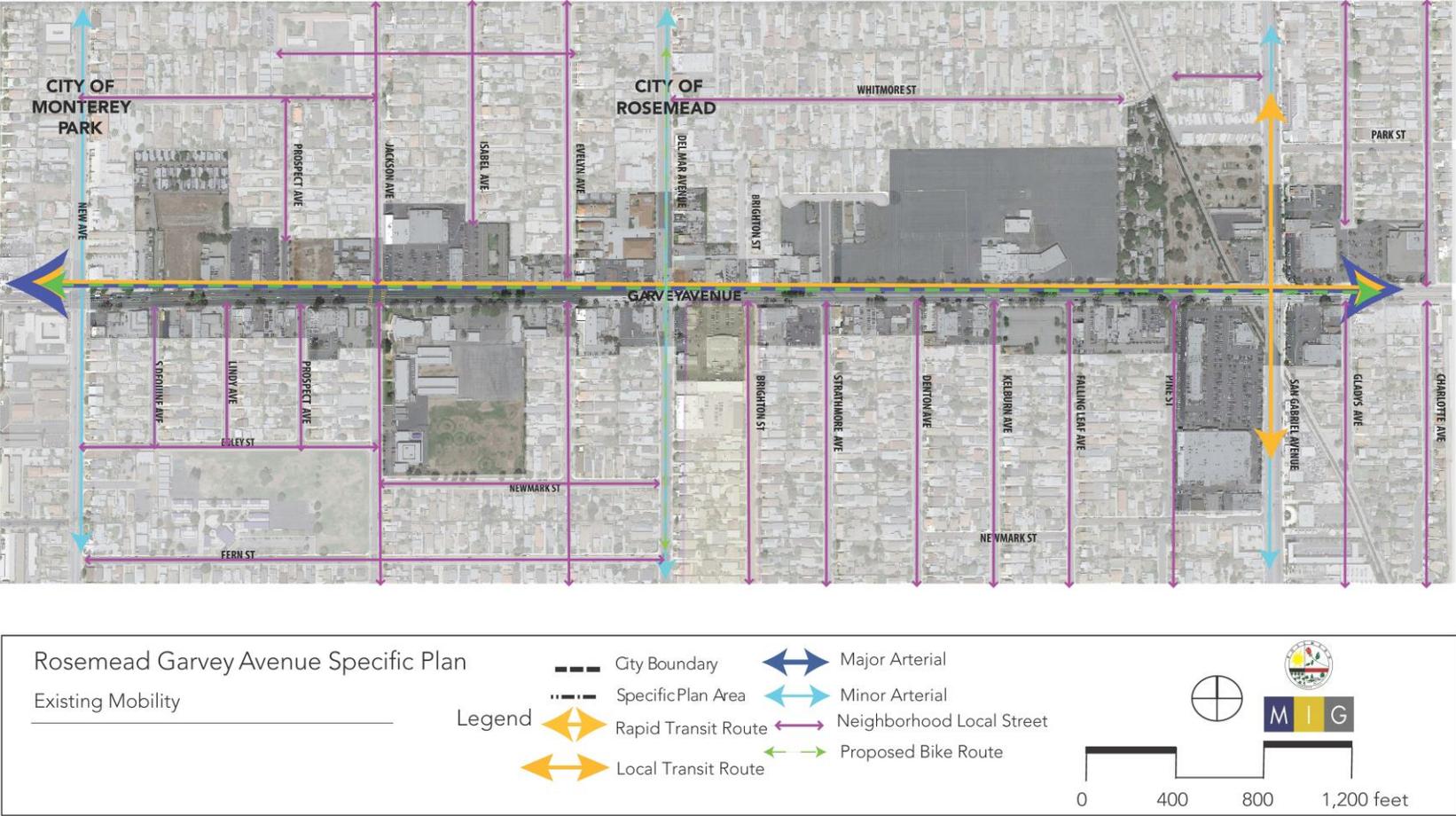


Figure 2.9 Garvey Avenue Existing Section, 2014

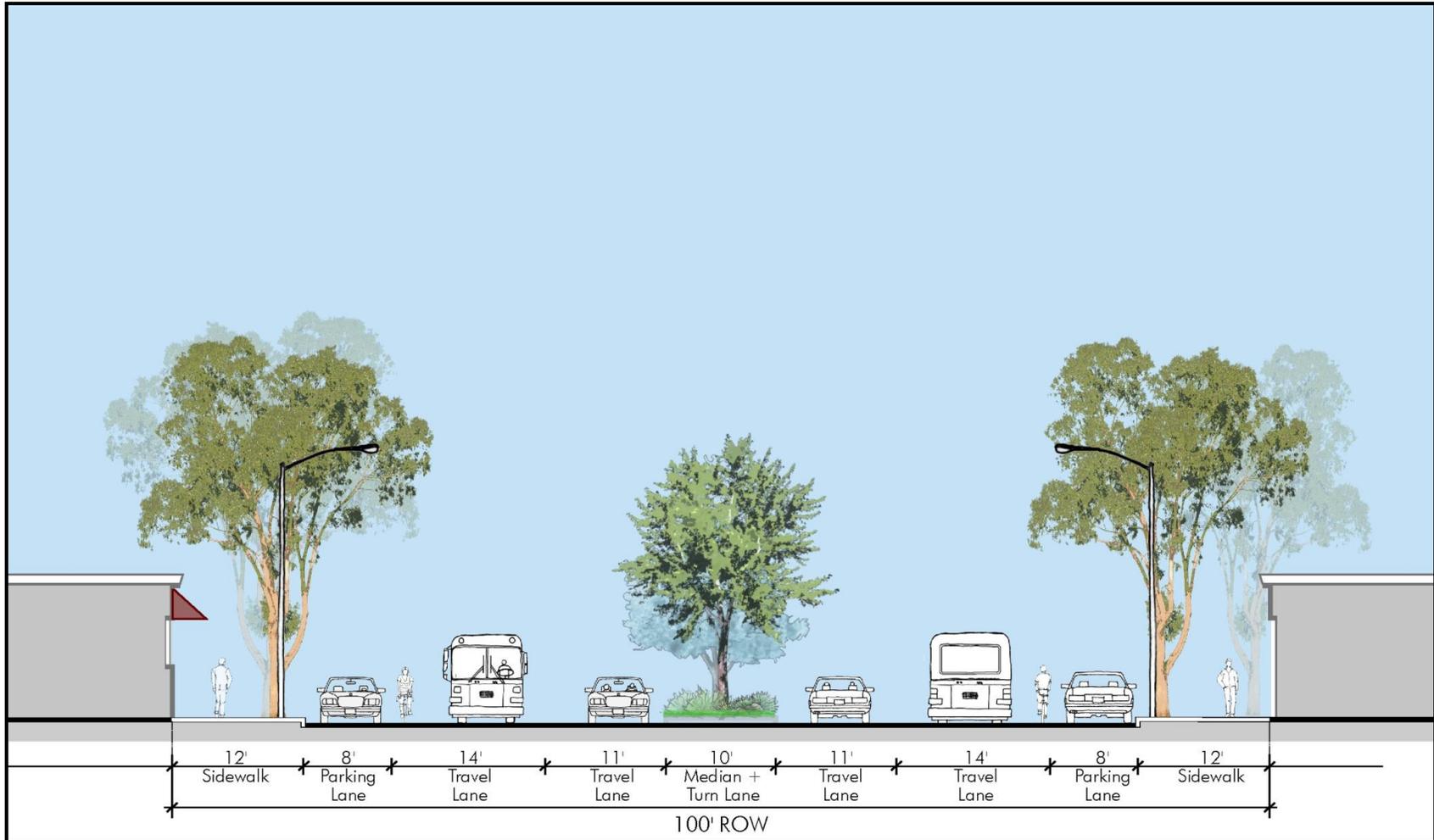


Figure 2.10 Modes of Mobility, 2014



Many bicyclists use the sidewalk for safety.



Garvey Avenue is a major transit corridor.



Pedestrians have few crossing opportunities.



Wide intersections can be dangerous and unfriendly.

2.7. INFRASTRUCTURE

Key infrastructure along Garvey Avenue includes sewer, water, and stormwater management.

Some of the areas' existing sewers show capacity deficiencies, as well as maintenance and structural defects. These facilities will need to be replaced and upgraded.

Future water demands can be met until 2035 based the Golden State Water Company's (GSWC) 2010 Urban Water Management Plan - South San Gabriel System. Water lines along Garvey Avenue have the most capacity for potential increase due to the 12" main fronting the Garvey Avenue parcels.

The Garvey Avenue Specific Plan area's watershed drains into several stormwater drainage systems. The main drainage system is a box culvert that runs along Garvey Avenue to the Alhambra Wash, as well as several pipe drainage systems.

2.8. PUBLIC SERVICES AND FACILITIES

Garvey Avenue has a handful of public facilities within and around the Garvey Avenue Specific Plan area, see Figure 2.11. These facilities include schools and institutions, which contribute to the sense of community and provide a strong sense of place along Garvey Avenue. A major presence is Richard Garvey Intermediate School, located between Jackson and Evelyn Avenues. It is a community anchor and a significant trip generator in the neighborhood. Southwest of Garvey Intermediate School and just out of the Garvey Avenue Specific Plan area is Arlene Bitely Elementary School, another major anchor. Just north of the Garvey Avenue Specific Plan area, along Jackson Avenue, is a third public school, Emerson Elementary School.

The Buddhist Ortho-Creed Association Dharma Seal Temple is also a significant presence. Though the Dharma Seal Temple is located on Del Mar Avenue, north of the Garvey Avenue, it has a striking visual presence and is a major stakeholder along the corridor. The Association is a major landowner with a

large complex encompassing a number of parcels and several buildings. A Jehovah's Witness Church, located on Del Mar south of Garvey Avenue, is smaller yet also has a presence.



**Buddhist Ortho-Creed Association
Dharma Seal Temple**

Figure 2.11 Existing Public Facilities, 2014



Alhambra Wash



Garvey Intermediate School



AT&T Building



Zapopan Park

Parks and recreational facilities are notably lacking along the corridor, though there is potentially an opportunity to improve public space along Alhambra Wash, an existing open stormwater channel that cuts diagonally through the Garvey Avenue Specific Plan area. While there is a lack of parks and open space in the Garvey Avenue Specific Plan area, the active Zapopan Park is located just to the east, under the Southern California Edison power lines.

Power within the Garvey Avenue Specific Plan area is provided by Southern California Edison. Power lines have been undergrounded along Garvey Avenue.

Natural gas is provided by Southern California Gas, a subsidiary of Sempra Energy. The nearest major pipelines run underground along Walnut Grove Avenue (parallel to and east of San Gabriel Boulevard) and Fern Avenue (parallel to Garvey Avenue east of Walnut Grove Avenue).

Charter Communications is the primary cable provider for Rosemead, while AT&T is the primary provider of home

and business phone service and internet services.

Public library facilities are not located within walking distance of the Garvey Avenue corridor. The nearest library, Los Angeles County Public Library, Rosemead branch, is located on Valley Boulevard adjacent to the Rosemead City Hall.

Fire service and emergency medical service are provided by the Los Angeles County Fire Department, which has a local station in downtown Rosemead, on Valley Boulevard. A second local station is located just south of the project area, on the east side of San Gabriel Boulevard.

Rosemead's police service is provided through the Los Angeles County Sheriff's Temple Station, in Temple City. Deputies assigned to Rosemead work out of Rosemead's Public Safety Center located on Garvey Avenue adjacent to Zapopan Park at Charlotte Avenue. The Public Safety Center is managed by Rosemead's Chief of Police, a Los Angeles County Sheriff's Department Lieutenant, and includes local offices for the Los Angeles County Sheriff, the Rosemead Special Assignment Team, the Los Angeles

County Probation Officer, and community safety services.



Rosemead Public Safety Center



Chapter 3

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

IN THIS CHAPTER

- 3.1 Garvey Avenue Specific Plan Zoning Districts**
- 3.2 Development Potential**
- 3.3 Allowed, Prohibited, and Non-Conforming Uses, and Special Use Restrictions**
- 3.4 Garvey Avenue Specific Plan Design and Development Standards**

This chapter focuses on the major land use and zoning changes in the Garvey Avenue Specific Plan, as well as development standards and revitalization strategies that will be key tools in achieving the transformative vision imagined in the Garvey Avenue Specific Plan. It includes new zoning districts to allow for and encourage specific growth patterns and builds on the design guidelines enumerated in the Garvey Avenue Master Plan. For ease of implementation, existing provisions of the Rosemead Municipal Code (RMC) Zoning Code can be assumed to apply unless specifically stated otherwise in this Specific Plan.

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.1 GARVEY AVENUE SPECIFIC PLAN ZONING DISTRICTS

Land use designations are established to identify the allowed uses and design characteristics desired along the Garvey Avenue corridor, and to set forth the allowable density and intensity of development. This Specific Plan builds upon existing zoning regulations contained in the Rosemead Zoning Code, modifying allowed uses and development standards for each zone to facilitate development that will achieve the vision and objectives for the corridor. The limitations of the corridor’s existing zoning are clearly seen in the state of Garvey Avenue today, where the upgrading of parcels over time that would normally be expected for a developed urban area like Garvey Avenue has not occurred. The nearly 27 acres of vacant

land, indicate that Garvey Avenue’s development potential has been challenged.

The Garvey Avenue Specific Plan rezones the entire Specific Plan area and establishes four new zoning districts with targeted new development standards that offer clear guidance for the types of development that can, over time, transform the Garvey Avenue corridor into a new kind of place that is vibrant, livable, and neighborhood-oriented. The new Specific Plan zoning districts are set forth in Table 3.1 and shown on the new Zoning Map in Figure 3.1. The purpose of and standards for each of the new zoning areas are outlined on the following pages.

A standard is objectively measured and focused. Adhering to a standard is required.

Common design standards include building setbacks, heights, etc. A guideline strongly suggests or recommends a desired design or form but it allows for interpretation. Adhering to a guideline is advocated but not required. Common design guidelines include color palettes, roofline shapes, etc.

Shall versus Should

“Shall” denotes a mandatory requirement.

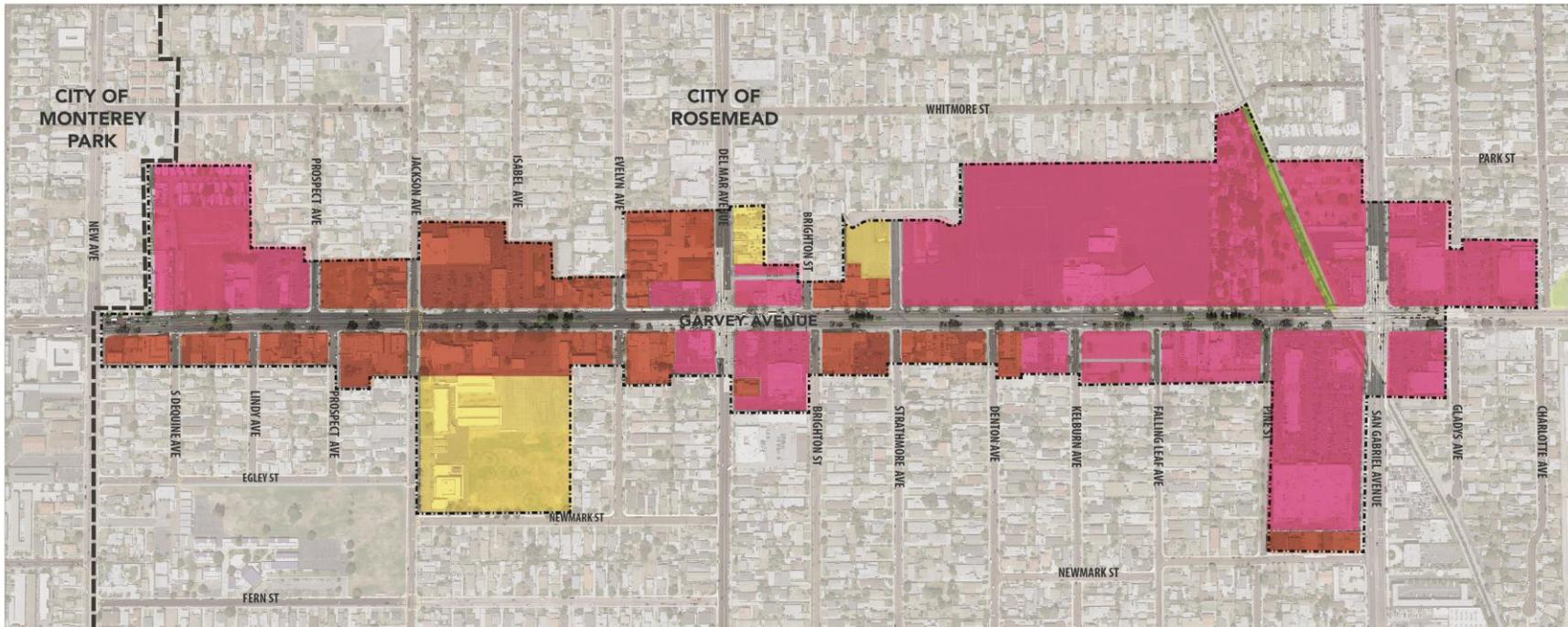
“Should” denotes a guideline or recommendation

Table 3.1 Garvey Avenue Specific Plan Zoning Districts and Land Uses

Zoning District Label	Zoning District Name	Allowed and Expected Land Uses
GSP-OS/P	Garvey Avenue Specific Plan, Open Space/Parking	Open Space, Parking
GSP-R/C	Garvey Avenue Specific Plan, Residential/Commercial	Residential, Commercial, Public, Open Space
GSP	Garvey Avenue Specific Plan	Commercial, Public, Open Space
GSP-MU	Garvey Avenue Specific Plan, Incentivized Mixed-Use	Mixed Use, Commercial, Public, Open Space

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Figure 3.1 Zoning



Rosemead Garvey Avenue Specific Plan Zoning

	City Boundary		GSP-R/C Garvey Avenue Specific Plan, Residential/Commercial
	Specific Plan Area		GSP-OS/P Garvey Avenue Specific Plan, Open Space/Parking
	GSP Garvey Avenue Specific Plan		
	GSP-MU Garvey Avenue Specific Plan, Incentivized Mixed-Use		

Legend

0 400 800 1,200 feet





LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.1.1 GSP-OS/P GARVEY AVENUE SPECIFIC PLAN, OPEN SPACE/PARKING ZONING DISTRICT

The Garvey Avenue Specific Plan, Open Space/Parking (GSP-OS/P) zoning district allows for open space and parking development on key areas of Garvey Avenue, such as Alhambra Wash. Currently zoned for parking, the Alhambra Wash is envisioned to become a major open space amenity. Continuing to allow open space, as well as parking, will help encourage the development of much-needed open space along the Wash.

3.1.2 GSP-R/C GARVEY AVENUE SPECIFIC PLAN, RESIDENTIAL/COMMERCIAL ZONING DISTRICT

The Garvey Avenue Specific Plan, Residential/Commercial (GSP-R/C) zoning district, the smallest new zoning district in the Specific Plan area, makes some modifications to the development standards of the existing R-2 zoning district to be more specific to the Plan area and facilitate greater opportunity for development approaches that includes either residential or commercial

development. Such development in the GSP-R/C area is expected to feature designs and forms that create an appropriate pedestrian scale along or nearby the Garvey Avenue corridor. The GSP-R/C zoning district provides transition areas between single- and multi-family residential land uses in the surrounding neighborhoods, serving as a buffer for higher land use intensity and building scale directly on Garvey Avenue. The new zoning enables flexibility in development approaches while requiring high-quality design that respects and adds value to adjacent residential development.

3.1.3 GSP GARVEY AVENUE SPECIFIC PLAN ZONING DISTRICT

The purpose of the Garvey Avenue Specific Plan (GSP) zoning district is to facilitate and support a vibrant neighborhood commercial district that accommodates a diverse range of retail, service, and office businesses, with a focus on businesses that support the needs of the local community. The GSP zoning area is intended to encourage the development of attractive retail areas where people can walk for dining, groceries, shopping, limited personal services, community and social services, and social activities and gatherings. Uses

will have active retail storefronts, with glass windows, open storefronts, and setbacks for outdoor dining that offer pedestrians a varied and interesting experience. Office development and some public uses are allowed on higher floors. The GSP zoning district also allows for flexible spaces where start-up and locally-owned businesses can establish and maintain small businesses. The GSP zoning district is focused on the western half of the Specific Plan area, west of Del Mar Avenue, with some pockets just east of Del Mar. Where new guidelines and standards have not been established, the GSP zoning code largely follows the existing zoning code for the C-3 Medium Commercial zoning area. However, stand-alone residential and mixed uses are not permitted.

3.1.4 GSP-MU GARVEY AVENUE SPECIFIC PLAN, INCENTIVIZED MIXED USE ZONING DISTRICT

The Garvey Avenue Specific Plan, Incentivized Mixed Use (GSP-MU) zoning district will transform key pockets of Garvey Avenue into active pedestrian and retail areas with a wide mix of uses to serve a variety of needs and stimulate a range of environments. The new zoning

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

district allows for the greatest possible flexibility in development choices, and allows for a new model of development along the corridor, with residential uses carefully integrated into buildings with active ground-floor commercial frontages. “Horizontal” mixed-use is permissible in this district, which will enable a large development site such as the LA Auto Auction site to be developed with buildings with only one use, provided that the overall site is developed to the mixed use standards in GSP-MU.

All development in the GSP-MU area would be expected to feature designs and forms that create an appropriate pedestrian scale directly on the Garvey Avenue corridor, and on any internal or side streets. The GSP-MU zoning district is focused on the eastern half of the Specific Plan area, with three development nodes at the Del Mar intersection, the San Gabriel intersection, and along Garvey Avenue at the former LA Auto Auction site. Where new guidelines and standards have not been established, the GSP-MU zoning code follows the existing zoning code for the existing R-C MUDO

Residential/ Commercial Mixed-Use Development Overlay district.’

3.2 DEVELOPMENT POTENTIAL

The Garvey Avenue Specific Plan area encompasses an area of roughly 88 developable acres. The land use policies associated with this Specific Plan provide the capacity for the development of approximately 1.3 million nonresidential square feet¹. This development would occur as large vacant parcels are developed, as new development replaces aging commercial properties, and as more intensely-developed commercial uses are built, either as mixed use projects or stand-alone commercial projects. An additional estimated 1,048 dwelling units may be expected with the implementation the land use policies within this Specific Plan. This would equate to an estimated total population of approximately 2,710². Most residential development would be built almost exclusively within the GSP-MU zone, Table 3.2

¹ Acres calculated in GIS from Proposed Land Use Plan PDF, 11/25/14.

² Population is calculated based on dwelling units and persons per multi-family household for the City of Rosemead. 2014 person per household estimate is 3.04.

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Table 3.2 Development Potential

Zoning Designation		Land Uses Allowed	DEVELOPMENT STANDARDS			
			Maximum Without the Provision of Community Benefits		Maximum With Provision of Community Benefits (see 3.4.2)	
			DU/Gross Acre	FAR	DU/Gross Acre	FAR
GSP-OS/P	Garvey Avenue Specific Plan, Open Space/Parking	Open Space, Parking	N/A	N/A	N/A	N/A
GSP-R/C	Garvey Avenue Specific Plan, Residential/Commercial	Residential, Commercial, Public, Open Space	7	0.75	30	1.0
GSP	Garvey Avenue Specific Plan	Commercial, Public, Open Space	N/A	0.75	N/A	1.0
GSP-MU	Garvey Avenue Specific Plan, Incentivized Mixed Use	Mixed Use, Commercial, Public, Open Space	25	1.6 MU 0.75 Com	80	3.0 MU 1.0 Com

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.3 ALLOWED USES, NONCONFORMING USES, AND SPECIAL USE RESTRICTIONS

Allowed uses are established for each specific plan zoning district. Certain uses may be subject to special conditions regarding the location, operation, design, or special permitting requirements of the use. References to these provisions are made in Table 3.3.

3.3.1 ALLOWED USES

Allowed land uses within the Specific Plan area are listed in Table 3.3. Use listings are grouped by a general category on the basis of common function, product, or compatibility. Uses may occur anywhere within the appropriate zone. Uses may be allowed in the following ways:

- A Permitted Use (P) may be established as the primary use of a building without discretionary approval.
- Certain uses are allowed subject to the approval of an Administrative Use Permit (AUP), which must be approved by the Community

Development Director following a review and a determination that the nature of the proposed use, at the location proposed, is subject to conditions of use and occupancy that may be set, and can be conducted without detriment to nearby properties and uses.

- Certain uses are allowed subject to the approval of a Conditional Use Permit (CUP), which must be approved by the Planning Commission following review and a determination that the nature of the proposed use, at the location proposed, is subject to conditions of use and occupancy that may be set, and can be conducted without detriment to nearby properties and uses.
- Certain uses are allowed subject to the approval of a Temporary Use Permit (TUP), which must be approved by the Community Development Director, in accordance with RMC Section 17.124 (Temporary Use Permits and Special Events).

- Prohibited Use (--) refers to a use or activity that is not permitted.

The Community Development Director may determine that a proposed use not listed in Chapter 3 of the Garvey Avenue Specific Plan is permissible or conditionally permissible if the use is substantially similar to a use permitted in Chapter 3 of the Garvey Avenue Specific Plan and all of the following findings are made:

- a. The proposed use will be consistent with the goals, objectives, and policies of the General Plan;
- b. The characteristics of, and activities associated with, the proposed use are equivalent to those of one or more of the uses listed in the zoning districts as allowable, and are no more detrimental or intensive than the uses listed in the district for which the proposed use is determined to be consistent with; and
- c. The proposed use will meet the purpose and intent of the zoning district that is applied to the site

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

where the proposed use is to be located.

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Table 3.3 Land Use Table

Allowed Uses Key:		GSP-OS/P	GSP-R/C	GSP	GSP-MU	Specific Regulations
P	Permitted Use					
CUP	Conditional Use Permit Required					
AUP	Administrative Use Permit Required					
--	Use Not Permitted					
TUP	Temporary Use					
RESIDENTIAL						
Single-Family Dwellings		--	P	--	--	
Two-Family Dwellings (Duplex)		--	P	--	--	
Multi-Family Dwellings		--	P	--	--	
Multi-Family Dwellings (as part of a Mixed Use Project)		--	--	--	P	A mixed use project application must be accompanied by an economic feasibility study prepared by a reputable economic or marketing professional or firm. Economic feasibility study's findings must support the proposed mixed use project, the land use mix components of the project, and the extent of the land use. City of Rosemead staff will evaluate and determine the marketing professional/firm credentials to prepare such study. The Community Benefit Incentive is not applicable to this economic feasibility study.
Second Dwelling Unit (as defined by §17.30.190)		--	P	--	--	See RMC Section 17.30.190 (Second Dwelling Units)
Artist Live/Work Space		--	AUP	--	P	
Single-Room Occupancy (as defined by §17.30.200)		--	CUP	--	CUP	See RMC Section 17.30.200 (Single Room Occupancy)
Residential accessory uses and structures		--	P	--	P	See RMC Section 17.32 (Accessory Structures) and Section 17.12.030

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Table 3.3 Land Use Table

Allowed Uses Key:	GSP-OS/P	GSP-R/C	GSP	GSP-MU	Specific Regulations
Home Occupations, including Cottage Food Operations (Accessory)	--	P	--	P	
CARE USES					
Transitional and Supportive Housing	--	P	--	--	
Child Care Home, Large Family (9 to 14)	--	AUP	--	--	See RMC Section 17.30.160 (Large and Small Family Child Day Care Home Facilities)
Child Care Home, Small Family (8 or fewer)	--	P	--	--	See RMC Section 17.30.160 (Large and Small Family Child Day Care Home Facilities)
Residential Care Facilities (6 or fewer)	--	P	--	--	
Residential Care Facilities (7 or more)	--	CUP	--	--	
PUBLIC AND CIVIC					
Colleges and Universities	--	--	--	P	
Cultural Institutions	CUP	CUP	CUP	CUP	
Park and Recreation Facilities	P	P	P	P	For lighted facilities, see RMC Section 17.68.060
Places of Religious Assembly	--	CUP	CUP	CUP	
Public Utility Facilities	AUP	AUP	AUP	AUP	
Telecommunication Facilities/Wireless Telecommunication Facilities	CUP	CUP	CUP	CUP	
Educational Institution (Private)	--	CUP	CUP	CUP	
Community Garden	P	P	P	P	
Open Space, Public	P	--	--	--	
Hiking Trails, Public	P	--	--	--	

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

COMMERCIAL					
Animal Grooming Services	--	P	P	P	No overnight boarding of animals allowed.
Veterinary	--	P	P	P	
Drive-Through Businesses	--	--	AUP	--	See RMC Section 17.30.110
Eating and Drinking Establishments: No Alcohol Beverage Sales	--	P	P	P	
Eating and Drinking Establishments: With "On Sale" ABC License	--	--	CUP	CUP	See RMC Section 17.30.040 (Alcohol Beverage Sales)
Sidewalk Dining (accessory use to eating and drinking establishments)	--	AUP	AUP	AUP	<p>1) Location Requirements:</p> <p>(a) A sidewalk dining, where permitted, may be located on the public right-of-way adjacent to the restaurant serving the sidewalk dining. Approval for sidewalk dining may be granted after review of the application by appropriate city departments and issuance of an encroachment permit or license agreement.</p> <p>(b) All sidewalk dining shall leave clear space for pedestrian movement between the outer edge of the dining and the curb line. Sidewalk dining located at street intersections shall provide a 15-foot clear space radial to the corner. If pedestrian traffic is especially heavy, the Public Works Director may require additional clear space to ensure adequate room for pedestrian movements.</p>

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

					<p>(c) No sidewalk dining shall be located within 15 feet of a bus stop or bus shelter.</p> <p>2) Physical Design Requirements:</p> <p>(a) All furnishings of a sidewalk dining including, but not limited to, tables, chairs and decorative accessories, shall be readily movable.</p> <p>(b) No part of sidewalk dining may be permanently attached to public space. The person to whom the business license for the dining is issued shall repair any damage done by the dining to public property.</p> <p>(c) When a sidewalk dining or the adjacent restaurant is occupied, no exit door shall be locked, bolted or otherwise fastened or obstructed so that the door cannot be opened from the inside.</p> <p>(d) Chairs and tables shall be arranged so as to provide for clear access to an exit. No part of an aisle shall be used in any way that will obstruct its use as an exit or that will constitute a hazardous condition.</p> <p>(e) Sidewalk dining shall not be arranged so as to restrict the use of emergency exits, fire escapes</p>
--	--	--	--	--	---

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

					<p>on adjacent buildings and access to fire hydrants.</p> <p>(f) Freestanding or table mounted shade umbrellas shall be kept in good repair and may be used only where space permits.</p> <p>(g) Freestanding lamps are not permitted. Flashing or moving lights are not permitted. Table candles may be used. Electric wiring shall not be placed in pedestrian areas.</p> <p>(h) Awnings shall be kept in good repair.</p> <p>(i) Seating and accessories and other components of the sidewalk dining shall be maintained in a neat and safe manner.</p> <p>(j) The height of a railing, fence, or planter (including plantings) used to establish boundaries of seating areas shall be at least 24 inches in height but not higher than 36 inches. Planters and/or plantings shall be maintained in a neat and orderly manner, and shall not encroach past the approved sidewalk dining area.</p> <p>(k) Plank-style picnic tables with bench seating are not permitted.</p> <p>3) Dining Operation Requirements:</p>
--	--	--	--	--	--

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

					<p>(a) Sidewalk dining shall be operated and maintained in accordance with the applicant's building plans approved by the Community Development Director and the Public Works Director.</p> <p>(b) The owner(s) shall be responsible for the removal of all wrappings, litter, and food, and shall provide thorough and sanitary cleaning for sidewalk dining area and the immediate surroundings of such area each day after the eating and drinking establishment closes.</p> <p>(c) Sidewalk dining shall not operate earlier than 8:00 a.m. or later than 12:00 a.m. (midnight).</p> <p>(d) If alcoholic beverages are permitted in the sidewalk dining area by a Conditional Use Permit (CUP), a landscape separation shall be required to prevent the passing and/or carrying of alcoholic beverages out of the sidewalk area and signs noting such requirement shall be posted in conspicuous locations.</p>
Entertainment and Spectator Sports: 1-149 seats or under 15,000 square feet	--	--	CUP	CUP	
Entertainment and Spectator Sports: 150+ seats or over 15,000 square feet	--	--	--	CUP	
Financial Services	--	P	P	P	

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Food and Beverage Retail Sales	--	P	P	P	See RMC Section 17.30.040 (Alcohol Beverage Sales)
Gas Stations	--	--	CUP	--	
Hotel (50+ guest rooms)	--	--	CUP	CUP	See RMC Section 17.30.130 A hotel project application must be accompanied by an Economic Feasibility Study prepared by a reputable economic or marketing professional or firm. Study's findings must support the proposed hotel project. City of Rosemead staff will evaluate and determine the marketing professional/firm credentials to prepare such study. The Community Benefit Incentive is not applicable to this economic feasibility study. Two public bus parking spaces are required to be provided by a hotel facility in the GSP-MU zone.
Health/Fitness Club (Small)	--	P	P	P	
Health/Fitness Club (Large)	--	AUP	AUP	AUP	
Medical Office	--	--	P	P	Prohibited medical services: extended care, specifically, convalescent health or nursing care; medical or custodial care provided in cases of prolonged illness or rehabilitation.
Office	--	P	P	P	
Parking, Commercial (Non-accessory)	P	AUP	AUP	--	
Tour Bus Parking (Accessory - Hotel only)	--	--	--	P	Two public bus parking spaces are required to be provided by a hotel facility located in the GSP-MU zone.
Personal Service (General and Studio)	--	P	P	P	
Repair Service (including bicycles, excluding automotive)	--	P	P	P	

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Retail Sales (General)	--	P	P	P	Prohibited Retail Uses: building materials and supplies sales, firearms sales, liquor stores, second hand stores, and pawn stores.
Tutoring Services (Small)	--	P	P	P	
Tutoring Services (Large)	--	AUP	AUP	AUP	
Donation Box	--	--	--	--	

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.3.3 NONCONFORMING USES

The Garvey Avenue Specific Plan area has long been developed with some light-industrial uses – including construction-related and auto repair/service businesses with outdoor operations – which the City has long encouraged to phase out due to their incompatibility with surrounding residences and the aesthetic, noise, and traffic impacts on the corridor. Implementation of this Garvey Avenue Specific Plan will render certain light-industrial and auto-oriented commercial uses nonconforming with regard to the use provisions of this Garvey Avenue Specific Plan. To contribute to the improvement of the aesthetic quality and economic vitality along the corridor, and to ensure that land uses are consistent with the vision presented in the Garvey Avenue Specific Plan, the conditions under which legal nonconforming uses may continue is limited. Specifically, legal nonconforming uses may remain but cannot expand, change use, rebuild, and must be continually operated. If these conditions are not met, the nonconforming use is no longer a legal nonconforming use and is subject to the City of Rosemead’s Nonconforming Use Amortization Policy, RMC Section 17.72.090, with the exception of the

abandonment/discontinuation clause (RMC Section 17.72.030B) In place of the abandonment/discontinuation clause, a nonconforming use in the Garvey Avenue Specific Plan area which has been abandoned or has been discontinued for a period of 90 days shall not be reestablished and any subsequent reuse or any new use established shall conform to the provisions of the Garvey Avenue Specific Plan.

3.3.4 SPECIFIC USE RESTRICTIONS

The following restrictions on uses shall apply in the GSP-MU zone:

To promote active nonresidential development on ground floors, the following uses are prohibited on ground floors, but, if permitted within the zoning area, may be permitted on upper floors:

- Medical Office
- Office

3.3.5 ECONOMIC FEASIBILITY STUDY

An economic feasibility study is required for all hotel and mixed use project applications. The required economic feasibility study is not eligible for the

Community Benefit Incentive program. An economic feasibility study must be prepared by a reputable economic or market professional or firm. The economic feasibility study must affirm or support the land use mix and the extent of the proposed land uses. The City of Rosemead staff will affirm the economic or market professional or firm’s credentials to prepare such study, and affirm study’s findings.

3.4 GARVEY AVENUE SPECIFIC PLAN DESIGN AND DEVELOPMENT GUIDELINES AND STANDARDS

The Garvey Avenue Specific Plan design and development guidelines and standards provide specific policies for how parcels and buildings shall be developed, such as setbacks and parking requirements, or height and density limits (Figures 3.2 and 3.3). They are intended to supplement the development standards in Rosemead’s General Plan, as well as the design guidelines outlined in the Garvey Avenue Master Plan and in Rosemead’s Mixed-Use Design Guidelines, both of which are incorporated by reference. These documents specifically addressed many design guidelines important to this

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Specific Plan, including but not limited to those that relate to the public realm and pedestrian environment, building and storefront design, parking, and utilities. The design standards and guidelines of this Garvey Avenue Specific Plan are largely consistent with those in the Garvey Avenue Master Plan and Rosemead's Mixed-Use Guidelines, and, likewise, largely share the same goals as those in the Garvey Avenue Master Plan and Rosemead's Mixed-Use Guidelines. These goals include:

- Upgrading the image and appeal of Garvey Avenue as a safe, attractive, and high-quality commercial environment;
- Encouraging high quality infill and mixed-use redevelopment of vacant lots and underutilized properties to their highest and best use, whether commercial, residential, office, entertainment, or open space;
- Activating the street and enhancing the pedestrian environment and scale;
- Ensuring compatibility between adjacent uses, especially single-family residential and other mixed-use projects;
- Inviting and supporting transit and active transportation;
- Crafting smart parking requirements that balance parking needs with updated standards that give flexibility to developers, manage parking as efficiently as possible, and minimize the negative impacts of parking on the neighborhood; and
- Integrating high-quality landscape and streetscape design that is consistent throughout the corridor.

The Garvey Avenue Specific Plan design and development standards provide the foundation for a distinct corridor identity. Through the use of these custom-tailored design guidelines and development standards, Rosemead can leverage successful existing land uses, redevelop underutilized sites to their highest and best use, and capitalize on once-in-a-lifetime opportunities to redevelop several large and catalytic vacant sites, such as the former L.A. Auto Auction site.

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Figure 3.2 Specific Plan Vision



The Specific Plan seeks to create vibrant new places to walk and shop.



Gathering places and community spaces will activate the public realm.



A green streetscape and distinct branding will identify Garvey Avenue as special.



Bicyclists, pedestrians, and drivers will integrate seamlessly into a strengthened network.

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3.4.1 USE OF THE DESIGN AND DEVELOPMENT STANDARDS

All subdivisions, new land uses and structures, and substantial rehabilitation, alterations, and/or remodeling of existing land uses and structures shall be designed, constructed, and established in compliance with the requirements of this Section, in addition to the applicable standards in Title 17 (Zoning) of the Rosemead Municipal Code *unless explicitly defined, stated, or delineated otherwise in this Garvey Avenue Specific Plan*. Principal and accessory structures shall meet the same development standards unless otherwise modified in this Garvey Avenue Specific Plan. With regard to the substantial rehabilitation, alterations, and/or remodeling of existing land uses and structures, whenever such activity involves removal of more than 50% of the exterior walls of a structure (this shall mean the removal of the following examples of building materials: wood, siding of any type, stucco, windows, framing materials, and will not require the demolition of the structural elements/materials of the wall(s) to be considered within the 50%), the replacement construction is considered to constitute a new structure, and such rehabilitation, alteration, and/or

remodeling activity shall comply with all development standards set forth in this Garvey Avenue Specific Plan.

The Garvey Avenue Specific Plan design standards and guidelines should be used by landowners, developers, tenants, and their consultants, such as architects, who propose any alteration, addition, constructions and/or development projects within the Garvey Avenue Specific Plan area. City staff should use the Plan to review projects for 1) compliance with the design standards, and 2) compliance with the intent of the design guidelines. Individuals and entities proposing projects within the Garvey Avenue Specific Plan area should review and understand these standards and guidelines before initiating the design and development process. To facilitate project approvals, questions regarding the design standards and guidelines, as well as other development-related questions, should be discussed with the Community Development Director or designee as early in the development process as possible.

Individuals and entities proposing projects should use these design standards and guidelines at each project stage to shape concepts and designs to realize compatible architecture and urban design that meets City of Rosemead requirements and

expectations. City staff and others use these standards and guidelines to understand proposed projects in relationship to approved objectives, goals, standards, and guidelines.

The Garvey Avenue Specific Plan development standards are outlined in Table 3.4. A map of height limits for development along Garvey Avenue is shown in Figure 3.4.

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Figure 3.3 Additional Specific Plan Vision



Modulated storefronts with signage complement a green pedestrian realm.



Outdoor dining invites pedestrians to shop and eat.



An enhanced pedestrian realm benefits all community members.



A consistent building edge with varied modulation and no gaps.

Table 3.4 Development Standards

Specific Plan Standards	GSP-OS/P	GSP-R/C	GSP	GSP-MU	Comments
DEVELOPMENT INTENSITY AND NEIGHBORHOOD COMPATIBILITY					
Minimum Lot Size	See RMC Section 17.08.050 regarding lot area and dimension requirements for direction on an undeveloped, substandard, or nonconforming lot.				
	None	6,500 s.f.	5,000 sq.	Mixed Use 10,000 s.f. Other 5,000 s.f.	
Minimum Lot Width	50'	70'	70'	100'	
Minimum Lot Area per Dwelling	N/A	1,000 sq./dwelling unit	N/A	500 sq./dwelling unit	
Maximum Density Without the Provision of Community Benefits	N/A	7 dwelling units/gross acre	N/A	25 dwelling units/gross acre	
Maximum Density With the Provision of Community Benefits	N/A	25 dwelling units/gross acre	N/A	80 dwelling units/gross acre	
Minimum Unit Size					
Studio	N/A	600 s.f.	N/A	600 s.f.	
One-Bedroom	N/A	650 s.f.	N/A	650 s.f.	
Two-Bedroom	N/A	800 s.f.	N/A	800 s.f.	
Each Additional Bedroom		An additional 200 s.f./bedroom	N/A	An additional 200 s.f./bedroom	
COMMERCIAL DEVELOPMENT INTENSITY					
Floor Area Ratio (FAR) Without the Provision of Community Benefits	None	0.75 maximum	0.75 maximum	Commercial: 0.75 maximum Mixed Use: 1.6 maximum	
FAR With the Provision of Community Benefits	None	1.0 maximum	1.0 maximum	Commercial: 1.0 maximum Mixed Use: 3.0 maximum	
Required Floor Area of the Ground Floor Space in a Vertical Mixed Use Building located along Garvey Avenue	N/A	N/A	N/A	Lots with 50' or less of street frontage: 800 sq., minimum Lots with 51' or more of street frontage: 20% of the lot area, minimum. Where multiple vertical mixed buildings are located on a single lot, a minimum of 20% of the building footprint shall be dedicated to ground floor space.	Where multiple vertical mixed use buildings located within a single lot,
BUILDING HEIGHT AND FORM					
Maximum Height	Maximum height is calculated to the top of roofline or roof structures including but not limited to elevator housing, stairways, tanks, ventilating fans, roof signs, etc.				
	35'	35'	75'	75'	
Height Exception	An additional 5' beyond the height limit is allowed for unique architectural elements as determined by the Community Development Director.				Section 3.4.2 of this Specific Plan
Maximum Building Length	Building façade lengths may not exceed 300 feet.				
BUILDING RELATIONSHIP TO STREET					
Minimum Building Placement on Lot Frontage	<i>Minimum lot frontage that must be developed by a building</i>				Section 3.4.4 of this Specific Plan
	None	60%	60%	75%	
Ground Floor Height	14' minimum	10' minimum	14' minimum	Nonresidential: 14' minimum Residential: 10' minimum	Section 3.4.8 of this Specific Plan
Elevation Above Street Level					
Ground Floor Living Space	N/A	2' minimum 3' maximum	N/A	2' minimum 3' maximum	Section 3.4.8 of this Specific Plan
Ground Floor Nonresidential	0' minimum 2' maximum				
Nonresidential Facade Height at or near Street Frontage	Minimum height for nonresidential building facades at or near the street frontage, measured to the top of the façade. For single story buildings, a false front or parapet should be used to achieve this minimum height. Where exterior frontage height varies along the building frontage, the minimum height shall be considered to be the average height of the building frontage.				
	N/A	25' minimum	25' minimum	25' minimum	Section 3.4.8 of this Specific Plan and Figure 3.9

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

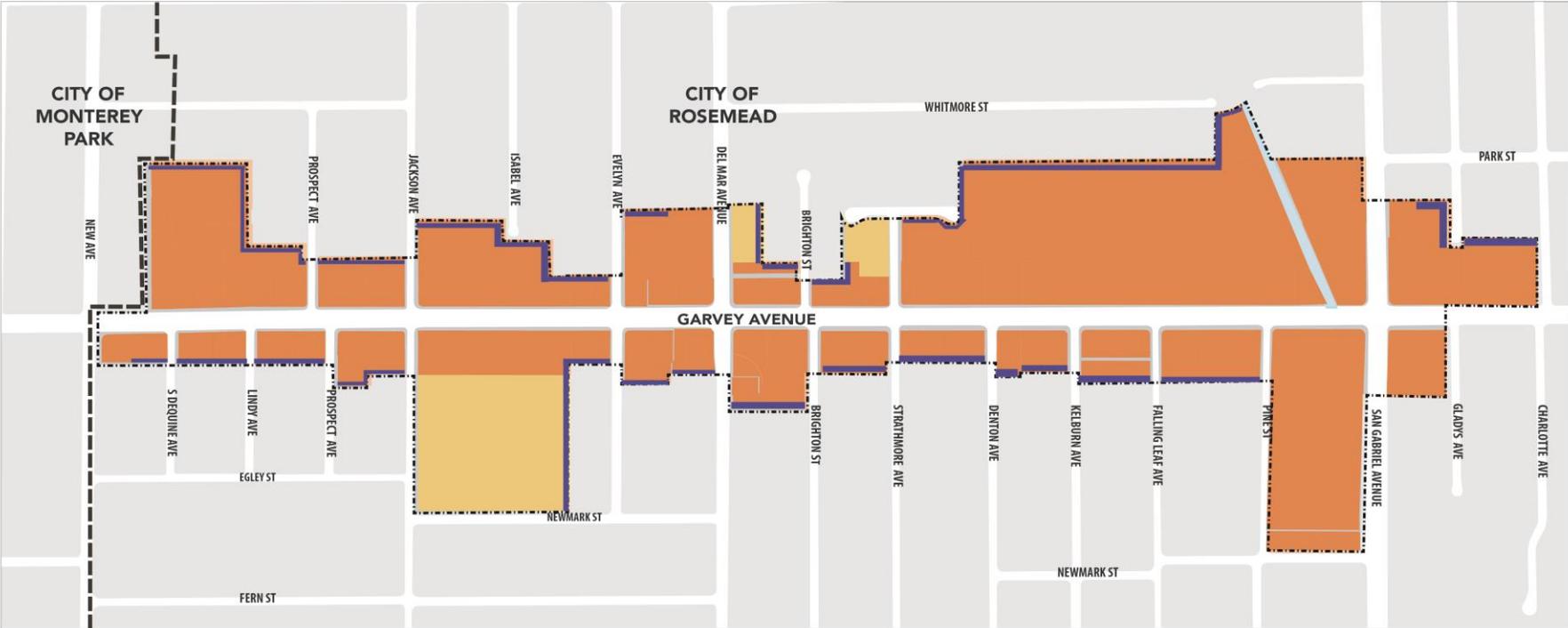
Specific Plan Standards	GSP-OS/P	GSP-R/C	GSP	GSP-MU	Comments
GROUND FLOOR BUILDING DESIGN					
Ground Floor Blank Walls	<i>The amount of the ground level wall area directly visible from the street allowed to be left blank. The ground level wall area is defined as that portion of the building elevation from grade to a height of 9 feet.</i>				Figure 3.8 of this Specific Plan
	25% maximum				
Ground Floor Wall Glazing	<i>The area of ground level wall area that must be glazed with clear glass display windows and entries.</i>				
	Nonresidential: 50% minimum Residential: 40% minimum				Section 3.4.5 and 3.4.8 of this Specific Plan and Figure 3.7
SETBACKS FOR LIGHT, AIR, AND PRIVACY					
Setbacks					
Front	N/A	Nonresidential: No minimum Residential: 10'	No minimum	Nonresidential: No minimum Ground Floor Residential: 10'	
Side – Adjacent to Nonresidential Use or Zoning District Other Than R-1 and R-2	N/A	5' minimum	No minimum	5' minimum	
Side – Adjacent to Existing Residential, School, or Park Use	N/A	10' minimum			
Side – Adjacent to R-1 or R-2 Zoning District	All residential, nonresidential, and mixed use developments shall have a side variable height when abutting R-1 or R-2. This specifies a setback minimum of 10' from the property line, with the height increasing at a 60 degree angle from that point.				
	N/A	10' minimum			
Rear	N/A	Residential: The lesser of 20' or 20% of lot depth Nonresidential: 20' minimum if abutting residential, otherwise no minimum required	20' minimum if abutting residential, otherwise no minimum required	20' minimum if abutting existing residential use, school, or park, otherwise no minimum required	
Rear – Adjacent to R-1 or R-2 Zoning Districts	All residential, commercial, and mixed-use developments shall have a rear variable height when abutting R-1 or R-2 zones. This specifies a setback minimum of 25' from the property line, increasing at a 60 degree angle from that point.				
PEDESTRIAN-FRIENDLY AUTO CIRCULATION & ACCESS					
Access Driveway Width	One Way: 14' minimum, 20' maximum Two Way: 24' minimum, 30' maximum				
Curb Cuts	1 curb cut/lot, if lot has less than 300 feet of property frontage. 1 curb cut/300' of lot frontage, if lot frontage is greater than or equal to 300 feet. Example: 450' lot frontage is allowed 1 curb cut; 600' lot frontage is allowed 2 curb cuts.				Section 3.4.9 of this Specific Plan and Figure 3.11
Frontage Dedicated to Parking and/or Driveways	30% of lot frontage maximum			20% of lot frontage maximum	
SMART PARKING MANAGEMENT					
Vehicle Parking - Nonresidential					
Restaurant	N/A	N/A	1 standard sized parking space/300 s.f.	Restaurants with floor area less than 2,500 s.f.: 1 standard sized parking space per 400 s.f. Restaurants with floor area greater than or equal to 2,500 s.f.: 1 standard sized parking space per 200 s.f.	All stalls shall be double striped and standard sized
Hotel	N/A	N/A	N/A	1 standard sized parking space per living or sleeping unit plus: 1 standard sized parking space for every 50 s.f. of dance hall, exhibition space, meeting room; 1 standard sized parking space per 300 s.f. for restaurant space; and 1 standard sized parking space per 400 sq. of all other uses within the hotel	All stalls shall be double striped and standard sized
Nonresidential other than Restaurant and Hotel	N/A	1 standard sized parking space/300 s.f.	1 standard sized parking space/300 s.f.	1 standard sized parking space/400 s.f.	All stalls shall be double striped and standard sized. The required parking stalls may include up to 25% of the total stalls as compact parking

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Specific Plan Standards	GSP-OS/P	GSP-R/C	GSP	GSP-MU	Comments
Vehicle Parking – Residential (includes guest parking)	N/A	<p>For residential developments, the project shall provide no less than 1.0 standard sized parking space/dwelling unit, and no more than 1.5 standard sized parking space/dwelling unit.</p> <p>In addition to the residential spaces described above, 0.5 standard sized parking space/dwelling unit is required guest parking.</p> <p>Parking provided for residential uses must be covered, secure, and separated from parking provided for nonresidential uses. Guest parking may be uncovered.</p>	N/A	<p>For residential developments, the project shall provide no less than 1.0 standard sized parking space/dwelling unit, and no more than 1.5 standard sized parking space/dwelling unit.</p> <p>In addition to the residential spaces described above, 0.5 standard sized parking space/dwelling unit is required guest parking.</p> <p>Parking provided for residential uses or the residential component of a mixed use structure must be covered, secure, and separated from parking provided for nonresidential uses. Guest parking may be uncovered.</p>	All stalls shall be double striped and standard sized. The required parking stalls may include up to 25% of the total stalls as compact parking.
Bicycle Parking	See RMC Section 12.32.030 (B).	See RMC Section 12.32.030 (B). Bicycle parking spaces provided for residential use must be covered, secure, and located separately from bicycle parking spaces provided for nonresidential uses.	See RMC Section 12.32.030 (B).	See RMC Section 17.28.030(D)(2)(c).	
LANDSCAPING AND OPEN SPACE					
Landscaping	N/A	<p>For residential developments, the project shall provide a minimum of 20%.</p> <p>For commercial developments, the project shall provide a minimum of 6%.</p>	6% minimum	6% minimum	
Usable Public Open Space – Nonresidential Uses or Nonresidential Component of Mixed Use	N/A	5% of total parcel area, minimum			Section 3.4.11 of this Specific Plan
Required Landscaping of Public Open Space for Nonresidential Uses or Nonresidential Component of Mixed Use	N/A	40% of usable public open space, minimum	40% of usable public open space, minimum	50% of usable public open space, minimum	Section 3.4.11 of this Specific Plan (Additional landscaping may be required outside open space areas)
Usable Private Common Open Space – Residential Uses and Residential Component of Mixed Use	N/A	150 s.f./dwelling unit minimum	N/A	150 s.f./dwelling unit minimum	Section 3.4.11 of this Specific Plan
Private Usable Open Space	Private open space must be open to air, not fully enclosed with walls. Private open space cannot be covered by a roof by more than 50% of the area; however, balconies can have up to 100% ceiling coverage. Private open space includes balconies, patios, or yards.				
	N/A	75 s.f./dwelling unit minimum	N/A	100 s.f./unit minimum	Section 3.4.11 of this Specific Plan
Private Open Space Ground Floor Dimension	N/A	8' in any direction minimum	N/A	8' in any direction minimum	Section 3.4.11 of this Specific Plan
Private Open Space Balcony Dimension	N/A	5' in any direction minimum	N/A	5' in any direction minimum	Section 3.4.11 of this Specific Plan

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Figure 3.4 Height Limits



Rosemead Garvey Avenue Specific Plan
Height Limits

Legend

- City Boundary
- Specific Plan Area
- 75' Height Limit
- 35' Height Limit
- Variable Height Limit Setback Area

0 400 800 1,200 feet

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3.4.2 HEIGHT EXCEPTION

A 5' bonus may be granted by the Planning Commission, upon recommendation from the Community Development Director and in accordance with the requirements of Section 17.28.030(D)(13)(a)(2)(a), if it is determined that the additional height would provide unique architectural elements that would enhance the project overall.

3.4.3 COMMUNITY BENEFITS INCENTIVES

Community Benefit Incentives are provided to allow developer and property owners to increase the development potential if community benefits are identified as part of the development application, constructed as part of the project development, and operated in perpetuity. Restrictions and/or covenants are required to be recorded on the property to ensure the benefits or amenities provided to earn the Community Benefit Incentive are maintained in perpetuity. Benefits can be obtained in two ways – Affordable Housing and Senior Housing (See 3.4.3.1) or Garvey Avenue

Community Benefit Program (See 3.4.3.2).

3.4.3.1 DENSITY BONUS FOR AFFORDABLE HOUSING, SENIOR HOUSING

A residential or mixed-use development that includes five or more dwelling units and meets one or more of the following criteria is entitled to a density bonus and one or more incentives under State Government Code Section 65915:

- a. Ten percent of the total units of a housing development for lower income households, as defined in Section 50079.5 of the State Health and Safety Code.
- b. Five percent of the total units of a housing development for very low income households, as defined in Section 50105 of the State Health and Safety Code.
- c. A senior citizen housing development, as defined in Sections 51.3 and 51.12 of the State Civil Code, or Mobile Home Park that limits residency based on

age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the Civil Code.

- d. Ten percent of the total dwelling units in a common interest development as defined in Section 1351 of the State Civil Code for persons and families of moderate income, as defined in Section 50093 of the State Health and Safety Code, provided that all units in the development are offered to the public for purchase.

Density bonuses for residential developments shall also apply for any residential or mixed use buildings in the Garvey Avenue Specific Plan area, under RMC Section 17.12.030, and as outlined in RMC Table 17.12.030.2.

If a density bonus under State Bill 1818 is granted, density or intensity bonus associated with the provision of Community Benefits will not be granted.

Concessions considered by the City for projects complying with SB 1818 shall not include an increase in height beyond the 75-foot limitation. An increase in height above the 75-foot limitation would create significant adverse impacts on the Garvey

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Avenue Specific Plan area and surrounding areas for the following reasons:

- 1) The Garvey Avenue Specific Plan height limit of 75 feet has been carefully determined to achieve the goals of the Plan while preserving the line of sight, view corridors, and open air environment for both the Plan area and surrounding areas. Disrupting these factors would become a significant barrier to the quality of life.
- 2) The 75-foot height limitation has been set to preserve access to direct wind which is currently afforded to the surrounding homes and businesses. Heights in excess of 75 feet could curtail or eliminate this access, particularly the access of properties to the north to onshore/cooling winds coming from the south.
- 3) The 75-foot height limitation and associated development standards are crafted to allow buildings in the Garvey Avenue Specific Plan area and adjacent to the area to maintain access to sunlight. An

increase in height for new buildings above the 75-foot threshold would reduce the access to sunlight.

The 75-foot height limitation includes the consideration for design standards. This desired goal for the Garvey Avenue Specific Plan considers scale, massing, character and elevations which contribute to the overall quality and uniformity of design elements. Height increase above the 75-foot mark would detract from this.

3.4.3.2 GARVEY AVENUE COMMUNITY BENEFIT PROGRAM

The Garvey Avenue Community Benefit program allows for substantial redevelopment or new development projects to have an increased residential density and/or nonresidential intensity with the provision of specific community benefits. The Garvey Avenue Community Benefit Program is applicable to all parcels within the Garvey Avenue Specific Plan Corridor. However, if a density bonus is granted in accordance with Senate Bill 1818, a density or intensity bonus associated with the provision of Community Benefits will not be granted.

The Garvey Avenue Community Benefit Program is based on a point system. Each community benefit type is assigned a number of Community Benefit points, as

described in Table 3.5. A project may earn points from a single or multiple categories, depending on the project applicant's preference. The number of Community Benefit points earned is then translated into the increased density or FAR. The increase varies by zone and land use type as shown in Table 3.6. Table 3.6 indicates the maximum density or FAR permitted.

For example, if a retail development proposed in the GSP-R/C zone proposes to be LEED Gold certified and provides an economic feasibility study that supports the retail use, the proposed development would earn 30 bonus points. The 30 bonus points allows the proposed development to have a maximum 0.85 FAR, an increase of 0.1 above the maximum FAR without the Community Benefit Incentive.

The types of community amenities or benefits eligible to receive the Community Benefit Incentive, as shown in Table 3.5, are: public open space above the required,

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public park, ADA park amenities, public parking above the required, lot consolidation, siting taller buildings within in the center of the proposed development, project sustainable design, project alternative energy production, “family friendly” development, and provision of an economic feasibility study for uses other than hotel and mixed use. Additional types of community benefits and associated incentives may be determined by a Rosemead City Council resolution adoption.

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Table 3.5 Community Benefit Amenities and Associated Points

Type of Benefit Provided for the Community Benefit Incentive	Maximum Points	Basis for Calculating Points
Public Open Spaces/Public Parks Exceeding Open Space and Park Standards as set forth in this Specific Plan or other City of Rosemead plan or document.	74	<p>Public open spaces are defined as an open space area that is intended for use by all members of the community throughout the day. Public spaces may occur in the form of plazas, courtyards, parks, parklets, and greenways. If a courtyard or outdoor space is intended for a specific private use (such as a singular restaurant), then the space is not a “public open space” but rather a “private outdoor dining area”. In this case, the outdoor space would not be eligible for community benefit. Walkways or sidewalks used for pedestrian travel are not eligible for community benefit.</p> <p>If public spaces are privately-owned, these open spaces must be maintained by the property owner(s) and must remain open to the public at all times. Public spaces may also be deeded to the City to become public plazas or parks and under the management of Rosemead’s Parks and Recreation Department, with the City of Rosemead’s approval and acceptance.</p> <p>30 Pts: For 10% or more of the site area provided the open space and/or park is landscaped with drought tolerant turf and shrubs, provides shade trees and shade structures, shaded seating areas, bicycle racks, and trash receptacles.</p> <p style="text-align: center;"><u>OR</u></p> <p>50 Pts: For 15% or more of the site area provided the open space and/or park is landscaped and amenities provided as described above, and additional amenities are provided such as: stage, band shell, play structures, public restrooms.</p> <p>24 Pts: For each Accessible or Inclusive Playground Equipment designed and constructed in accordance with ADA requirements, 4 points will be awarded. Equipment qualifying for this bonus includes: ramps with a 1:12 slope and transition decks, safety surfaces, ADA swings, ADA slide and play structure, ADA drinking fountains, ADA picnic tables, ADA benches, up to a maximum of 24 points.</p>
Alhambra Wash Public Park or Open Space	45	<p>25 Pts. For the capping of the Alhambra Wash and development of usable, landscaped park space 25 Pts. For the development, landscaping, and maintenance of a public park</p> <p>Up to a maximum of 45 points.</p> <p>Density or intensity bonus must be applied to a single building or structure located immediately adjacent to the Alhambra Wash and shall not be applied to other buildings or structures on the parcel.</p>
Public Parking	50	<p>2 Pts: For every 1 standard sized parking space marked for public use and permanently available for public use, provided the project meets the minimum number</p>

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Table 3.5 Community Benefit Amenities and Associated Points

Type of Benefit Provided for the Community Benefit Incentive	Maximum Points	Basis for Calculating Points
		of required public and private spaces, per this Specific Plan or the City of Rosemead up to a maximum of 50 points.
Lot Consolidation	35	For every one or more parcels or lots that are consolidated to form a single parcel or lot and the lot consolidation is recorded with the City of Rosemead, 35 points will be awarded for each final parcel or lot.
Taller Buildings Center of Development	40	40 Pts: If buildings fronting Garvey Avenue, fronting San Gabriel Boulevard, or adjacent to existing residential uses are no more than 48' tall.
Sustainable Design	70	40 Pts: If 50% or more of total building roof is an accessible, operational eco roof. 30Pts: LEEDTM Platinum or equivalent (third-party certification required) 20 Pts: LEEDTM Gold or equivalent (third-party certification required) The increased density or intensity will be granted to the qualifying building not the entire development or site area.
Alternative Energy	30	30 Pts: If 25% of total building energy load is provided by solar panels or other on-site renewable sources, provided the other on-site sources are approved by the City of Rosemead, local energy regulators, and local air quality district, as appropriate.
Family Friendly Development	50	30 Pts: Projects providing more than 10 percent of housing units as three bedroom or larger units. 20 Pts: 1 point for each 15 sq. ft. per unit of common area open space above the required minimum as stated in this Specific Plan, provided the common area open space contains at least two of the following: tot lot play equipment (swings, slide, climbing structure), community garden, or library, up to a maximum of 20 points.
Economic Feasibility Study	10	10 Pts: Provided the economic feasibility study is prepared by a reputable professional economic or market analysis firm, the City of Rosemead affirms economic feasibility study author's credentials and economic feasibility study's findings, and the economic feasibility study supports the proposed land use. The economic feasibility study Community Benefit is applicable to uses other than hotel and mixed use.
Retail Component of Mixed Use Development Sites	20	20 Pts: In order to provide for significant opportunities for national and regional retail tenants, a bonus shall be granted if the non-residential component of a mixed use site provides for tenant space with an average size of 2,000 square feet or more (minimum size of 800 square feet for each tenant space), then the maximum percentage of 65% residential to 35% commercial will receive a 5% increase in residential to make the split 70% residential to 30% commercial.

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Table 3.6 Community Benefit Incentive Maximum FAR or Density

Maximum FAR or Density Permitted With the Provision of Community Benefits						
Community Benefit Points Earned	GSP-R/C Zone		GSP Zone	GSP-MU Zone		
				Commercial Land Use	Mixed Use Land Use	
	FAR	Density	FAR	FAR	FAR	Density
0	0.75	7	0.75	0.75	1.6	25
1-20	0.8	11	0.8	0.8	1.78	32
21-40	0.85	14	0.85	0.85	1.96	39
41-60	0.9	18	0.9	0.9	2.14	46
61-80	0.95	21	0.95	0.95	2.32	53
81-100	1.0	25	1.0	1.0	2.5	60
101-115	N/A	N/A	N/A	1.0	2.68	67
116-130	N/A	N/A	N/A	1.0	2.86	74
130 and above	N/A	N/A	N/A	1.0	3.0	80

3.4.4 BUILDING PLACEMENT

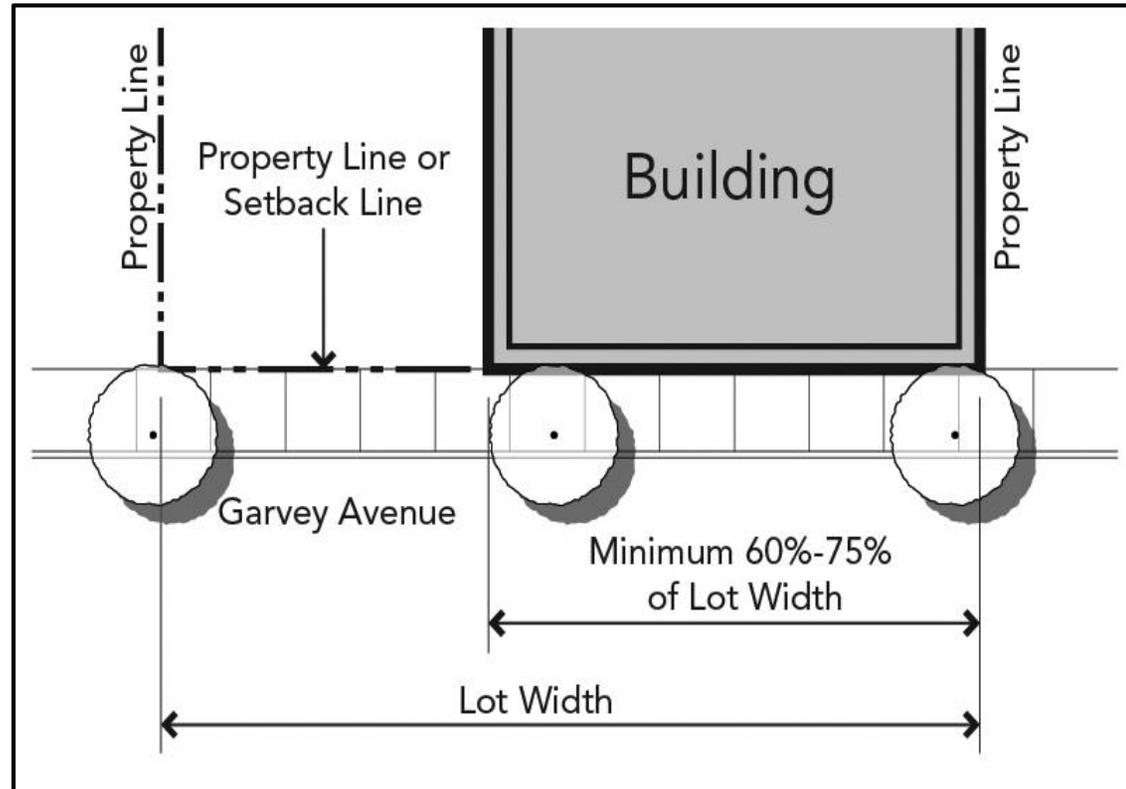
Buildings shall be placed on the street frontage property line or front setback line. Specifically, lots located in the GSP-R/C or GSP zones, 60 percent of the building must be placed on the property line (nonresidential) or setback (residential) (Figure 3.5). For the GSP-MU district, this percentage increases to 75 percent.

When the building frontage is on Garvey Avenue, a second floor's building overhang (drip line) may be considered the building frontage if the outdoor ground floor contains a restaurant dining space or pedestrian plaza. The outdoor dining space or the outdoor pedestrian plaza must be designed for such use and include both decorative hardscape and landscape.

The Review Authority may grant exceptions for:

- a. A narrow lot under 50' in which a 24' driveway is necessary because no side street, alley, or easement can provide access to required parking on the rear of the lot or site;

Figure 3.5 Building Placement



- b. The initial phases of a multi-phased building project that will occupy the entire frontage upon completion.

3.4.5 BUILDING DESIGN

As previously stated, the design standards and guidelines of this Garvey Avenue Specific Plan are largely consistent with those in the Garvey Avenue Master Plan and Rosemead's Mixed-Use Guidelines.

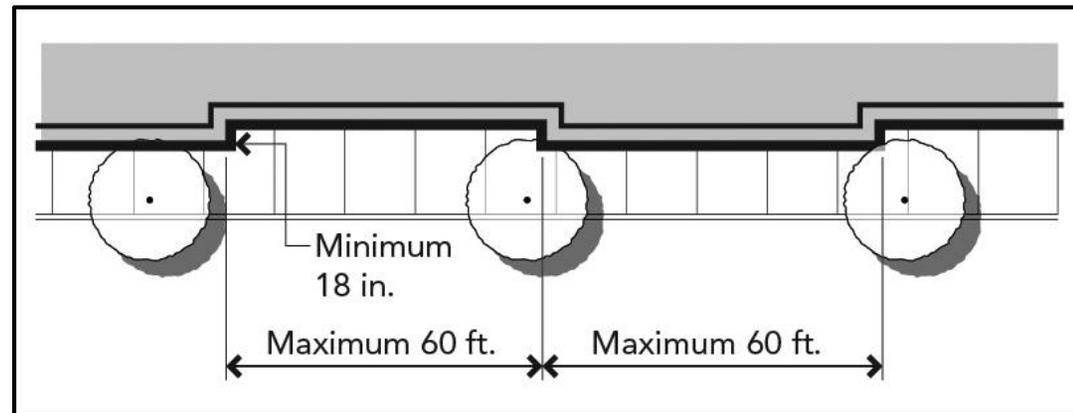
LAND USE, ZONING, AND DEVELOPMENT STANDARDS

The two previous plans have already extensively addressed guidelines for building design that should be followed in the Garvey Avenue Specific Plan area. However, the Garvey Avenue Specific Plan underscores the importance of high-quality building design in all development within the Garvey Avenue Specific Plan area. Building modulation is required. Porches, patios, stoops, and terraces at the entrances of ground-related units, sidewalk arcades fronting commercial uses, and open-to-the-air roof terraces and shallow step-backs at the top floors of structures are encouraged to create transitions from public to private spaces, emphasize sheltering at entrances, encourage indoor and outdoor use of ground-floor space, relate new buildings to existing buildings, and to create human-scale massing accents within the context of overall building bulk.

All buildings constructed in the Garvey Avenue Specific Plan area shall be designed to maximize the privacy of the adjacent homes, backyards, and residential neighborhoods.

New buildings and additions to existing buildings shall incorporate at least one or

Figure 3.6 Façade Plane Modulation



more of the following types of modulation.

- Building modulation. New buildings and additions should utilize modulation of mass and bulk to reference adjacent building heights and existing massing patterns seen along Garvey Avenue to create transitions and relationships between new and old and to relate the scale and massing of new structures to the scale and massing of the surrounding neighborhoods.
- Façade plane modulation is required. The wall plane of street-

facing façades shall be modulated a minimum of 18 inches perpendicular to the plane at least once every 60 feet, as measured along the property line. Façades should be modulated with elements including but not limited to vertical and horizontal breaks in the building façade plane, setbacks at upper levels, changes in material or color, use of ornament, changes in height, and incorporation of other design elements that create differentiation in the architecture to create visual and architectural interest, see Figure 3.6.

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

- Façade depth modulation. The design of windows within building facades should emphasize individual windows that are setback into walls to create distinct patterns of shade and shadow.
- Façade material modulation. Use of high-quality materials like smooth finish stucco, brick, wood, and stone are encouraged.

Street-facing facades of all buildings shall incorporate glazing (windows) and openings providing light to adjacent spaces, rooms, and uses (Figure 3.7). As outlined in Table 3.4, windows and openings facing streets shall constitute a minimum of the following percentage of street-facing building faces:

- 50 percent of the wall for nonresidential ground floor uses;
- 30 percent of the wall for nonresidential upper floor uses;
- 40 percent of the wall for residential ground floor uses; and
- 30 percent of the wall for residential upper floor uses.

Figure 3.7 Minimum Building Glazing



LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.4.6 ROOF AND SKYLINE FORMS

The design of varied roof and skyline forms including pitched roofs, variation in roof heights on a single building, high-quality roof materials (such as tile and metal), corner towers, and mixing of pitched and flat roofs is encouraged.

Design of roof and skyline forms.

Penthouses, parapets, stair and elevator enclosures, and air conditioning units and mechanical equipment shall be fully integrated into the overall architectural design and expression of the building or addition through the use of equivalent materials and colors that match the overall design. All rooftop mechanical components shall be fully screened from the view of public right-of-ways or residentially zoned properties.

3.4.7 BUILDING ENTRANCES

For parcels fronting Garvey Avenue, the primary entrance to a ground floor use shall face Garvey Avenue. Residential uses should have their own on-street entrance, while nonresidential uses abutting Garvey Avenue shall provide at least one street-facing, pedestrian-priority

entrance that shall serve as the primary entrance to the business.

Pedestrian-priority primary entrances on Garvey Avenue.

Interior space shall be arranged to orient toward the Garvey Avenue entrance as the primary entrance. Signage shall be used to direct persons toward the primary entrance. Street-facing nonresidential entrances shall be unlocked and accessible to the public during business hours.

Residential ground-floor, on-street entrances.

Residents of a mixed use development shall have a separate and secure on-street pedestrian access to the residential units. To enhance the sense of connection between ground floor residential units and adjacent right-of-ways, entries to these units should incorporate stoops, front yards separated from sidewalks by low walls and gates, entry alcoves, awnings, canopies, architectural accents, surrounds, and details.

Entrance Frequency.

On street frontages, ground-related entrances shall occur at least once every 150 feet, as measured along the front property line. Ground-related entrances

include entrances to ground-floor uses, residential units, clusters of residential units, lobbies, or private courtyards.

Paseos and pedestrian walkways.

Pedestrian walkways or sidewalks shall connect all primary building entrances to one another. Pedestrian walkways shall also connect all onsite common areas, parking areas, storage areas, public open spaces, and recreational facilities. Public paseos are strongly encouraged to enhance pedestrian mobility throughout the Garvey Avenue Specific Plan area for all residents and visitors.

Elevated walkways, skyways, and pedestrian bridges are prohibited.

One of the Garvey Avenue Specific Plan purposes is to encourage Garvey Avenue's pedestrian orientation, walkability, and street life. Elevated walkways, skywalks, and bridges decrease the likelihood of pedestrians walking at street level. As such, elevated walkways, skyways, and bridges between buildings are limited. Elevated walkways, skyways, and bridges between buildings are allowed under the following conditions:

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

- Elevated walkways, skyways, or bridges shall connect buildings located internally to a site. Elevated walkways, skyways, or bridges shall not connect buildings located on Garvey Avenue, San Gabriel Boulevard, nor be adjacent to an existing residential use.
- An elevated walkway, skyway, or bridge is only allowed to facilitate resident access to an adjacent buildings' recreational amenity.
- Each building shall be connected to no more than one other building.
- A maximum of one elevated walkway, skyway, or bridge is permitted per building. For example, if an elevated walkway connects two buildings on their third floors, no other elevated walkway is permitted to connect any other on any other floor.
- Elevated walkways, skyways, or bridges shall not cross over a street, public park, or public open space.

3.4.8 GROUND FLOOR DESIGN

Ground floor design shall be high-quality, pedestrian-oriented, and sensitive to the use. Residential units' ground floor design should be significantly different than the design for nonresidential. Storefront configurations and details providing a sense of human scale, variety, and interest within the overall context of buildings bays and groupings of bays are encouraged. Such details include but are not limited to recessed entries at storefronts, recessed storefronts, display windows, projecting bays, integral awning, utilization of true dividing mullions, transoms over entries, and

Figure 3.8 Example Nonresidential Building Façade



integral signs and sign boards, see Figure 3.8.

Ground floor residential units allowed.

In mixed use settings, ground floor residential dwelling units are allowed on any lot and on any street frontage, provided storefronts and usable commercial space are located along a minimum of 50 percent of the length of the building frontage adjoining Garvey Avenue. Storefronts and usable nonresidential spaces shall comply with all standards and guidelines in Rosemead's Mixed-Use Design Guidelines and of Section 5.5.1.

First Floor Elevation: Nonresidential uses

The first habitable floor shall be located no more than two feet above or below the existing grade at any point along a street property line.

First Floor Elevation: Residential uses

The first habitable floor of a residential-only building shall be located at least two feet above existing grade and no more than three feet along a street property line.

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Minimum ground floor height.

The minimum height of nonresidential ground floor spaces shall be 14 feet. The minimum height of residential ground floor spaces shall be 10 feet. This height shall be measured from the floor of the first story to the floor of the second story. If there is no second story, the height shall be measured to the top of roof, see Figure 3.9.

Figure 3.9 Building Height



Storefronts and nonresidential uses required at ground floors.

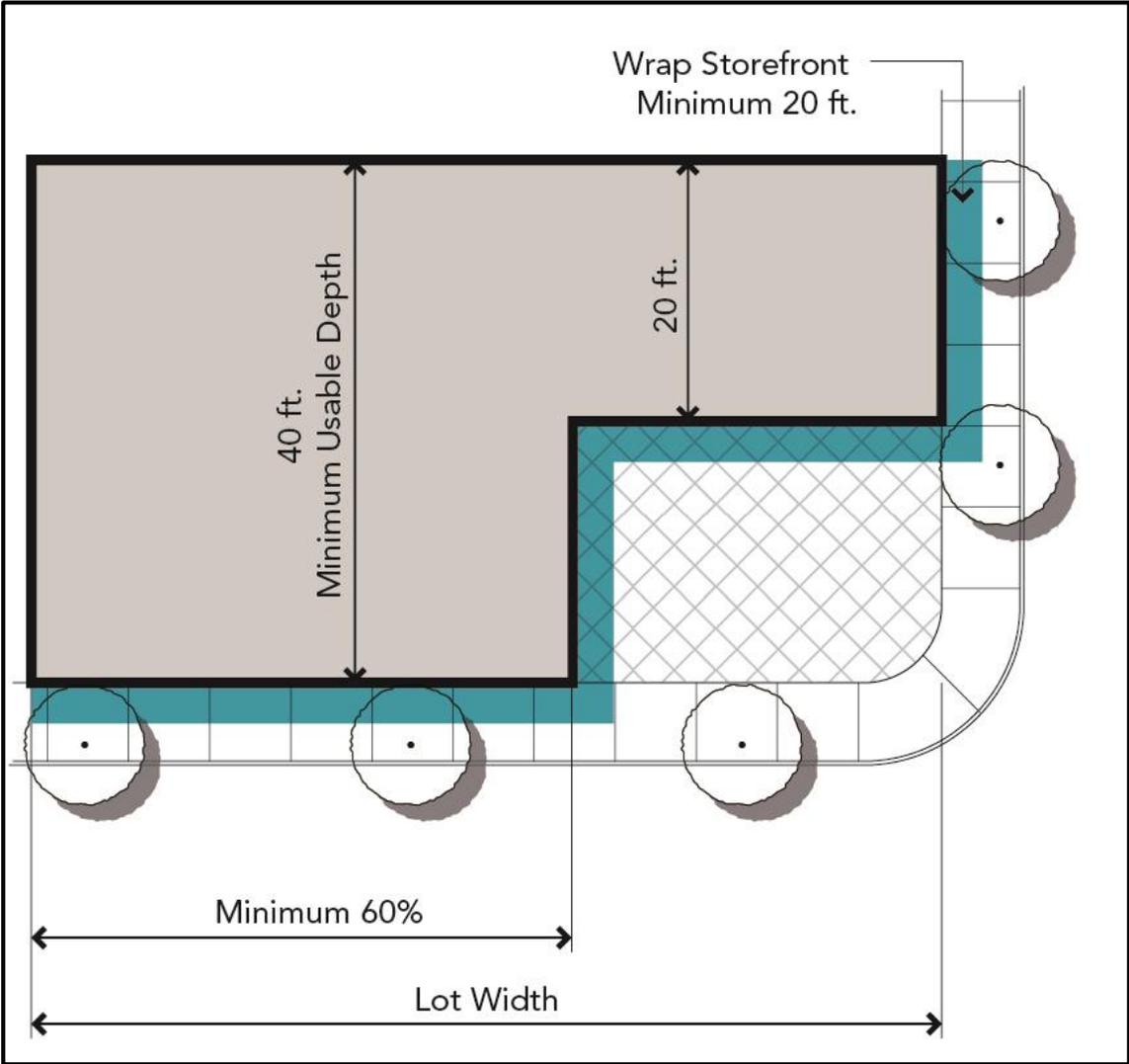
Storefronts and usable nonresidential space shall be located along the required ground floor street frontages of buildings per Table 3.4 of this Plan and have a minimum usable depth of 40 feet along 60

percent of the length of the building frontage and in no case be less than 20 feet in depth. At a corner lot where storefronts and nonresidential uses are required, storefronts and nonresidential spaces shall turn and wrap around the corner for a minimum length of 20 feet, see Figure 3.10.

Glazing at ground floors.

Use of mirrored and reflective glazing materials and glass is prohibited. At the ground floor of buildings where the use is nonresidential, use of clear glass is required. After installation, clear glass windows at the ground floor of nonresidential uses shall not later be treated so as to become opaque or to be blocked so as to prevent visibility of the ground floor interior from the sidewalk.

Figure 3.10 Minimum Usable Depth



LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Security elements and decorative grillwork at ground floors.

Upward rolling, side folding, or moveable security grills and elements shall not be installed on the exterior side of ground floor and street-facing storefronts, windows, openings, entries, and facades. On the interior side of ground floor and street-facing storefronts, windows, openings, entries and facades, upward rolling, side folding, or moveable security grills and elements are allowed and should be designed to be integral to the architecture of the building and opening. Such devices should utilize dedicated interior side pockets and ceiling cavities such that the grill and all mechanisms associated with the security element are not visible from the adjacent public right-of-way and sidewalk and regardless of installation method shall be at least 80 percent open to perpendicular view. Fixed decorative grillwork and railings are allowed at the ground floor and shall be at least 80 percent open to perpendicular view.



Decorative Grillwork Examples

3.4.9 PARKING STANDARDS AND DRIVEWAYS

Required parking shall be determined by the standards outlined in Table 3.4 of this Garvey Avenue Specific Plan. Parking standards and driveways shall comply with the following requirements:

Parking location.

Surface parking along Garvey Avenue is not allowed in the front of buildings. Surface parking in the rear of a lot shall be permitted. Notwithstanding the requirements of Table 3.4, partially subterranean and fully subterranean parking may extend to street-fronting property lines. For corner lots, surface parking lots shall be accessed from a side street or alley.

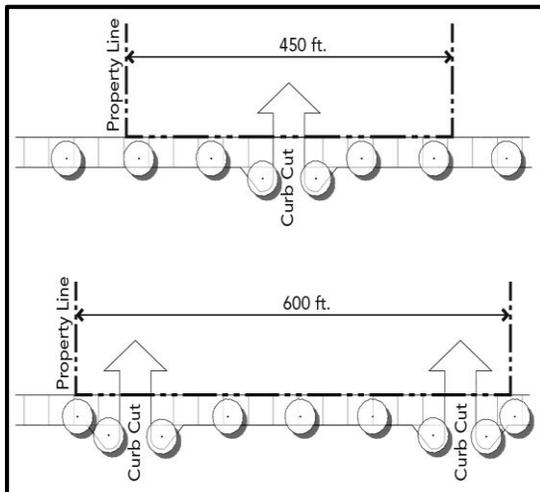
Residential and nonresidential separation.

Residential parking may share an entrance with nonresidential parking, but shall be separate from the nonresidential parking area, with access restrictions where necessary.

Driveway or curb cut frequency.

For parcels of less than 300 feet in length, only one vehicular access point may be permitted. For all other lot frontages, a maximum of one vehicular access point for each 300 feet of street frontage is permitted, see Figure 3.11.

Figure 3.11 Curb Cuts



Landscape buffers.

Parking that is visible from streets and sidewalks or located along rear, side, or interior lot lines shall be buffered from the street, sidewalk, or lot line by a minimum five-foot in-depth landscape buffer.

Tuck-under parking.

Openings to tuck-under parking spaces shall not be visible from the street or from an adjacent property.

Tandem parking.

Tandem parking within allowed parking areas may be allowed with an AUP for multi-family projects and the residential component of mixed use projects.

3.4.10 LOADING SPACE

On the same premise with every building, structure, or part thereof erected or occupied for goods display, wholesale or retail, hotel, restaurant, or other similar use involving the receipt or distribution of materials or merchandise via trucks or vans, a minimum of one off-street loading space for each 6,000 square feet of building floor area dedicated to the retail, commercial, hotel, restaurant use is required for the standing, loading and unloading services in order to avoid interference with the public use of adjacent streets or alleys. Required loading space shall not be included within the required parking space adjacent to a building or structure.

Open Space

Vibrant, thriving communities or neighborhoods provide a variety of open spaces for different users.

Usable Public Open Space provides placemaking, community gathering spaces and provides a welcoming pedestrian orientation for the entire community. Usable Public Open Space can occur in the form of plazas, recreation areas, parks, etc.

Usable Common Private Open Space provides gathering space or recreation facilities/amenities to the residents or users of a particular neighborhood, or condominium or townhouse development.

Usable Private Open Space provides an individual, family, or user their own personal open space. Private Open Space occurs as a home's backyard, balcony, or patio.

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

3.4.11 OPEN SPACE AND RECREATION

Each type of open space has a different purpose and user; the requirements for one type of open space cannot be satisfied by another.

Usable Public Open Space

- a. All open space shall be public unless parcel location does not allow public access.
- b. Open space amenities for public use such as trees, seating, and recreational amenities should be provided in open space. High-quality porous pavers, porous concrete or other porous paving materials shall be used for all plazas and hardscape. Shade trees should be provided in all open space. Parks and greenways should be designed with high-quality benches, lighting, paving, and landscaping.
- c. Community Benefit Incentives are available for providing more open space than is required, see 3.4.2.

- d. Usable public open space does not include libraries, gymnasiums, nor recreation rooms.
- e. All required usable public open space shall be developed and professionally maintained in accordance with approved landscape and irrigation. All landscaping should use high-quality materials.

Usable Private Common Open Space

- a. All usable common open space shall be conveniently located and readily accessible from all residential units in a residential or mixed use development.
- b. Each usable common open space shall have no side with a dimension of less than 10 feet and may incorporate any areas of the site except where it is within five feet of public rights-of-way, private streets and alleys, and shall not include or incorporate any driveways or parking areas, trash pickup or storage areas, or utility areas.
- c. Private common open space may be provided on a rooftop where

mechanical equipment is located, if the open space is adequately mitigated for noise, odor, vibration, or other impact and is approved by the Community Development Director and Building Official.

- d. There shall be a minimum distance of 15 feet measured horizontally between any swimming pool and the nearest point of any balcony, porch, second story patio, sun deck, or other architectural feature of a building or structure with windows, doors, or other openings of sufficient size to permit the passage of persons.
- e. Courtyards internal to a project, or enclosed on at least three sides, shall have a minimum width of 40 feet, and shall be landscaped with a ratio of hardscape to planting not exceeding a ratio of one square foot of landscape to one square foot of hardscape. Pools and spas shall be excluded from this ratio.
- f. All required usable common open space shall be developed and professionally maintained in

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

accordance with approved landscape and irrigation. All landscaping should use high-quality materials.

- g. Usable common open space may include libraries, gymnasiums, or recreation rooms.

Usable Private Open Space

- a. No portion of any private patio or balcony shall be used for the permanent storage of rubbish, junk, clotheslines, or garbage receptacles. "Permanent storage," as used in this subsection, means the presence for a period of 48 or more consecutive hours on a patio or balcony.
- b. Private open space must be open air, not fully enclosed with walls. Private open space cannot be covered by a roof by more than 50 percent of the area; however, balconies can have up to 100 percent ceiling coverage.

3.4.12 SIGNAGE STANDARDS

All signage shall comply with guidelines outlined in the Garvey Avenue Master

Plan, with the exception of mixed-use projects, which shall follow the sign standards outlined in Title 17, Article 2, in Section 17.28.030. Bi-lingual signage is allowed, and encouraged in areas where shoppers are most likely to benefit from it. When storefronts use bi-lingual signage, Nonresidential signage shall identify the type of business (e.g. "restaurant", "market") in the English language and should be clearly located in the center of the storefront signage.

3.4.13 CONDOMINIUM SUBDIVISION STANDARDS

Nonresidential and residential condominiums are permitted in the GSP-R/C and GSP-MU zones. All condominium subdivisions within the Garvey Avenue Specific Plan area, whatever the parcel size, shall be processed and developed in accordance with the provisions of the development standards and requirements set forth in this Garvey Avenue Specific Plan. Existing provisions in Rosemead's Zoning Code relating to Procedure and Submittal Requirements (RMC Section 17.36.050), Development Standards (RMC Section 17.36.060), and

Condominium Conversions (RMC Section 17.36.070) also apply as general development guidelines.

All condominium applications shall include:

- 1) Proposed Site Plan
- 2) Preliminary Grading Plan
- 3) Preliminary Landscaping Plan
- 4) Preliminary Lighting Plan
- 5) Preliminary Master Sign Plan
- 6) Proposed Condominium Documents
- 7) Delineation of Shared Spaces and Access
- 8) Other Information that the Community Development Director determines may be necessary to evaluate the proposed project to ensure consistency with the Garvey Avenue Specific Plan, Rosemead's General Plan, the Zoning Code, and other applicable City regulations and requirements.

LAND USE, ZONING, AND DEVELOPMENT STANDARDS

Earned community benefit incentives may be applied over entire project area, even if the property is subdivided for residential condominiums or other financing purpose, with the approval of the Community Development Director.



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Chapter 4

OPPORTUNITY PROJECTS AND SITES

IN THIS CHAPTER

- 4.1 Garvey Avenue LA Auto Auction and Landwin Property Sites Mixed Use Destination**
- 4.2 Garvey Avenue “West Gateway” Specialty Retail Destination**
- 4.3 Garvey Avenue “Prototypical Development” Opportunity Sites**

The ideas and inspirations on the following pages represent vital, tangible opportunities to re-energize and catalyze development along Garvey Avenue. Taken together, they provide a vision for a revitalized Garvey Avenue, with successful new businesses in previously vacant storefronts, new residents in mixed use developments with active ground floor retail on formerly empty and desolate parcels, and a vibrant new streetscape design that calms traffic and welcomes pedestrians and bicyclists. Garvey Avenue’s catalytic projects have the potential to remake the area into a vibrant place and neighborhood, with a bright, light future.

In the future, a transformed LA Auto Auction site becomes a central mixed-use walkable community destination, filled with stores, outdoor dining, entertainment venues, parks, greenways, and new homes. A re-imagined Landwin Property site complements the redeveloped LA Auto Auction site with a new hotel, ground floor retail and open space along a vision for the revitalized Alhambra Wash – the first big step in achieving a major new greenway corridor. A vacant site at Prospect Avenue becomes a specialty shopping hub for the neighborhood and drawing residents from other nearby neighborhoods. Up and down Garvey Avenue, vacant or underutilized sites are redeveloped to their highest and best use, with new high-quality nonresidential and mixed use buildings that bring life, energy, and people to the street.

Figure 4.1 shows the breadth and overall vision for catalytic development projects on Garvey Avenue. These are visions — examples of what may occur on the sites, but is not required.

4. 1. GARVEY AVENUE LA AUTO AUCTION AND LANDWIN PROPERTY SITES MIXED USE DESTINATION

A once-in-a-lifetime development opportunity, the former LA Auto Auction and Landwin Property sites have the greatest potential to transform Garvey Avenue and be a catalyst for further development up and down the street. It is an unprecedented opportunity to guide development in ways that can make and spur dramatic and tangible improvements in the livability and attractiveness of the entire street. The LA Auto Auction site is both the largest parcel and the largest vacant parcel in the Garvey Avenue Specific Plan area, over 17 acres in size. It is located on the north side of Garvey Avenue between Strathmore Avenue and Pine Street, and centered on Kelburn Avenue. It directly borders another key opportunity project site, the Landwin Property, which extends from the eastern boundary of the LA Auto Auction site to Alhambra Wash, with a small extension through to San Gabriel Boulevard. Though the two properties are owned separately, for purposes of an overall integrated development vision for this area, the two sites are considered together

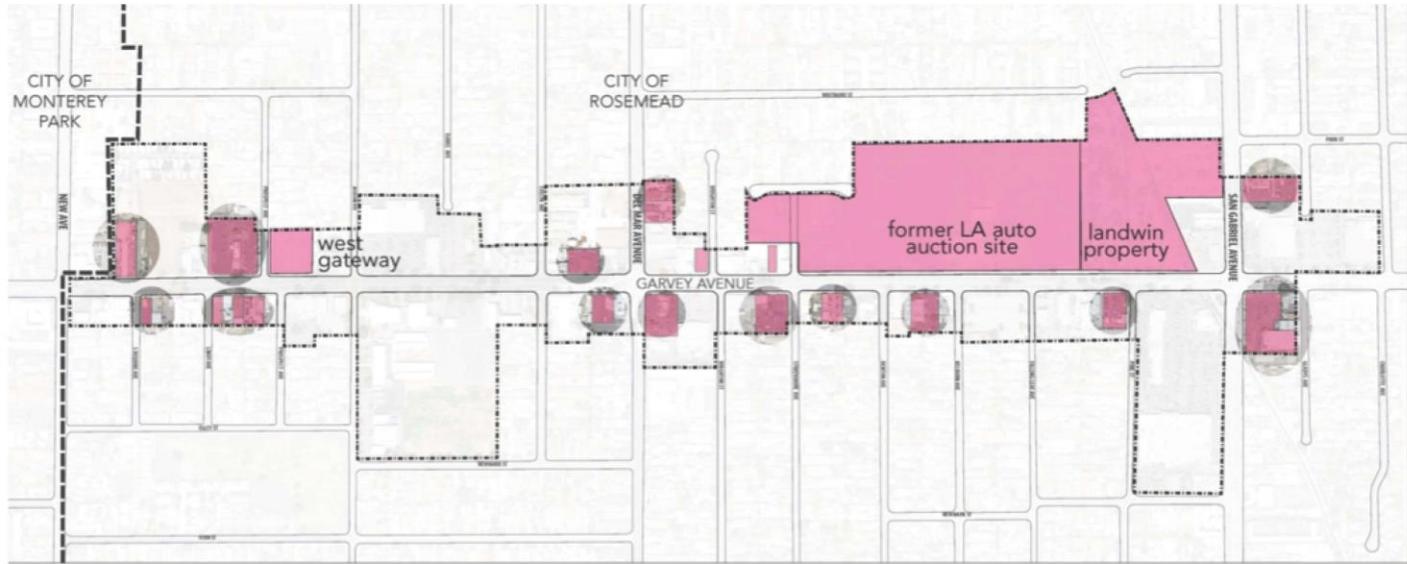
here. Figures 4.2 and 4.3 show the location and existing condition of the Former LA Auto Auction site and the Landwin Property.

The Former LA Auto Auction and Landwin Property Sites Today

Due to its size and development potential, the former LA Auto Auction site currently has a special designation in Rosemead’s General Plan as a “high-intensity” commercial area, specifically High Intensity Commercial Area 1. It is currently zoned C-4 Regional Commercial. The zoning effectively calls for the former LA Auto Auction site to be developed with “big box” and chain-store retail, along with a hotel. To accommodate this kind of development, much of the land would be developed with surface parking lots. The development would be essentially car-oriented with little to no pedestrian-orientation; as a result, new car traffic from around the entire region would be expected to significantly increase. The existing zoning and development designation is out of step with the needs and character of the

OPPORTUNITY PROJECTS AND SITES

Figure 4.1 Map of Opportunity Projects and Sites



Rosemead Garvey Avenue Specific Plan
Catalytic Projects

Legend

- City Boundary
- Specific Plan Area
- Catalytic Project Site
- "Prototypical Development" Catalytic Project Site

0 400 800 1200 feet

Figure 4.2 Aerial Map of LA Auto Auction and Landwin Property Sites

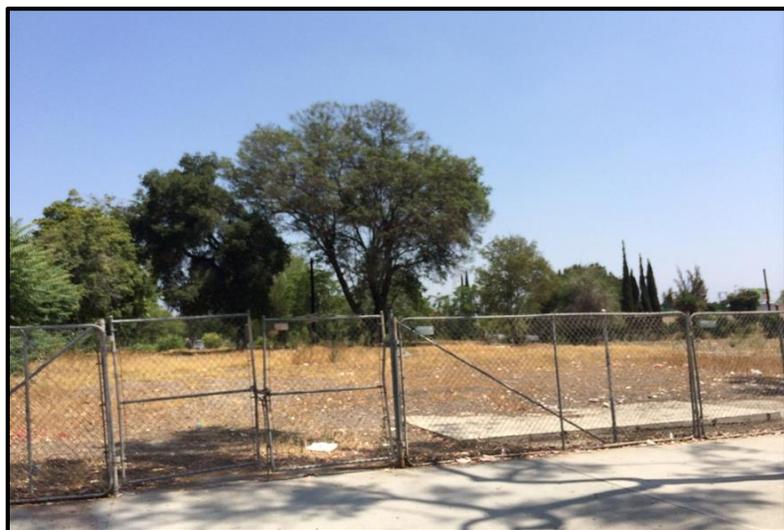


OPPORTUNITY PROJECTS AND SITES

Figure 4.3 Landwin Property and LA Auto Auction Site Photographs, 2014



Alhambra Wash cuts through the Landwin Property.



The Landwin Property east of Alhambra Wash is undeveloped.



The massive LA Auto Auction site is a forlorn, weedy parking lot today.



The LA Auto Auction site is an attractive parcel for redevelopment.

surrounding neighborhoods, and does not represent the kind of development envisioned for Garvey Avenue in either the Garvey Avenue Master Plan or this Garvey Avenue Specific Plan. It would significantly change Garvey Avenue, but largely in negative ways. Furthermore, due to the site's location not on a major freeway or near a major crossroads, the kind of large-scale, regional big-box development currently envisioned for the site is not considered economically feasible.

The Landwin Property, sited directly east of the former LA Auto Auction site (Figure 4.4), has similar transformative potential. Much of the Landwin Property sits empty and undeveloped today. The property straddles Alhambra Wash, a major green amenity that is not being utilized to its greatest potential, fenced off from the public. It is a large combined parcel, though not nearly as large as the LA Auto Auction site. Its western half is currently in use, as the Paradise Trailer Park. Though the trailer park may not be the site's highest and best use, it is nonetheless home to a number of people.

The Vision

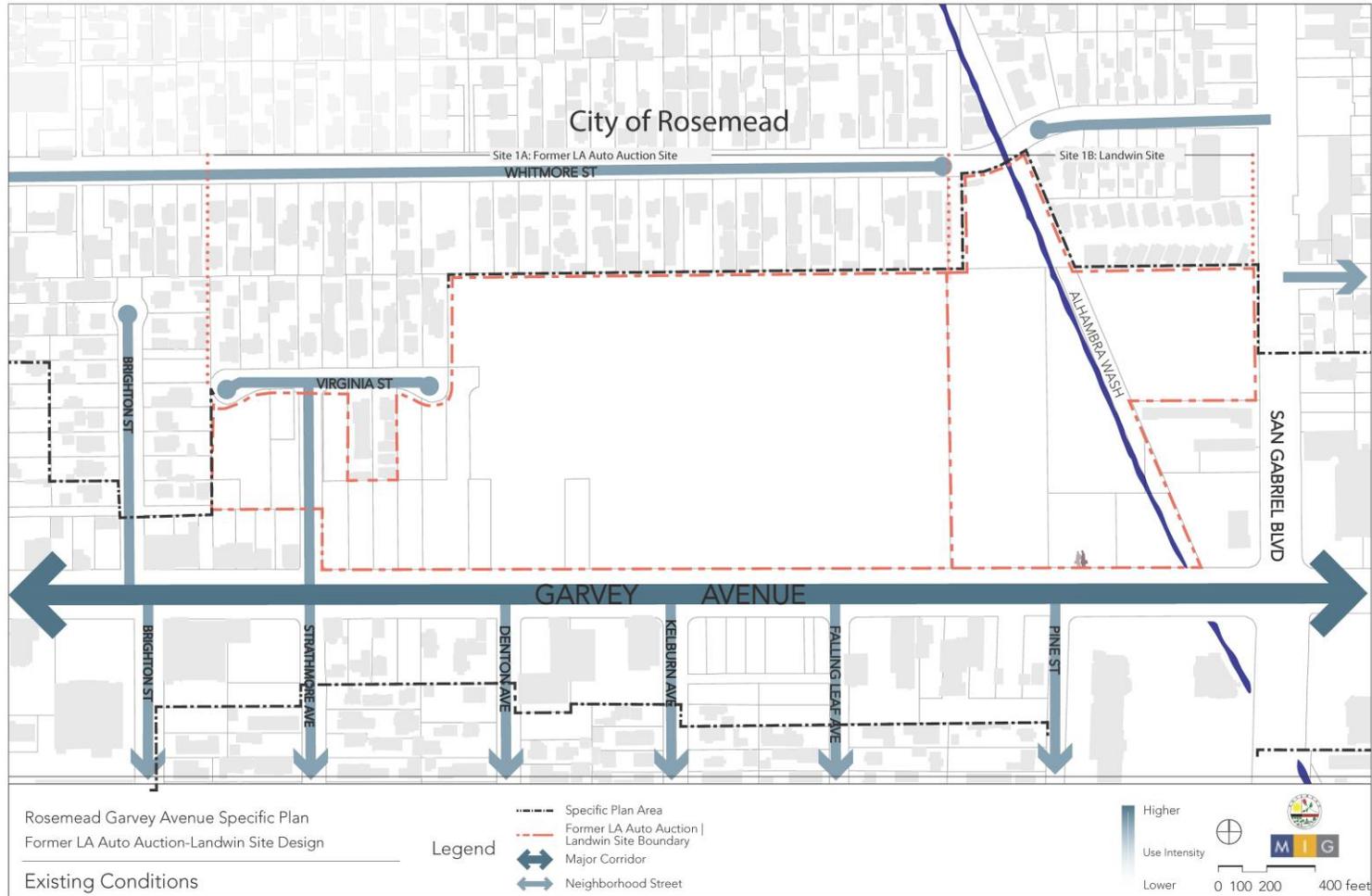
The Garvey Avenue Specific Plan envisions and suggests an entirely different kind of development for the LA Auto Auction and Landwin Property sites, a mixed use destination that is pedestrian-oriented, neighborhood- and small business-focused, and with a network of parks, open spaces, and greenways instead of large surface parking lots. It could accommodate a significant amount of commercial and entertainment development, but in a far more livable and sustainable way that develops the land more efficiently and cost-effectively.

It would create high-quality public parks, open spaces, and greenways, and build a significant amount of attractive residential development to accommodate Rosemead's growing population. Parking would be minimized, centralized, and tucked out of sight to minimize its negative impacts as much as possible. Safe, pedestrian-friendly new neighborhood streets would be reconnected through the site; the scale and character of the surrounding neighborhoods would be respected throughout the development. The entire area would be neighborhood, rather than regional-focused.



Non-residential building height and massing with a public plaza.

Figure 4.4 LA Auto Auction and Landwin Property Site Map, 2014



Design Principles

The Garvey Avenue Specific Plan identifies seven strongly recommended key design principles for the LA Auto Auction and Landwin Property sites. All achievable principles shall be applied to each individual project.

Restore the Street Grid for Ingress and Egress

- Extend Denton, Kelburn, Falling Leaf, and Pine Streets across Garvey Avenue and into site, connecting to Virginia Street, which would itself be extended east to San Gabriel Boulevard. Note for environmental review purposes, a minimum of three new connections to Garvey Avenue and one new connection to San Gabriel Boulevard are assumed.
- Include paseos, midblock crossings, and pedestrian passageways to further break up the street grid and ensure full pedestrian connectivity

Foster Walkable Neighborhoods

- Improve pedestrian safety on Garvey Avenue, including new midblock

crossings and enhanced existing crossings, whenever possible.

- Narrow and improve Garvey Avenue crossings at Brighton, Strathmore, Denton, Kelburn, Falling Leaf, and Pine Streets for pedestrian and driver safety.
- Narrow and improve San Gabriel Avenue crossings into site, at Virginia and Park Streets.
- Design blocks at a pedestrian scale, including alleys and mews, and keep new streets narrow for pedestrian safety and livability.
- Invest in a new network of greenways that connect open spaces, residential, and retail areas, and encourage active transportation and recreation.

Restore Alhambra Wash

- Capitalize on development on parcels bordering Alhambra Wash to begin restoring this natural feature and revitalize this open space amenity.
- Best efforts to provide public access along the Wash itself, and provide new public greenways to be built along the

creek edges with new development, whenever possible.

- Highlight the Wash at Garvey Avenue with wayfinding, educational signage and special design features.
- Study extending the greenway along the Wash throughout Rosemead, where possible, to eventually connect to Rio Hondo and Whittier Narrows Recreation Area.

Active Garvey Avenue Street Frontage

- Redevelop sites with active, pedestrian-friendly ground floor retail along Garvey Avenue.
- Ensure the entire street wall along Garvey Avenue is activated with retail for the length of the site.
- Enhance Garvey Avenue's streetscape with new landscaping, street trees, lighting, street furniture, bike parking, and other amenities.

Design Sensitive Transitions

- Ensure new development follows design guidelines in this Garvey Avenue Specific Plan, and ensure

that all nonresidential
development follows design

- Guidelines in the Garvey Avenue Master Plan, and that new mixed use development follows the design guidelines in Rosemead's Mixed-Use Guidelines.
- Use context-sensitive design to ensure all new development respects the scale and character of the surrounding residential neighborhoods.
- Build smaller buildings along site edges and larger buildings internally; require building setbacks to soften the impact of higher buildings.
- Use green buffers along property lines and greenways and creek buffers along Alhambra Wash to respect neighbors and ensure public access to key natural features.
- Use green buffers and cladding on and around any stand-alone parking facilities.

Serve and Support Surrounding Neighborhoods

- Ensure all development opens to and welcomes residents from surrounding

neighborhoods, rather than being internally-focused, closed off, and unwelcoming.

- Ensure permeability by designing a network of streets, alleys, and greenways that connects to and through the site from neighborhoods.
- Include neighborhood-serving retail that nearby residents can walk and bike to and family-friendly entertainment that appeals to Rosemead's residents.

Design with Tallest Buildings Internal to Site

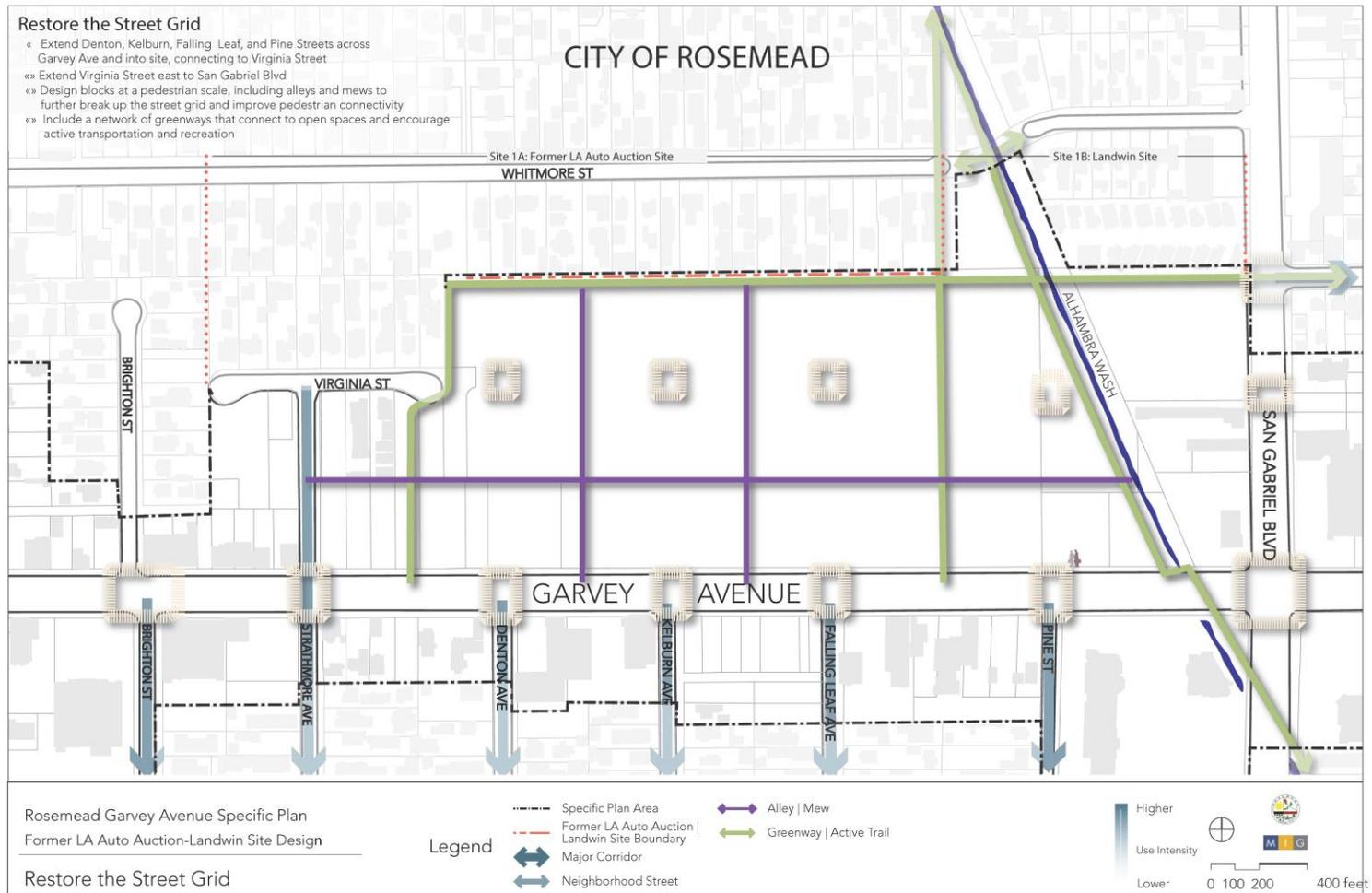
- Build tallest buildings internally, set back from Garvey Avenue, San Gabriel Boulevard, and the residential neighborhoods to the north and west.
- Capitalize on Community Benefit Incentives to bring needed community benefits to the neighborhood like open space and parks.
- Consider wind and shadow impacts; assure minimal shadows on parks and open spaces

A diagram series in Figure 4.5 illustrates these design principles.

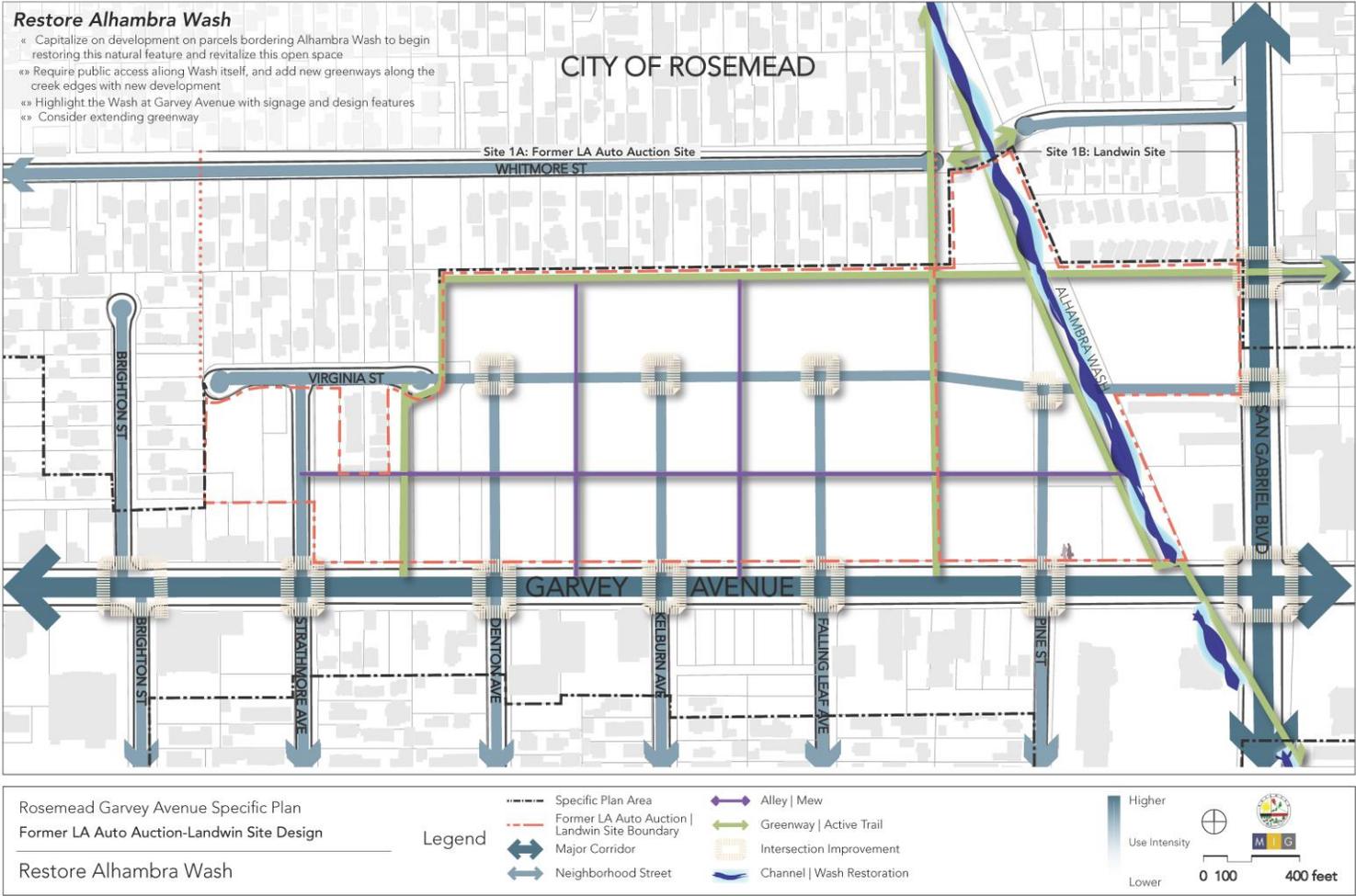


This entry welcomes people with glass façade; nice example of onsite landscaping adjacent to the public realm.

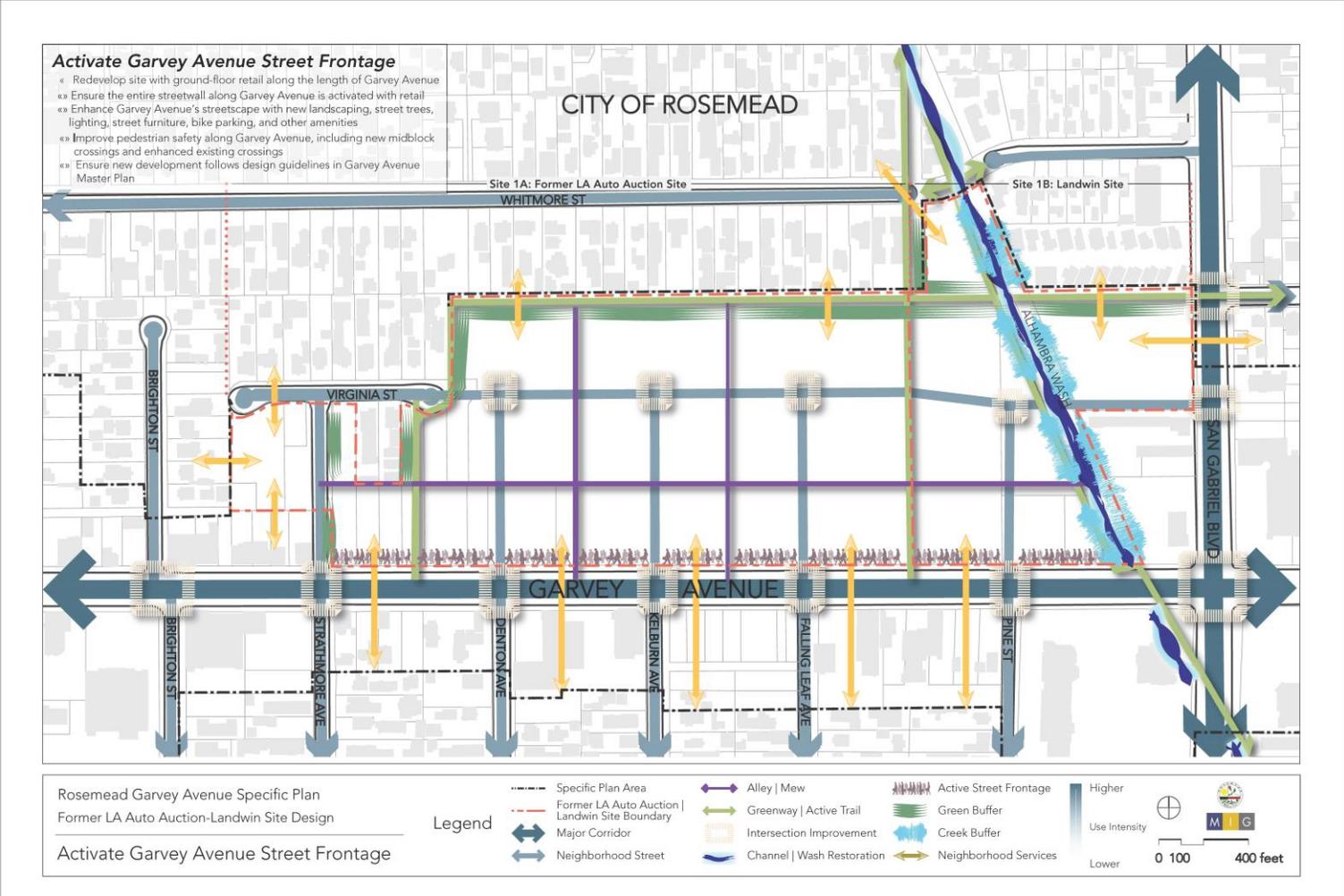
Figure 4.5 Diagram Series – LA Auto Auction and Landwin Property Recommended Site Design Principles



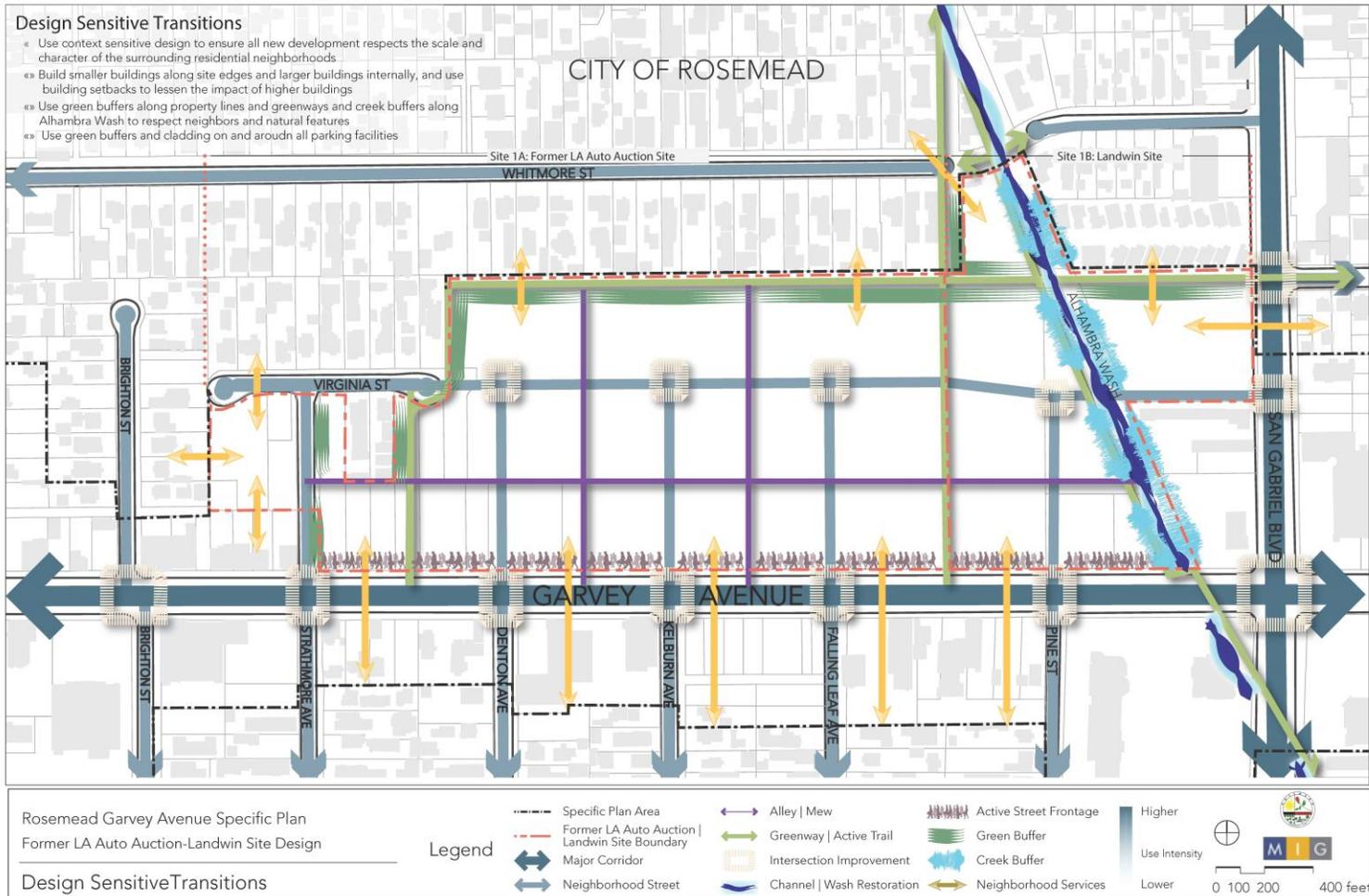
OPPORTUNITY PROJECTS AND SITES



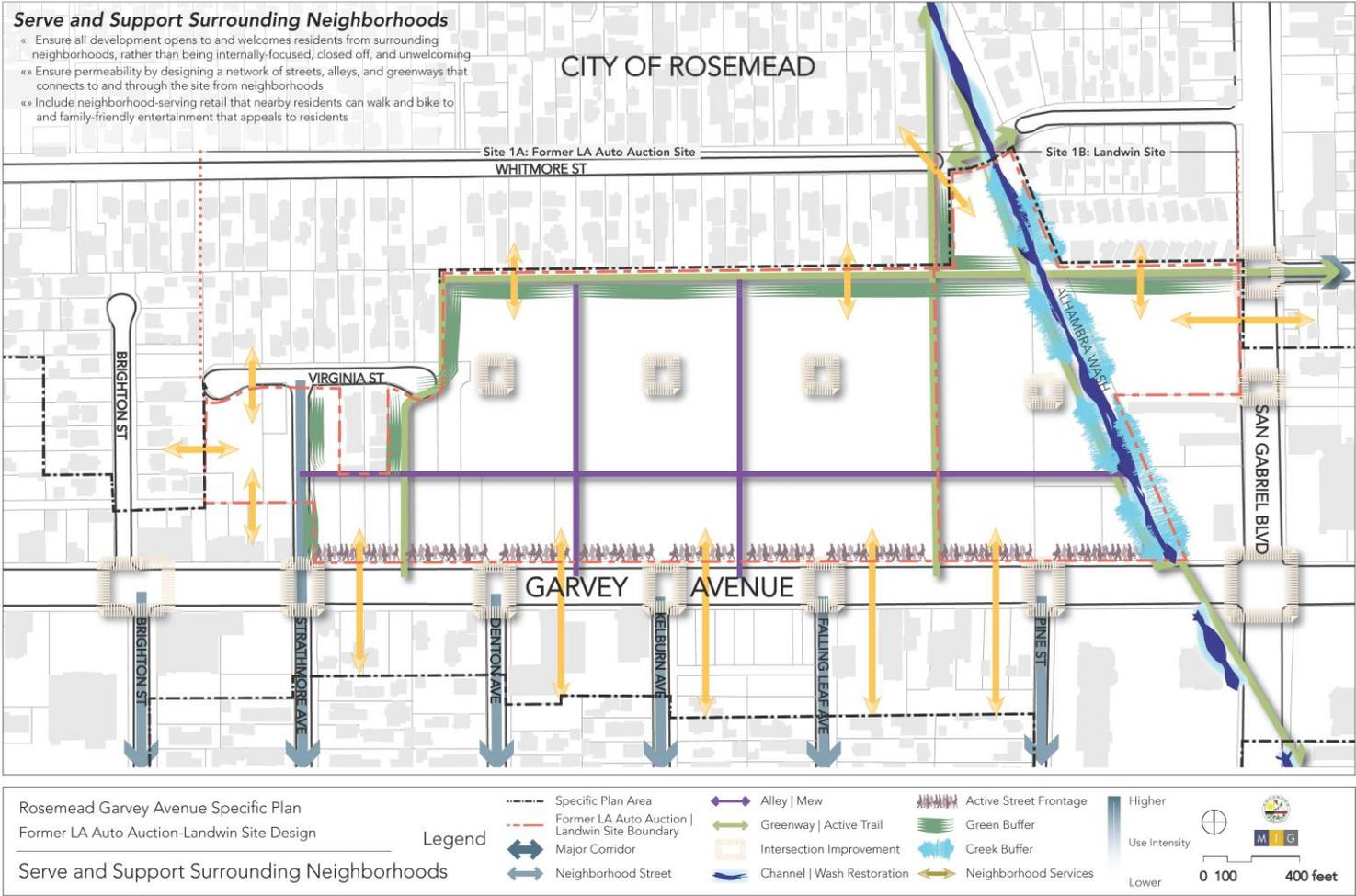
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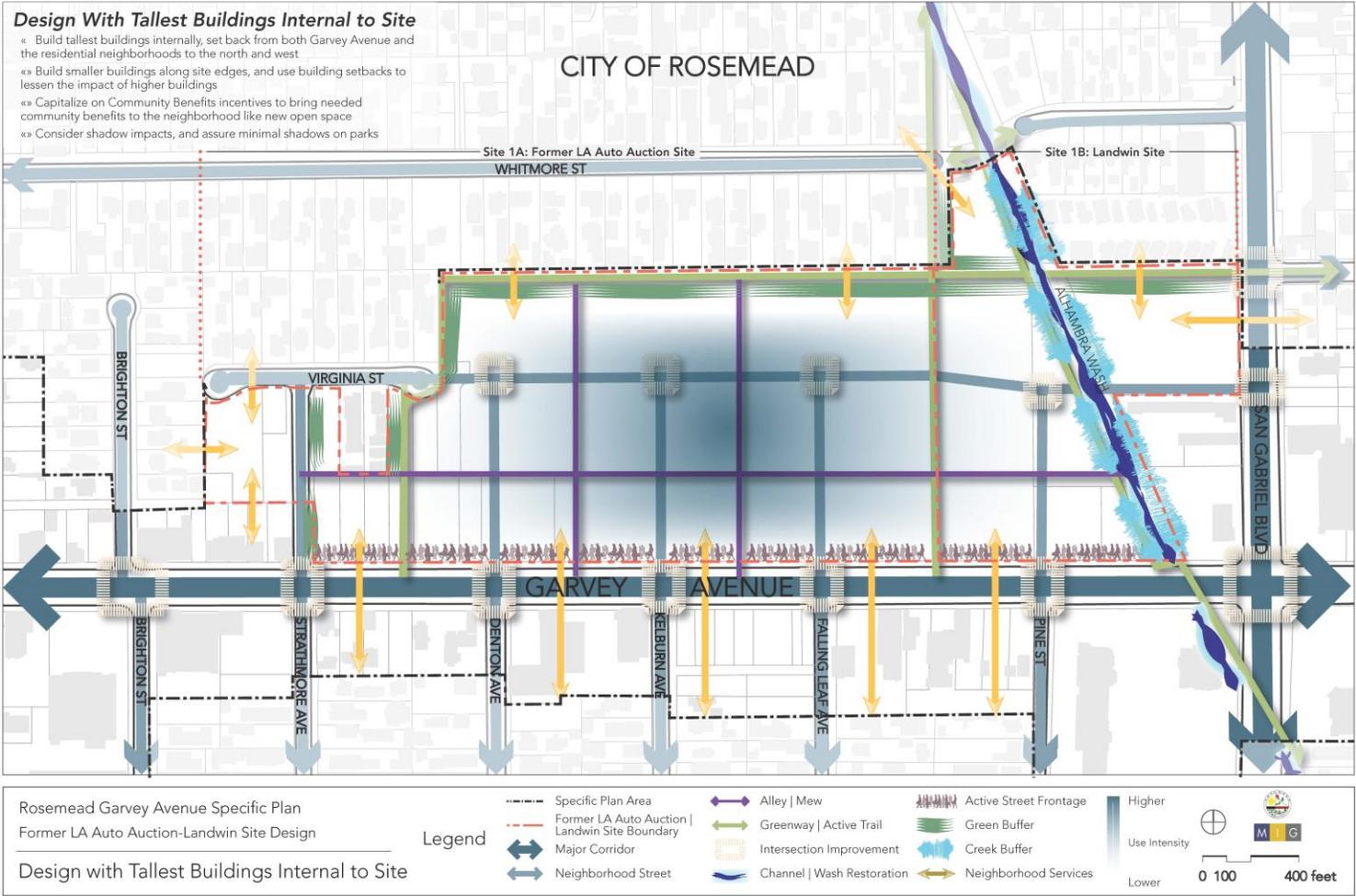
OPPORTUNITY PROJECTS AND SITES



OPPORTUNITY PROJECTS AND SITES



OPPORTUNITY PROJECTS AND SITES



Recommended Design Concept

For purposes of development integration, the Garvey Avenue Specific Plan design concept considers the former LA Auto Auction site and the Landwin Property together, as one integrated site, even though the properties are separate and are under separate ownership. The design concepts expressed here are intended to serve as a best-practice design vision, meant to guide rather than be prescriptive, or to limit development to the concepts expressed in this Garvey Avenue Specific Plan. Alternatives may be put forth, provided they are consistent with the design principles and vision expressed here.

The Garvey Avenue Specific Plan allows for the entire site to be developed with a range of mixed use buildings of up to 75 feet in height, as well as a hotel. Both vertical (within one building) and horizontal (spread among several buildings) mixed use would be allowed; the Garvey Avenue Specific Plan expects some mixed use development to be horizontal, which would result in some buildings with only one use, such as major commercial or entertainment buildings or residential townhomes. Mixed use buildings with ground-floor retail, and

offices or residences on higher floors would line Garvey Avenue. Retail commercial development would range from large restaurants to smaller specialty or neighborhood retail, as well as a hotel, movie theatres, active recreation facilities, and other family-oriented entertainment. These buildings could surround a public central square or park with a pedestrian promenade that served as the main central gathering place for the neighborhood. Outdoor dining and restaurants could line the edges of the central square.

This concept suggests two- to four-story townhomes would line the northern edge of the site, with private rear open space along a greenway buffer that would also be an amenity for Whitmore Street residents whose rear yards would also border the greenway. The greenway would be designed to connect with a new greenway trail along Alhambra Wash, and to Zapopan Park directly to the east, along Park Street. A network of calm, narrow streets, alleys, and greenways would connect the neighborhood to Garvey Avenue, and to surrounding neighborhoods. The westernmost parcels allow for new lower density residential uses to be integrated into the existing neighborhood. All parking would be consolidated within or below buildings,

and at the rear of the site, in a centralized garage structure with a green buffer for the existing single-family housing bordering the site's northern edge. While the development would have sufficient parking, residential parking permits could be considered for adjoining neighborhoods if spillover parking became a concern. Another new neighborhood park could buffer existing single-family housing along the site's west edge.

These two sites (Auto Auction and Landwin), and the Park Monterey Site (generally bounded by the Western City boundary, North from Garvey Ave., to Prospect Place on the East), will be the major mixed use sites within the Garvey Avenue Specific Plan. If a proposed project is submitted to the City, which is within the Garvey Avenue Specific Plan, as may be the case with these sites, with a request to record more than one parcel map within the project site, the minimum parcel size will be one (1) acre. Under this scenario the total project site will be evaluated by City staff, with the applicable FAR and Density being taken into consideration. With the understanding that multiple parcels may be required in order to make the projects financially feasible to develop and parcels

OPPORTUNITY PROJECTS AND SITES

may be sold after approvals. With this scenario taken into consideration, it will be required to provide reciprocal agreements from each parcel in order to provide easements, shared parking, building setbacks, required landscape areas, and other items to ensure cohesive and viable connectivity from one parcel to the next. This arrangement will be recorded as conditions of approval, set by the Community Development Director and Public Works Director.

The Landwin Property site, directly east, should be integrated seamlessly into any development of the former LA Auto Auction site. A hotel with approximately 150 rooms could anchor the Landwin Property site, along with additional mixed use office-retail buildings. All would take advantage of a revitalized Alhambra Wash, its channel naturalized and its banks planted with trees and made green and accessible, and along which a new regional greenway would connect Garvey Avenue to the southeast with a new neighborhood park at Whitmore Avenue to the northwest. This new park would

enlarge on and revitalize the existing public land and pedestrian bridge at Whitmore Avenue, and could serve as the anchor to a major new greenway for Rosemead. Townhomes at the northern edge of the site would help transition to the surrounding residential neighborhoods. The design concept for the LA Auto Auction and Landwin Property sites is shown in Figure 4.6.



This storefront features integrated blade signs, awnings, and lighting.

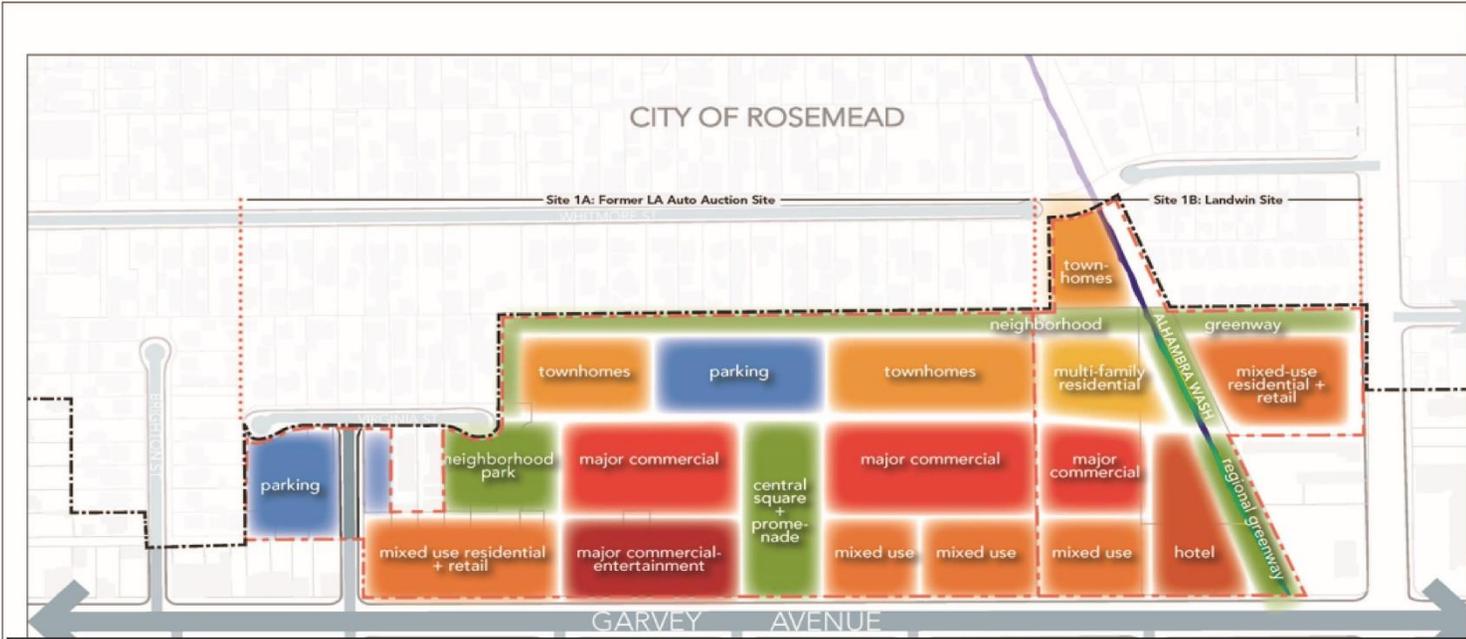


Recycled water features have a calming effect in green space.



Building projections and landscaped retaining walls create a layered effect.

Figure 4.6 LA Auto Auction and Landwin Site Conceptual Design Concept



Rosemead Garvey Avenue Specific Plan
 Former LA Auto Auction-Landwin Site Design
 Mixed-Use Destination Concept

Legend

- Specific Plan Area
- Former LA Auto Auction-Landwin Site Boundary
- Major Corridor
- Neighborhood Street
- Commercial-Entertainment
- Major Commercial
- Hotel
- Mixed-Use Residential Retail
- Townhomes
- Multi-Family Housing
- Park| Open Space
- Parking

0 100 400 feet

4. 2. GARVEY AVENUE “WEST GATEWAY” SPECIALTY RETAIL DESTINATION

A vacant lot at 7430-7450 Garvey Avenue presents another catalytic development opportunity along Garvey Avenue in the western edge of the Specific Plan area – a new “West Gateway.” Currently, the parcel is vacant land surrounded by a chain link fence. Photos in Figure 4.7 show the existing condition of the site, while Figure 4.8 shows the existing condition in a rendered perspective.

Figure 4.7 Existing West Gateway Conditions, 2014



Figure 4.8 West Gateway Conditions, 2014



Recommended Design Concept

The primary design concept suggested is an all-retail, pedestrian-friendly, small-scale mall with a central garden atrium and specialty retail shops. In design, by fronting the street with public space and retail rather than parking, it represents a rethinking of the typical mini-mall, both enhancing the street with shops fronting onto a narrow gateway plaza on Garvey Avenue and offering an indoor garden experience for the public accessing the small-scale shops inside. The building would be set back from the street, but rather than having parking in the front like a typical auto-oriented mini-mall, which degrades the street and pedestrian experience, the building would meet the street with a public plaza activated by the sidewalk-facing ground floor retail, with space for gathering and seating – and maintained by the property owner. The building could be two stories with one underground parking level, or three stories with two underground parking levels. The two-story alternative envisions specialty retail space in the front half of the ground floor and taking up the entire second floor, with parking in the rear of the ground floor and on one to three underground levels. The maximum developable retail space

would be 29,966 square feet, of which the majority would be on the second floor, with the remainder in the front half of the first floor. The building would have an FAR of 0.73.

The three-story alternative envisions a narrower building with retail space in the front half of the ground floor and taking up the entire second and third floors, with parking in the rear of the ground floor and on two to three underground levels. This alternative includes new public space and other environmentally sustainable building practices that would allow it to receive the Community Benefit Incentive and a maximum 1.0 FAR. The developable retail space would be 41,265 square feet of which the majority would be on the second and third floors, with the remainder in the front half of the first floor.

In the two-story building scenario, the rear 60 feet of the lot to the back of the property line would be used for access to the structured parking as well as a green buffer and setback space for existing residential development; in the three-story building, the rear 80 feet of the building would be used for parking. Figure 4.9

shows a rendered vision of the three-story West Gateway specialty retail destination. An alternative design concept would develop the site with commercial development (Figure 4.10). This concept is intended to serve as a guide for an improved version of a specific kind of development that also occurs in places along the corridor. The development would front directly on the street, with active and lively ground floor retail and a strong pedestrian-oriented presence along Garvey Avenue.

The buildings could be two stories, and would have pedestrian-friendly retail on the ground floor, and offices above. There would be 10,000 square feet of both retail and office development. The FAR would be 0.59.

Small public plaza spaces or outdoor dining areas could be created in building setbacks, and pedestrian paseos could run between buildings. Parking could be located either in surface lot in the rear of the building, as is shown in Figure 4.10, or in an attached garage in the rear of the building on both levels, which could potentially allow for more of the site to be

developed and would increase the amount of square footage and the FAR.



Whimsical features add charm and character to the streetscape and plazas.

Figure 4.9 Suggested West Gateway Vision, Garden Mall Alternative



Figure 4.10 Suggested West Gateway Vision, Retail/Office Alternative



4. 3. GARVEY AVENUE “PROTOTYPICAL DEVELOPMENT” OPPORTUNITY SITES

This concept is designed with flexibility in mind; it is an attempt to address the many parcels and small groups of parcels along the corridor that share a similar existing condition and would have similar development opportunities and constraints. The concept seeks specifically to address small (typically single or double) parcels with a marginal existing use. Typically, buildings are one-story and of low building quality and are sited well back from the street, with parking in front. Photos in Figure 4.11 show the existing conditions on a range of prototypical sites.

Numerous sites along the corridor make good candidates for prototypical development. The type of development that could be achieved on each site depends on the width of each parcel, and on whether it reaches the side street to be a corner lot or is mid-block. The proposed development would work on some of the narrowest parcels on Garvey Avenue, which are typically 50 feet or just under, and it would work on parcels that are two

or more typical parcels in width, whether 100, 150, or 350 feet. Higher-quality and more cost-effective development could be built with wider parcels; combining parcels is encouraged, in line with similar recommendations in the Garvey Avenue Master Plan. Figure 4.12 shows potential locations within the Specific Plan area that are vacant or undeveloped and could be candidates for “prototypical development”. Figure 4.13 shows a rendered image of the typical existing conditions in a prototypical site.

The Specific Plan allows for a range of development concepts for prototypical sites ranging from a bare minimum, mostly cosmetic site remodel, that would improve a site’s interaction with the street and the pedestrian experience, to more significant redevelopment that would develop much of the lot area, with setbacks and building modulation to transition to surrounding, lower-scale residential development. The concepts are Remodel, Re-Use, and Redevelop. They are shown in a series of renderings in Figures 4.14 through 4.16, and detailed below.

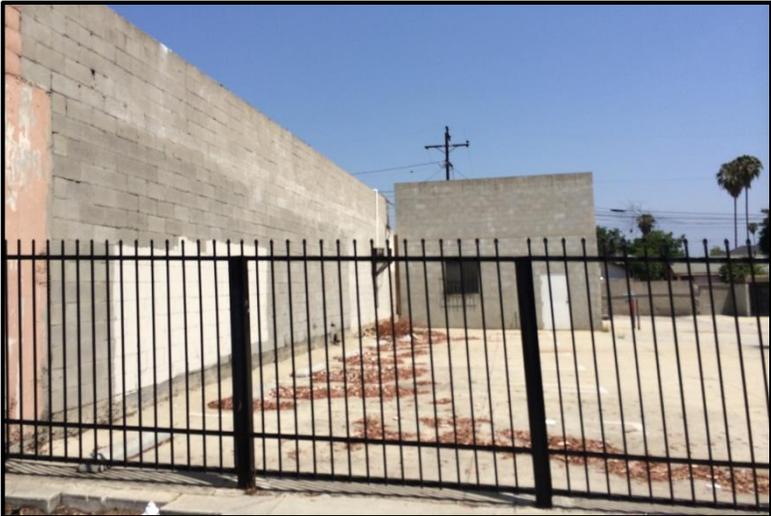
Recommended Design Concept

Remodel

In this “light touch” alternative, existing development and site access would remain as is but building facades and site frontages will undergo a face lift, with significant landscaping improvements and streetscape enhancements to improve the pedestrian experience and bring all parcels up to a basic level of quality in terms of their interaction with the sidewalk and street.

OPPORTUNITY PROJECTS AND SITES

Figure 4.11 Prototypical Development Site Conditions, 2014



Empty lots are prime candidates for development.



This barren site property can be transformed with a catalytic development.

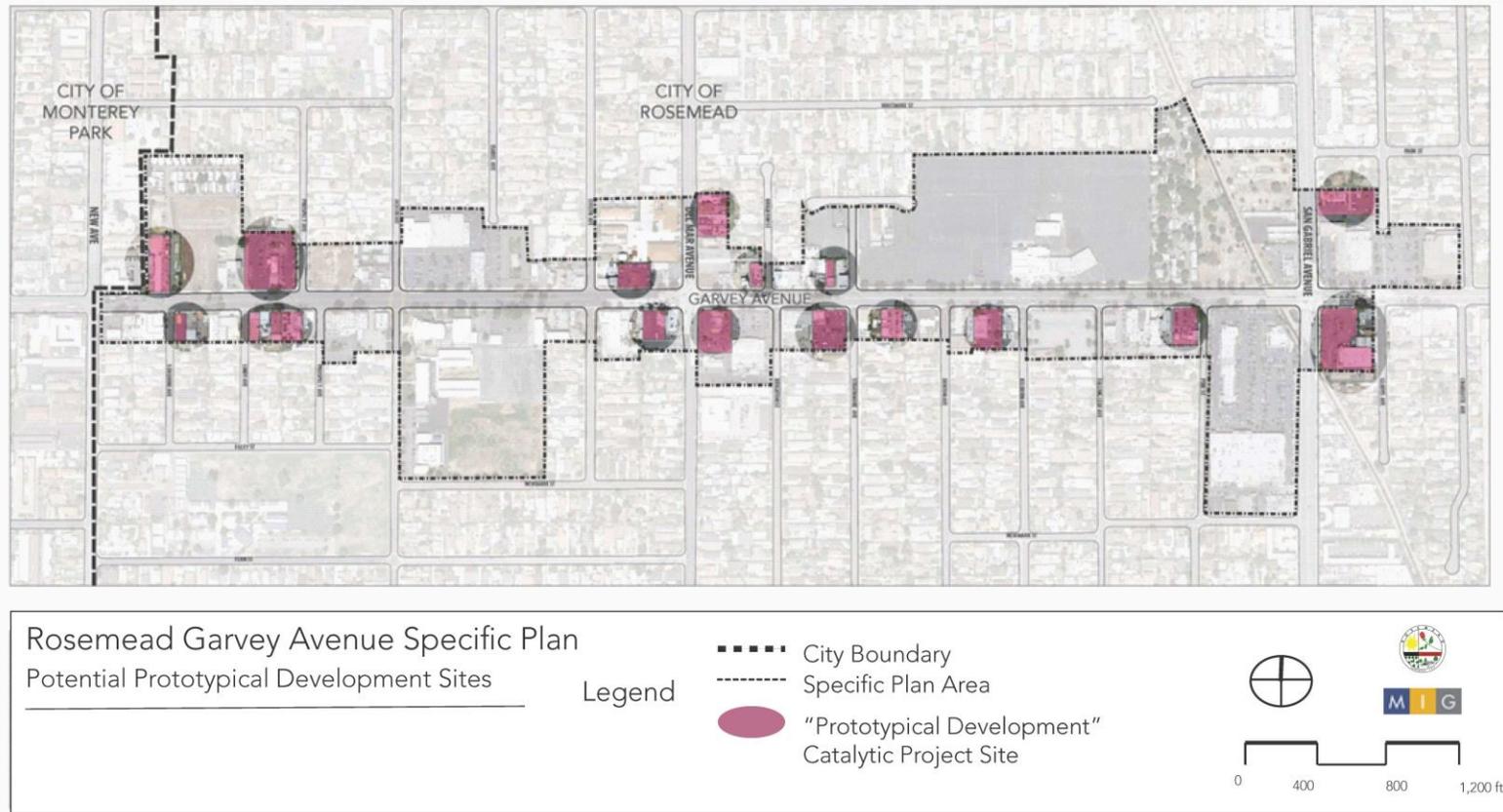


Infill development on parking lots is a possibility.



An example of underutilized development sites.

Figure 4.12 Potential Prototypical Development Locations Diagram



Re-Use

In this alternative, some buildings could remain, but the use could be intensified on the parcels with new buildings along the street wall, possibly with an accompanying change in land use (if located in a GSP-MU zone, for example). Streetscape and landscape design will be enhanced; vehicle access will be consolidated and improved for pedestrian safety. Parking could be shared cooperatively for efficient land use.

Redevelop

In this alternative, existing buildings will be removed or, when possible, significantly remodeled, resulting in a higher intensity use (including, when appropriate, mixed use) of two- to four-story buildings directly fronting the street, with parking in rear attached garages or underground. Active ground floor retail will replace surface parking lots, and the sidewalk and streetscape along the parcel would be completely upgraded with pedestrian safety and comfort in mind. Several different types of full redevelopment are detailed below.

Redevelopment Option: Two-story Commercial - Retail/Office (GSP).

This development option develops the site with a two-story retail and office building, with retail on the ground floor and office space above. Surface parking would be in the rear of the building. The building would be 27 feet high, the full width of the parcel, and 44 feet deep. The remaining distance to the back of the property line would be used for surface parking as well as a green buffer and setback space. The FAR would be 0.59.

Redevelopment Option: Two-story Mixed Use Residential-Retail (GSP-MU).

This alternative develops a prototypical development site with a two-story mixed-use residential-retail building, with surface parking in the rear of the building. The building would be the full width of the parcel, and 55 feet deep. The remaining distance to the back of the property line would be used for surface parking as well as a green buffer and setback space. The density would be 17 dwelling units per acre.

Redevelopment Option: Three- to four-story Mixed Use Residential-Retail (GSP-MU).

This alternative develops the site with a three- to four-story mixed use residential-retail building, with two to three levels of structured parking in the rear of the building. The building would be the full width of the parcel, and 110 feet deep. The remaining distance to the back of the property line (this is assumed to be 25 feet, in a standard 135-foot deep parcel) would be used for parking access as well as a green buffer and setback space.

Figure 4.13 Prototypical Development 2014 Conditions



Figure 4.14 Prototypical Development Remodel Recommendation



Figure 4.15 Prototypical Development Re-Use Recommendation



Figure 4.16 Prototypical Development Redevelop Recommendation





Chapter 5

INFRASTRUCTURE AND STREETSCAPE

IN THIS CHAPTER

5.1 Mobility and Streetscape Infrastructure

5.2 Infrastructure

5.3 Public Facilities

This Infrastructure and Streetscape chapter identifies mobility, streetscape, and public works infrastructure, and public services needed to serve the Garvey Avenue corridor. Key infrastructure along Garvey Avenue includes streets and sidewalks, sewer system, water supply system, and a storm drainage system. Public services include parks, schools, utilities, libraries, and emergency services.

Particular to the Garvey Avenue Corridor, a redesigned streetscape (partially funded by and complementing the new private realm catalytic development) signals the dawn of a whole new street. – a real place with a strong identity and gracious new community space that invites and prioritizes pedestrians and rapid transit users; with new bikeways that create safe, comfortable passage for bicyclists; and with cohesive new landscaping like new trees and sidewalk gardens, a green median, and green swales that manage stormwater – all of which help calm vehicle traffic, reduce noise, improve air quality, and provide shade and respite for a livable and appealing urban environment.

5.1. MOBILITY AND STREETSCAPE INFRASTRUCTURE

Infrastructure for Garvey Avenue, a multimodal corridor, serves automobiles, bus transit, bicycles, and pedestrians. Garvey Avenue is a major arterial through Rosemead and the San Gabriel Valley. Garvey Avenue is a four lane facility and often includes left turn and right turn lanes. On-street parallel parking is provided on both sides of the street throughout much of the corridor. A landscaped median is sporadically located along the length of the corridor. Sidewalks are provided on both sides of the street; however, formalized bike lanes are not.

From a transportation perspective, the Specific Plan is intended to balance the needs of the various roadway users.

The aim of the Specific Plan is to spur implementation of a full street redesign, whenever possible, to help the street become a more livable place and attractive destination with a striking design that fosters a strong pedestrian environment while serving a wide range of transportation.

Streetscape and Roadway Configuration
Roadways traversing the study area include Garvey Avenue, New Avenue, Del Mar Avenue, and San Gabriel Boulevard. Garvey Avenue will be improved to include the:

- Provision of landscaped medians;
- Provision of bikeways;
- Provision of on-street parking;
- Provision of bus loading bays;
- Restriping to create additional through lanes, dual left turn lanes, and right turn pockets; and
- Traffic signal upgrades

The proposed roadway lane configuration is shown in Figure 5.1. Garvey Avenue cross sections are illustrated in Figures 5.2 and 5.3 Right-of-way improvements are to occur within the existing right-of-way. These figures are to be utilized for potential scenarios of the roadway improvements. Funding and future

development opportunities will dictate the allowed spacing, landscape areas, parking, and related configurations. The Public Works Director will make the final determinations as development and projects occur over the lifespan of the Specific Plan.

Figure 5.1 Garvey Avenue Lane Configuration and Streetscape Design



Figure 5.2 Proposed Garvey Avenue Section: Raised Bike Lanes with Parking and Median

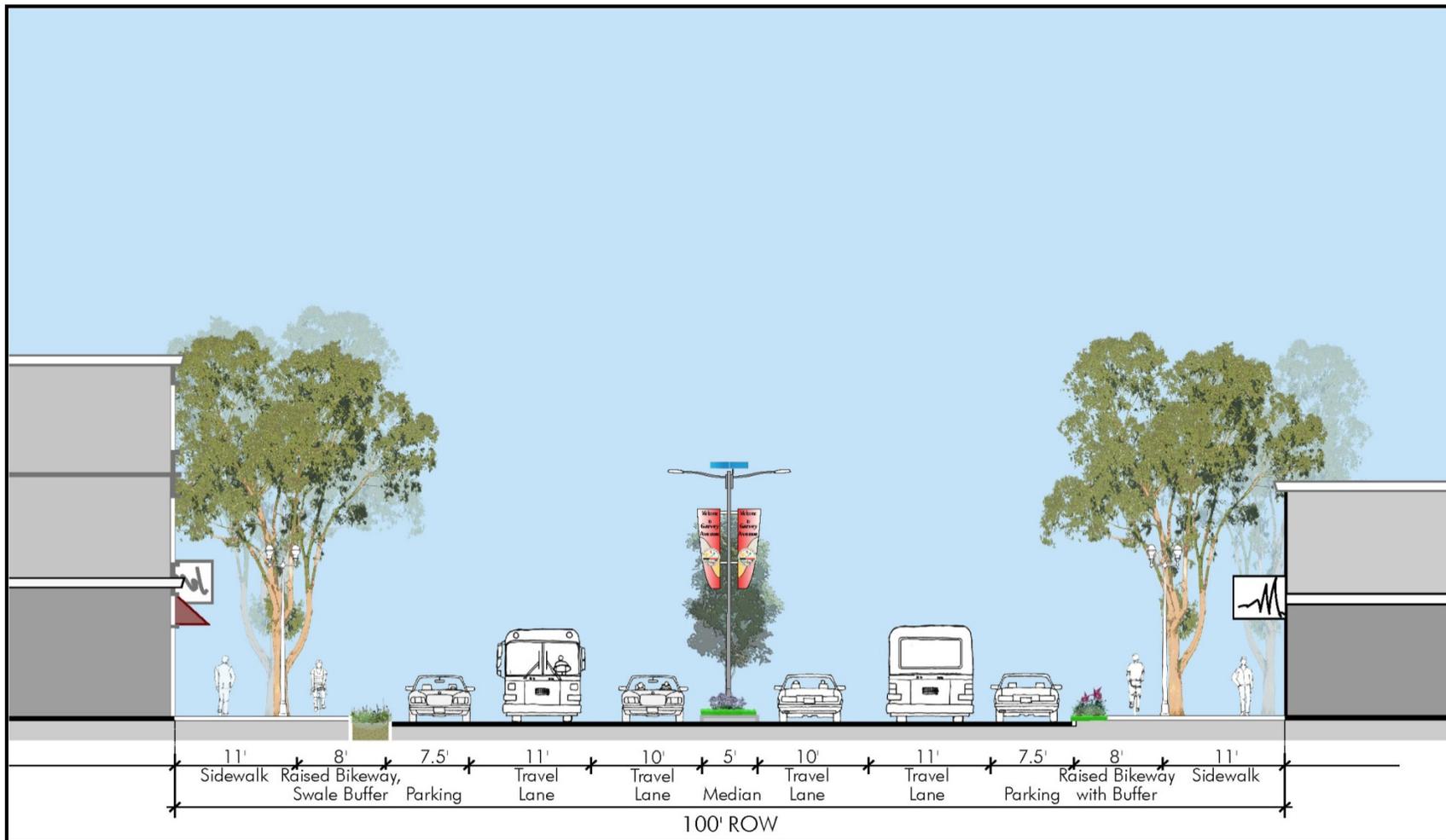
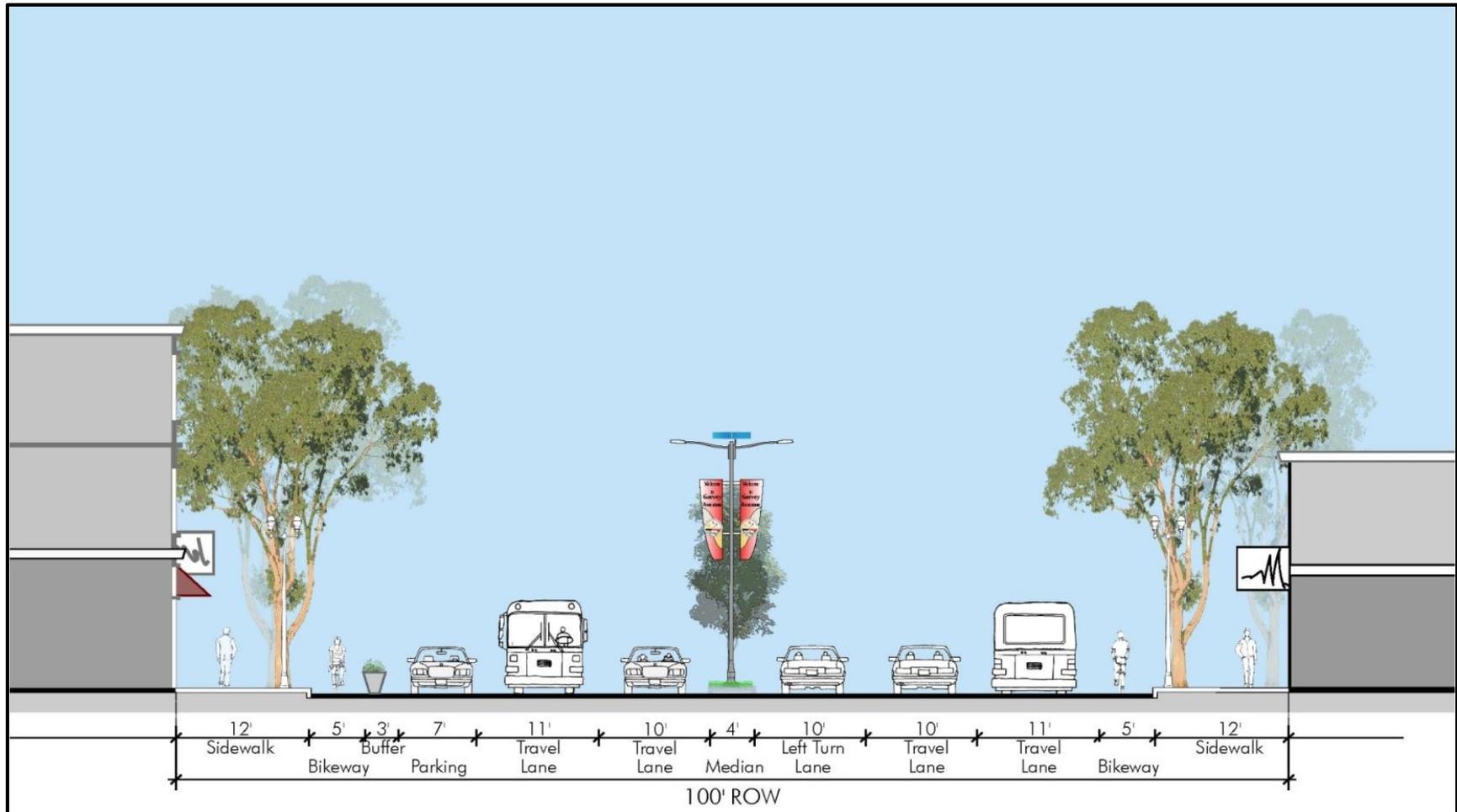


Figure 5.3 Proposed Garvey Avenue Section: Separated Bike Lanes with Parking, Reduced Median, and Left Turns



Traffic Signal Recommendations

Traffic signals in the Garvey Avenue corridor affect the mobility of all modes of travel and are important elements in maintaining a balance among the competing needs of the pedestrian, bicyclists, and vehicles. Garvey Avenue traffic signal locations include: New Avenue, Jackson Avenue, Del Mar Avenue, Kelburn Avenue, and San Gabriel Boulevard. This plan anticipates that additional traffic signals may be necessary to facilitate the redevelopment of the Auto Auction

and/or Landwin Property sites. Travel patterns along Garvey Avenue are anticipated to change over time. To address such changes, traffic signal operations need to be periodically adjusted to continue to adequately address mobility for all modes.

Bus Transit

Bus transit provides a viable alternative to the use of private automobiles. Bus transit occurring on Garvey Avenue includes Metro Lines 70 and 770 (Downtown Los Angeles to El Monte),

Metro Line 176 (Highland Park to Montebello), Montebello Line 20 (San Gabriel to Montebello), and Rosemead Explorer Routes 1 and 2 (circular routes within Rosemead). The Specific Plan encourages the continued use and expansion of transit usage through the proposed land uses and their intensities and the inclusion of transit amenities within the proposed streetscape. Specifically, bus loading bays are identified (Figure 5.1) and proposed amenities include improved bus shelters, benches, and trash receptacles.



Shaded bus stop amenities make transit usage more pleasant.

Pedestrian Infrastructure, Streetscape, and Landscaping

Garvey Avenue experiences different levels of traffic along its length. As such it has differing mobility and pedestrian needs, depending on location. To enhance the pedestrian experience along the length of the corridor, especially as related to new uses, sidewalk widths at key intersections may be increased and enhanced with urban design elements such as decorative crosswalks, landscaping, and street furniture. Additional marked crosswalks will enhance pedestrian connectivity along Garvey Avenue. Where crosswalks are provided, and as feasible, curb extensions into intersections may be used to enhance pedestrian safety. Where street blocks are long, midblock crossings can be considered.

Pedestrian-scaled street lamps should be provided throughout the corridor to enhance safety. Where possible, light standards shall provide both roadway lighting and sidewalk lighting.

New and infill street trees provide shade and identity to connect the corridor from end to end. Canopy and beautification

trees, such as the Fruitless Ginkgo Biloba (Maidenhair), Pink Trumpet (Tabebuia), White Crape Myrtle (Lagerstroemia, Natchez), and Brisbane Box (Tristania Conferta), will provide much needed shade as well as visual interest along the corridor. Street tree types and spacing must be approved by the City. Minimum tree size at the time of planting shall be 48-inch box and planted within a tree well with a tree grate covering the well. Parkway or swale buffers shall not be less than 3 ½ feet in width unless ADA requirements for minimum sidewalk width cannot be maintained. In this case, a parkway shall not be required. The parkways shall be planted in their entirety with small shrubs, groundcover, and water conserving plant materials.



Brisbane Box (Tristania Conferta)



Pink Trumpet (Tabebuia)



Fruitless Ginkgo Biloba (Maidenhair)



White Crape Myrtle (Lagerstroemia, Natchez)

Bicycle Infrastructure, Streetscape, and Landscaping

To enhance bicyclist opportunities, a bikeway raised to the sidewalk grade will be considered throughout the corridor. The bikeway may descend to street level as the bikeways approach street intersections as needed to facilitate vehicle turning lanes. The bikeways, if constructed, should be separated from the sidewalks by a narrow planting strip or barrier that clearly delineates pedestrian and bicycle space.



Decorative crosswalks and midblock crossings delineate the pedestrian realm while providing a distinctive character to the corridor.

Implementation of the Specific Plan streetscape improvements will require planning, design, and funding. As such, short-term “quick fixes,” for a cost-effective streetscape redesign will provide interim bicycle and streetscape improvements.

5.2. INFRASTRUCTURE

The Garvey Avenue corridor is largely built out and includes established infrastructure systems to support the existing population and businesses. Infrastructure systems include sewer, water, storm drainage, and solid waste disposal.

Water

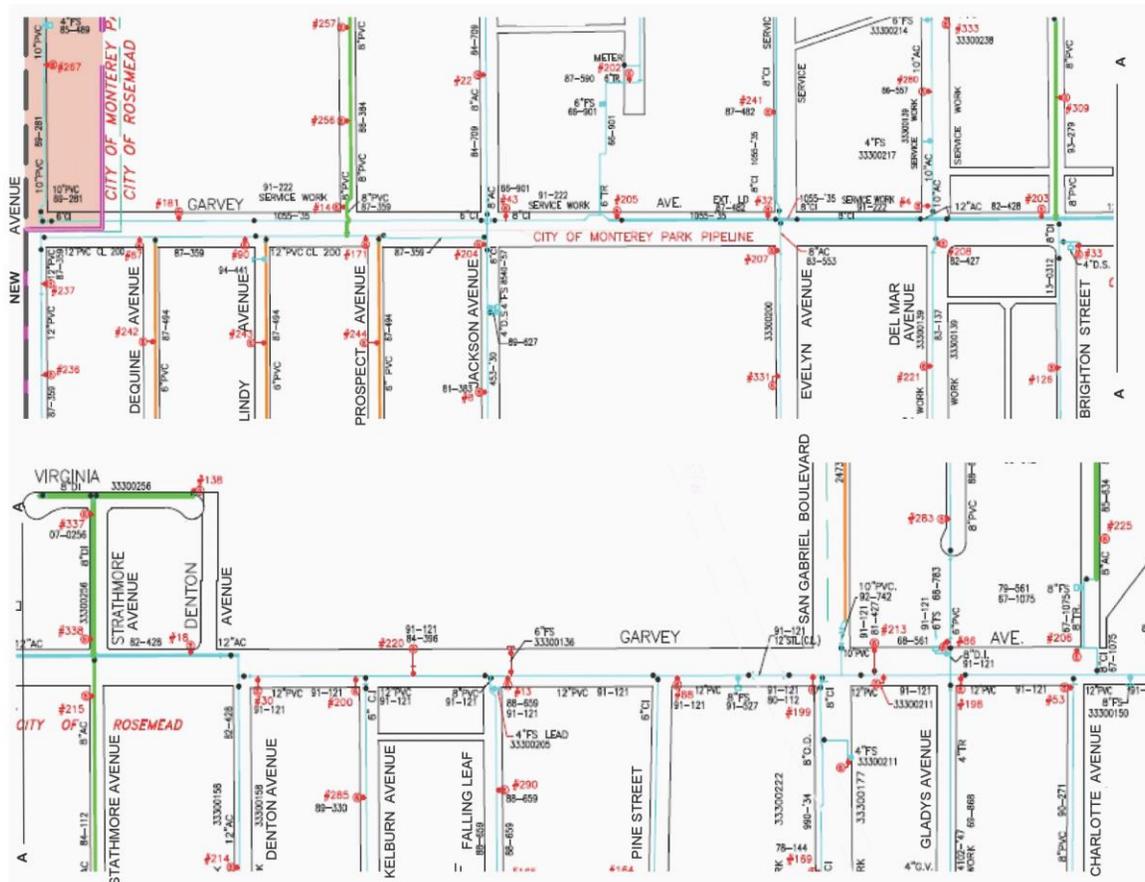
The City of Rosemead obtains water from six water suppliers but the Garvey Avenue Specific Plan area falls within the Golden State Water Company’s (GSWC) service area. The water system has the capacity to accommodate the Specific Plan’s anticipated development. Future water demands can be met until 2035 based on the land use assumptions for the Specific Plan area and the GSWC’s 2010 Urban

Water Management Plan - South San Gabriel System.

The existing Garvey Avenue water line contains three segments of 6-inch, 8-inch, and 12-inch diameter water mains, see Figure 5.4. From New Avenue to Jackson Avenue, there are two existing water mains, including one 6-inch main and one 12-inch main. New Avenue contains a 10-inch water main north of Garvey Avenue and a 12-inch water main south of Garvey Avenue. From Del Mar Avenue to Charlotte Avenue, there are two existing 12-inch water mains. San Gabriel Boulevard has a 10-inch water main north of Garvey Avenue and an 8-inch main south of Garvey Avenue.

All future development within the Specific Plan area will be assessed on a project by project basis for their fire-pump and fire-flow requirements.

Figure 5.4 Garvey Avenue Corridor Water Infrastructure



Rosemead Garvey Avenue Specific Plan
 Garvey Avenue Corridor Water Infrastructure



Sewer

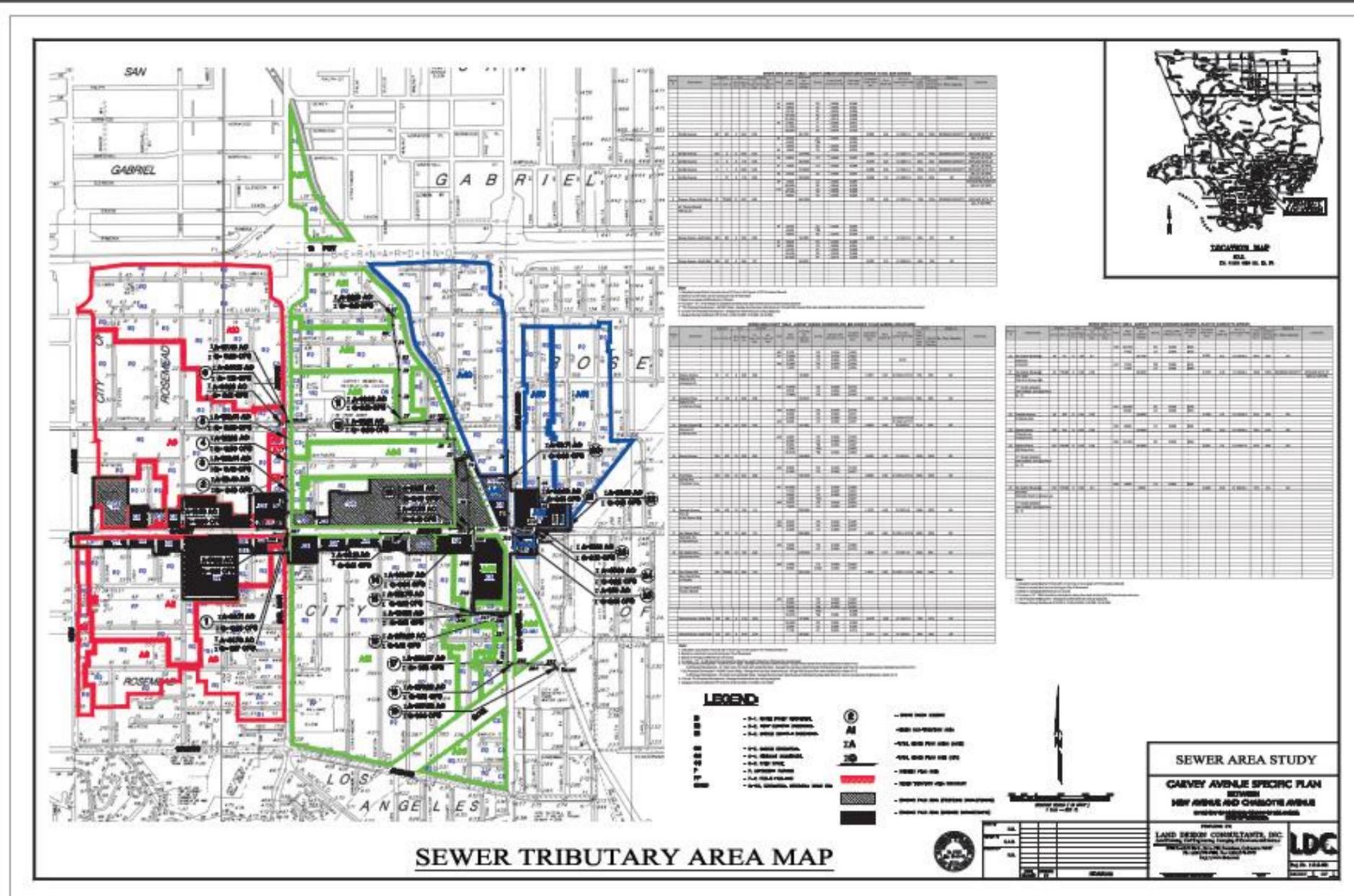
The sewer system within the area has existing capacity and structural deficiencies; a sewer capacity analysis based on an assumed General Plan buildout projection for the Garvey Avenue Specific Plan shows additional capacity issues.

The two sewer lines beneath Garvey Avenue have structural defects requiring pipe replacement; in particular, the segments between Brighton Street and Strathmore Avenue require immediate replacement. These upgrades could be pursued in conjunction with streetscape improvements or repaving. In addition, the 1996 City of Rosemead Sewer Study identifies existing sewer facilities capacity deficiencies. The “at capacity” pipes include those within the reaches along Del Mar Avenue to the 36” trunk connection at Emerson Place (New Avenue/Del Mar Avenue study area); and reaches along San Gabriel Boulevard to the 21” trunk connection (San Gabriel Boulevard/Garvey Avenue study area). Further analysis is required as development is considered.

The majority of the existing sewer pipes in the Specific Plan area are 8-inch-diameter, with varied slopes along the flow path that connect to downstream sewer trunk connections, see Figure 5.5. There are five sewer trunk connections.

From New to Del Mar Avenues, two existing 8” sewer lines on both sides of Garvey Avenue flow downstream into a 36” trunk sewer. From Del Mar Avenue to San Gabriel Boulevard, two existing 8” sewers on both sides of Garvey Avenue flow downstream to a 27” trunk sewer. The sewers within these areas have adequate short-term capacity. Based on this Plan’s buildout assumptions, the downstream sewers may have inadequate capacity and may require improvement. As such, this Plan calls for additional infrastructure studies to determine specific infrastructure capacity requirements. The area along Garvey Avenue from San Gabriel Boulevard to Charlotte Avenue is tributary to 8” sewer lines along San Gabriel Boulevard and Garvey Avenue; all flow is discharged downstream to a 21” trunk sewer. The areas to the north and south of Garvey Avenue have adequate capacities to the 8” sewer line along Garvey Avenue.

Figure 5.5 Sewer Tributary Area Map



Rosemead Garvey Avenue Specific Plan

Sewer Tributary Area Map

* This graphic and corresponding data is available at City Hall.



Legend

- Sewer Tributary Area Boundary New to Del Mar Avenues
- Sewer Tributary Area Boundary Del Mar to San Gabriel Boulevard
- Sewer Tributary Area Boundary San Gabriel to Charlotte Avenue



Stormwater

The Garvey Avenue Specific Plan and all potential future development allowed by it will need to be assessed for its demand and potential impacts to the existing storm drainage system. Future development must minimize the amount of storm water runoff into the storm drainage system. The proposed Streetscape Plan for Garvey Avenue would manage as much of the street's existing stormwater on-site as possible, using a variety of Low-Impact Development (LID) measures such as swales and rain gardens.

Any new stormwater infrastructure must be analyzed to meet all regulatory requirements, including but not limited to:

- Hydrology and Hydraulics Reports,
- Standard Urban Storm Water Mitigation Plan (SUSMP),
- Low Impact Development (LID,)
- Water Quality Management Plan (WQMP), and
- City and/or County standards such as on-site retention/detention.

The Garvey Avenue Specific Plan area's watershed drains into several drainage systems. The main drainage system is a reinforced concrete (RC) box culvert that runs along Garvey Avenue to the Alhambra Wash and several reinforced concrete (RC) pipes drainage systems. Other storm drainage facilities include reinforced concrete (RC) pipes and catch basins, depending on the section of Garvey Avenue, see Figures 5.6-5.8.

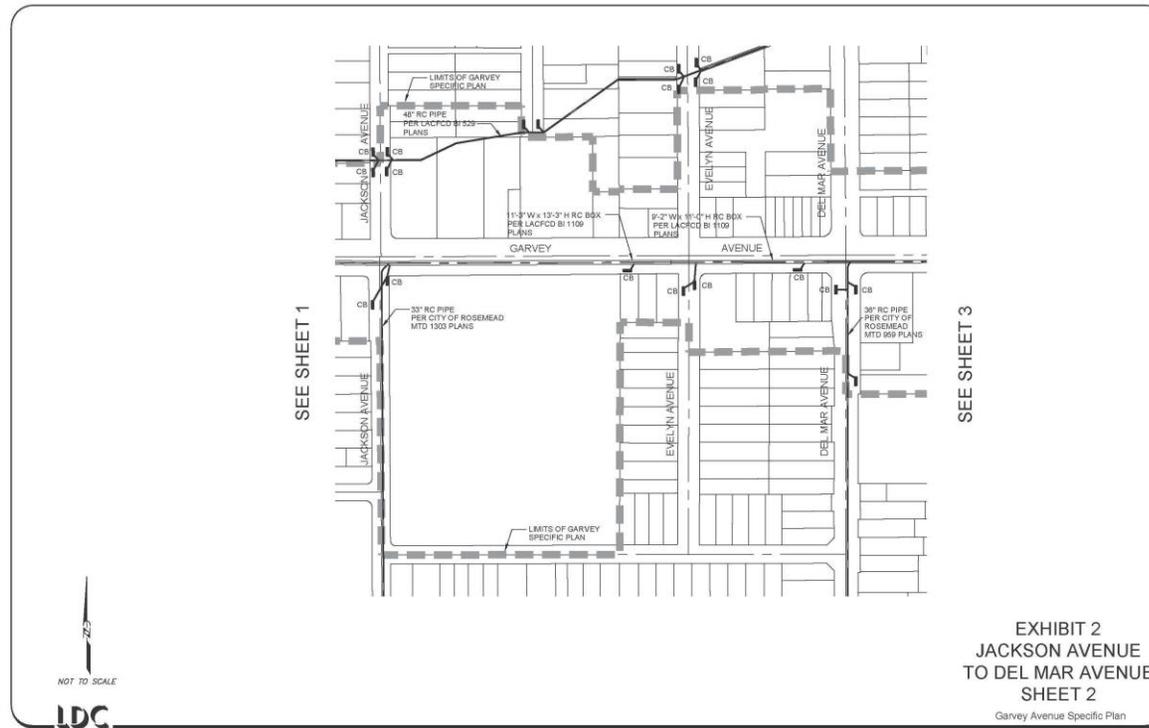
The drainage areas to the north of Garvey Avenue from Brighton Street to the Alhambra Wash, and north of the Alhambra Wash and San Gabriel Boulevard, are all collected and discharged to Alhambra Wash.

Solid Waste and Recycling

While the Rosemead Department of Public Works is responsible for solid waste collection and disposal for all residential properties, it contracts with Republic Services to provide these services. The Department also oversees a curbside recycling program, which includes collection of paper and cardboard, cans/aluminum, plastic, and glass, as well as green waste for grass, leaves, and plant trimmings. The City will

continue to encourage solid waste reduction and recycling efforts including expanding public outreach programs focusing on recycling and composting education.

Figure 5.6 Garvey Avenue Corridor Stormwater Infrastructure, New to Jackson Avenues



Rosemead Garvey Avenue Specific Plan
 Stormwater Infrastructure Jackson to Del Mar Avenues

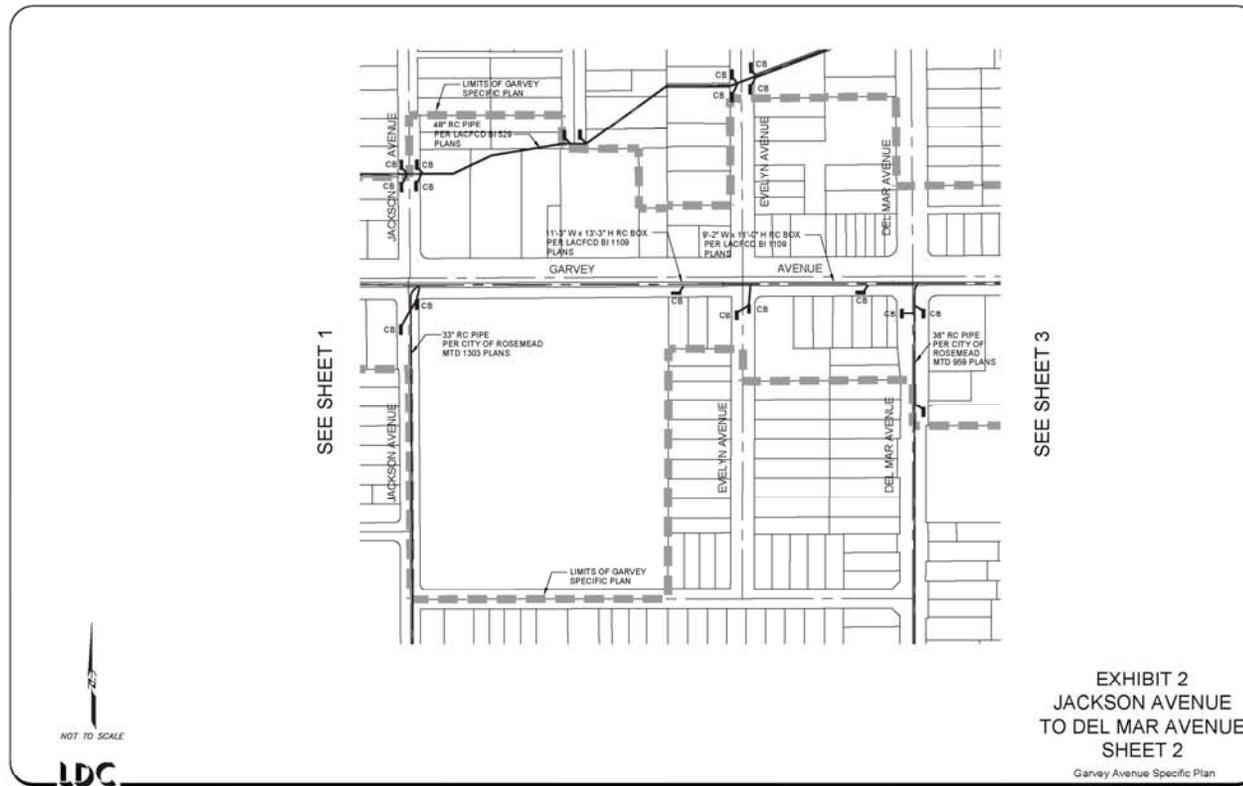
* This graphic and corresponding data is available at City Hall.

Legend

-  Stormwater Box
-  Stormwater Piping
-  Specific Plan Area



Figure 5.7 Garvey Avenue Corridor Stormwater Infrastructure, Jackson to Del Mar Avenues



Rosemead Garvey Avenue Specific Plan

Stormwater Infrastructure Jackson to Del Mar Avenues

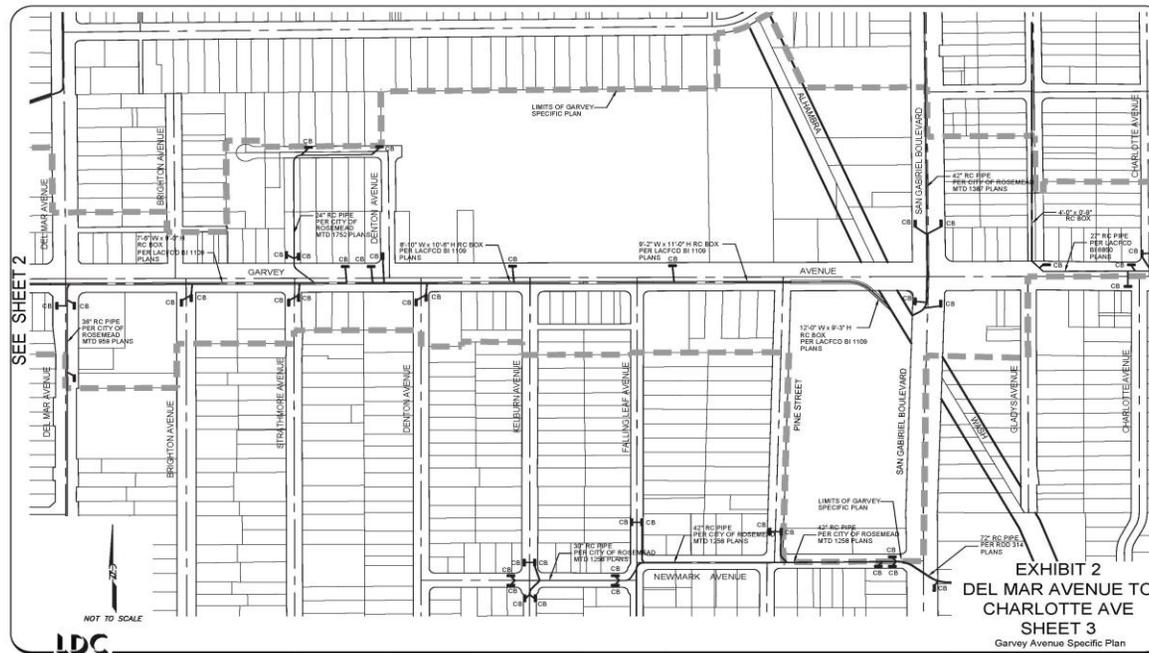
* This graphic and corresponding data is available at City Hall.

Legend

-  Stormwater Box
-  Stormwater Piping
-  Specific Plan Area



Figure 5.8 Garvey Avenue Corridor Stormwater Infrastructure, Del Mar to Charlotte Avenues



Rosemead Garvey Avenue Specific Plan	Legend	<ul style="list-style-type: none"> Stormwater Box Stormwater Piping Specific Plan Area 		
Stormwater Infrastructure Del Mar to Charlotte Avenues				

**5.3.PUBLIC FACILITIES/
SERVICES**

Garvey Avenue has a handful of public facilities/services within and around the Specific Plan area. These include schools and institutions, utilities, and emergency services. The services provided by the public facilities help to provide a strong sense of community and place along Garvey Avenue.

Parks

Parks, recreational facilities, and open space are lacking along the corridor. The Specific Plan’s open space requirements and the identified open space enhancements (such as those along Alhambra Wash) are anticipated to result in new development that provides additional park, recreation, and open spaces for the corridor and nearby residents and visitors use and enjoyment.

Schools

Improvements along the corridor are intended to help integrate Richard Garvey Intermediate School, a community anchor, into the neighborhood fabric. The anticipated development along Garvey

Avenue is expected to result in an estimated 620 additional K-12 students (based on State of California generation rates).

Utilities

Electrical power within the Specific Plan area is provided by Southern California Edison. The company has a major power station due south of New Avenue, along SR 60. Power lines have been undergrounded along Garvey Avenue. Gas is provided by Southern California Gas, a subsidiary of Sempra Energy. The nearest major pipelines run underground along:

- Walnut Grove Avenue,
- Parallel to and east of San Gabriel Boulevard, and
- Fern Avenue, east of Walnut Grove Avenue.

Charter Communications is the primary cable provider for Rosemead, while AT&T is the primary provider of home, business phone, and internet services.

Emergency Services

Fire and emergency medical services are provided by the Los Angeles County Fire Department, which has local stations on Valley Boulevard and San Gabriel Boulevard in Rosemead. Rosemead’s police service is provided through the Los Angeles County Sheriff’s Temple Station, in Temple City. Deputies assigned to Rosemead work out of Rosemead’s Public Safety Center located on Garvey Avenue next to Zapopan Park at Charlotte Avenue. The center is managed by Rosemead’s Chief of Police, and includes local offices for the Los Angeles County Sheriff, the Los Angeles County Probation Department, and community safety services.



Chapter 6

IMPLEMENTATION

IN THIS CHAPTER

6.1 Financing

6.2 Garvey Avenue Specific Plan Administration and General Provisions

The Garvey Avenue Specific Plan identifies the location and type of desired development along Garvey Avenue, consistent with the City of Rosemead’s General Plan. Achieving this vision required a concerted and cooperative public/private partnership, including significant capital investment. This chapter outlines the “how to” steps necessary to create positive change along Garvey Avenue in the short and long terms. This chapter also establishes the basis for the Plan’s administration. This chapter creates a solid foundation, from which the City can support the growth of existing businesses, attract new businesses and investment, allocate limited resources, and foster collaboration through strong public-private partnerships. While the Specific Plan remains visionary in its ambition, the action steps put forth a realistic and practical approach to assist economic growth, promote the “greening” of the neighborhood, improve walkability and bikeability, and ensure a successful, vibrant future for the Garvey Avenue Specific Plan area.

6.1 FINANCING

Development of the Garvey Avenue Specific Plan area will be primarily privately financed by the developers of individual projects. The following policies shall govern the funding of infrastructure, community facilities and public services for the Garvey Avenue Specific Plan area:

- The costs of infrastructure projects will be allocated to future new development projects within the Plan area based on benefit received, with appropriate consideration of the potential impacts on the financial feasibility of proposed projects;
- All new development will pay the full cost of infrastructure needed to serve future private development projects within the Plan area;
- Private development will also fund the costs of mitigating any adverse impacts of future projects on the City's existing infrastructure;

As a primary means of ensuring that new development pays its “fair share” of future infrastructure costs, the City has established a “Development Impact Fee (DIF)”¹ that fairly allocates the cost of public improvements needed to serve new development in the Plan area; The City is currently in the process of determining the specific DIF related to the sewer system serving the GASP. This fee will be adopted by Resolution, at a later date. In addition, if there are any other fee(s) determined necessary as result of the GASP, then they will also be adopted by Resolution.

- Developers may proceed ahead of the City's streetscape and infrastructure plans if they pay the cost of extending the core infrastructure to their project(s), subject to future reimbursement; and
- The impact fee structure will include a method for future reimbursement of landowners who opt to provide up-

front financing of improvements benefitting other properties that develop later.

The construction of water, sewer, drainage, street, and streetscape improvements shall either be completed by the utilities, the City of Rosemead, or under the direct direction of these agencies. All water, sewer, drainage, street, and streetscape facilities will continue to be maintained by the agencies or their appointed designees.

Whenever possible, pay-as-you-go financing shall be used. Debt financing should only be used when it is essential to provide facilities necessary to permit development or to maintain service standards.

While the infrastructure improvements shall be, primarily, the responsibility of the private development community, some portion may be publically financed subject to available funding sources. For these public expenditures, a number of grant, loan, and value capture

¹ The City has recently adopted its development impact fee schedule for Citywide fees; implementation of additional fees unique to the Garvey Avenue Specific Plan area would require a nexus study quantifying future infrastructure costs and allocating them by future land use.

funding mechanisms (as outlined later in this chapter) can be used to finance the infrastructure and other community improvements.

Local Tax Increment and Assessment Districts

Assessment [RD1] Districts

Assessment districts provide a mechanism for property owners to choose to levy an additional tax upon themselves for identified purposes. California law allows the creation of assessment districts for a wide variety of purposes; these can either fund capital improvements or be established for operating costs (such as lighting and landscaping districts). Specific districts that might be applied to the Garvey Avenue Specific Plan would be a parking district and/or streetscape improvement district.

There are two primary challenges in establishing assessment districts, particularly for already developed areas. The first challenge is that total property taxes can only increase a certain amount before new development is disadvantaged relative to properties not

subject to an assessment. The second challenge is that assessment districts require a two-thirds majority vote of property owners weighted by property value to pass. In an area with numerous small properties, achieving the approval of two-thirds of the voting properties would likely be difficult.

Reimbursement District

The City can form a Reimbursement District when one party pays for and constructs or causes to construct infrastructure that has the potential to benefit another party. If during the life of the reimbursement district (typically 10-20 years), the benefitted property owner makes use of the improvements, then the reimbursement is due. The process includes preparation of a report that outlines the improvement costs, the method of distributing the costs, the properties involved and includes details of the reimbursement agreement. The City Council will convene a public hearing and owners of property in the district are given the opportunity to provide input. Once approved by the City Council, a resolution is recorded against properties in the district. Reimbursements are collected when

properties in the district develop or make use of the improvements.

Capital Improvement Program (CIP)

Capital Improvement Program is a comprehensive analysis of needs and available financing for all capital improvements in the City. The CIP is updated every five years and implemented on an annual basis.

Other Local Sources of Funds

Impact Fees

Impact fee programs can be a funding source for transportation improvements, sewer or storm drainage infrastructure, streetscape, parks, and recreational open space. These fees, paid by new residential and commercial development projects, must only be used to pay for improvements that can be demonstrated to serve new residents and businesses (from new development), but these fees can be combined with other funding sources to fund a project that serves both new and existing residents or businesses. A nexus study, which calculates the new increment of development, estimates the portion of an improvement project

attributable to that increment of growth, and allocates the fee among the new development projects by land use, is required by state law for implementation.

Revenue Bonds

Public activities that are revenue generating, and create sufficient cash flow to cover operating costs and debt service can potentially issue municipal debt to cover the cost of capital improvements. A common example of this is revenue bonds for parking garage construction where there is pay parking.

Other Public Debt

New commercial and lodging projects could generate significant new sales tax and transient occupancy (lodging) tax revenues that will flow into the City's General Fund. This new money could be used to finance debt service on tax-exempt debt obligations so that existing activities provided through the General Fund are not impacted.

“Adopt A Light” Program (Tree, Bench, etc.)

As a unique method for paying for street light fixture other streetscape elements, a small projected plaque sign could be affixed to a light pole with the name or logo of the local merchant, business, person, entity “purchasing” the fixture.

Development Agreements

A Development Agreement can be an effective tool encouraging public-private partnership in large scale projects that are developed in series of phases. It provides developers with a specific level of certainty about the land use requirements and gives the City an opportunity to advance its local planning policies through comprehensive planning efforts. Benefits to both public and private parties include: greater latitude in enforcing requirements and contingencies on proposed developments and developers have a level of certainty about land use and how the regulatory standards will not materially affect later development phases once the project has been approved.

State Sources

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State's Transportation Investment Fund and other funding sources, including the State Highway Account. A wide variety of transportation capital projects are eligible for funding, including improvements to State highways and local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, and inter-modal facilities. STIP programming generally occurs every two years, with the California Transportation Commission (CTC) adopting a fund estimate in August of odd years. Transportation improvement plans prepared by Caltrans and local agencies are then submitted to CTC for approval by December of odd years. Caltrans prepares the Interregional Transportation Improvement Plan (ITIP), which governs roughly 25 percent of allocated funds for intercity projects. Regional Transportation Improvement Plans (RTIPs) are prepared by regional agencies including Regional

Transportation Planning Agencies (RTPAs), County Transportation Commissions, and Metropolitan Planning Organizations (MPOs).

Caltrans Planning Grants

Caltrans provides planning grants for studies for sustainable transportation and transit planning studies, which can include studies that lead to SB 375 SCS implementation, corridor studies, evaluations of transportation issues involving intermodal facilities, and complete streets studies, among other planning activities.

Caltrans also provides grants for infrastructure projects that benefit bicycle commuters through its Bicycle Transportation Account. The project must increase the safety and convenience of bicycle commuters.

Infrastructure State Revolving Loan Fund (ISRF)

The California Infrastructure and Economic Development Bank (I-Bank) loans money for infrastructure projects around the State. The I-Bank is the state's general purpose financing authority that finances public

infrastructure and private development projects that promote economic development and revitalize communities.

Federal Sources

Moving Ahead for Progress in the 21st Century (MPA-21)

Signed into law in 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) is the nation's current long-term transportation authorization. Map-21 replaces SAFETEA-LU, the authorizing legislation in effect from 2005 to 2012, though it continues or restructures many of the funding programs under the former legislation. MAP-21 authorizes \$105 billion for fiscal years (FY) 2013-14 and 2014-15 to be distributed by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through a series of competitive grant and financial assistance programs for highway and road, transit, freight, bike, pedestrian, and multimodal projects. Programs administered under MAP-21 include the Transportation Alternatives Program (TAP). TAP, \$819.9 million in FY 2015-16, is to provide for a variety

of alternative transportation programs, including bike and pedestrian trails and infrastructure-related projects for non-drivers. TAP consolidates funding from the former Transportation Enhancements, Recreational Trails, and Safe Routes to Schools programs.

6.2 SPECIFIC PLAN ADMINISTRATION AND GENERAL PROVISIONS

Applicability

The Garvey Avenue Specific Plan serves as the implementation tool for the General Plan.

The development standards and guidelines contained in this Specific Plan provide for land development and use within the Specific Plan area. The Specific Plan supersedes the otherwise applicable City of Rosemead development standards and regulations unless stated otherwise in this document. Whenever the provisions and development standards contained in this Specific Plan conflict with those contained in the City of Rosemead Municipal Code, the provisions of the

Specific Plan shall take precedence. Where the Specific Plan is silent, the City of Rosemead Municipal Code shall apply.

Interpretation

All interpretation of the provisions of this Specific Plan shall be made by the Community Development Director, unless stated otherwise in this document, RMC Section 17.40.040.

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan is resolved by the Community Development Director in a manner consistent with the vision, goals, objectives, and intent established in the Garvey Avenue Specific Plan.

Severability

If any provision or portions of any provisions of this Specific Plan or its application to any person or circumstance are held to be invalid, the

remainder of this Specific Plan and the application of those provisions to other persons or circumstances shall not be affected.

Required Actions and Entitlements

City of Rosemead Plan Review

The City of Rosemead planning, building and safety, public works, recreation and parks, public safety, Los Angeles County Fire Department, and other staff shall be responsible for providing technical review of development proposals for consistency with City policies and regulations, and making advisory recommendations to the Planning Commission and City Council.

Planning Commission

Upon submission of the Specific Plan, a public hearing will be scheduled with the Planning Commission to review the Specific Plan, Zoning Code Amendment, Zoning Map amendment, and related CEQA document. After a thorough and detailed review of all aspects of the project, the Planning Commission is authorized to make recommendations to City Council

whether to approve, approve in modified form, or disapprove the project.

City Council

The City Council is empowered by the Rosemead Municipal Code to approve, approve with conditions, or deny the Specific Plan, Zoning Code Amendment, Zoning Map amendment, and the related CEQA document. Upon receipt of the Planning Commission's recommendation, the City Council may approve, approve with modifications, or disapprove the Specific Plan based upon the following findings:

- The proposed specific plan is consistent with the objectives, policies, general land uses, and programs of the general plan and other adopted goals and policies of the City.
- The proposed specific plan would not be detrimental to the public interest, health, safety, convenience or welfare of the City.

- The subject property is physically suitable for the requested land use designations and the anticipated land use developments.
- The proposed specific plan shall ensure development of desirable character, which will be compatible with existing and proposed development in the surrounding neighborhood.

The adoption of the Specific Plan is also subject to environmental review in compliance with CEQA.

Implementation Action Plan

The following Implementation Action Plan (Table 7.1) lists the specific actions that need to be taken by the City of Rosemead, in coordination with developer or other public agencies, to fully implement the vision outlined in this Specific Plan. The Implementation Action Plan summarizes each action by topical area and provides a priority timeframe, primary responsibilities, and partners. The Implementation Action Plan will be used by the City of

Rosemead throughout the life of the Garvey Avenue Specific Plan, and as such should be periodically reviewed and updated by the City to reflect conditions as they change over time.

Development Permits

All development within the project site is subject to the Site Plan Review process as established in the City of Rosemead Municipal Code. Adoption of the Specific Plan includes adoption of the design standards and guidelines contained herein, which provide direction for the design of the development project on the project site.

Appeals

Any discretionary action of the Community Development Director shall be final, following a ten-day appeal period, unless appealed to the Planning Commission within ten days of the Director's decision, as stated in RMC Section 17.160. Furthermore, the Community Development Director may, in his/her discretion, refer to the Planning Commission any application for a Minor Exception or an Administrative Use Permit for the decision of the Planning

Commission without further fee to the applicant.

Any discretionary action of the Planning Commission shall be final following a ten-day appeal period, unless appealed to the City Council within ten days of the Commission's decision, as stated in RMC Section 17.160.

Decisions of the City Council are final.

Appeals shall be processed in accordance with RMC Section 17.160. The appeal shall be accompanied by a fee in the amount set by City Council resolution.

TABLE 6.1: IMPLEMENTATION ACTION PLAN

Implementation Action Plan Legend	
Timeframe	
Short	1-5 years
Medium	5-15 years
Long	Over 15 years
Ongoing	throughout the life of the Plan
Cost	
\$	<\$50,000
\$\$	\$50,000-\$250,000
\$\$\$	\$250,000-\$500,000
\$\$\$\$	\$500,000-\$1,000,000
\$\$\$\$\$	>\$1,000,000

Specific Actions	Timeframe	Enforcement Responsibility	Cost	Potential Funding Source	
Economic Development Action					
1	Positive Business Climate Marketing. In collaboration with owners of key "opportunity sites" aggressively market Garvey Avenue's strong competitive location for a variety of retail and commercial businesses.	Ongoing	City Administration, Community Development, Property Owners	City; property owners	
Land Use Actions					
2	General Plan Amendment. Amend the City's General Plan to achieve consistency with this Specific Plan. Changes including: Land Use Plan (Figure 2-1), Land Use Categories/Buildout Table (Table 2-1), land use definitions, General Plan and Zoning Ordinance Consistency (Table 2-5), Land Use and Population Estimates (Table 2-6), Development and Population (Table 2-7), Future Area Intersection Levels (Table 3-3) and subsequent text, Future Area Roadway Segment LOS (Table 3-4), Level of Service Values - Intersections (Figure 3-2), Level of Service Values – Segment (Figure 3-3), and Identified Intersection Approach Improvements (Figure 3-5).	Concurrent with the Specific Plan adoption	Community Development	\$	City
3	Zoning Code Amendment. Amend the Rosemead Zoning Code to allow the standards and provisions in this Specific Plan to take effect. The Garvey Avenue Specific Plan's development standards shall replace those in the Zoning Code as indicated.	Concurrent with the Specific Plan adoption	Community Development	\$	City
4	Zoning Map Amendment. In conjunction with the Zoning Code amendment, amend the Zoning Map to replace current zoning district designations with the new Garvey Avenue Specific Plan zones.	Concurrent with the Specific Plan adoption	Community Development	\$	City
5	Garvey Avenue Corridor Master Sign Plan. Consider preparing and adopting a Master Sign Plan that will improve the Garvey Avenue Corridor brand, reduce blight, and create a more uniform design throughout the corridor.	Short	Public Works, Community Development	\$	City
6	Gateway Improvements Design. Design new gateway entry monument signage and landscaping features to create a unified theme and clear identity for people entering the Garvey Avenue Corridor.	Medium	Public Works, Community Development	\$	City
7	Gateway Improvements Installation. Install new gateway entry monument signage and landscaping features in accordance with the Improvements Design (Action #6)	Medium	Public Works,	\$\$	TBD ²
8	Street Furniture Design. Design new street furniture that captures the "unified theme" established in the Gateway Improvements and streetscape improvements.	Medium	Public Works, Community Development	\$	City
9	Street Furniture Installation. Build and install new street furniture in accordance with the Street Furniture Design program (Action #8)	Medium	Public Works, Community Development	\$\$	TBD
Financing Actions					
10	Planning and Infrastructure Cost Reimbursement. Seek reimbursement for the planning costs and infrastructure planning, design, and construction incurred by the City related to the preparation and maintenance of the Garvey Avenue Specific Plan, the Garvey Avenue Specific Plan EIR, and any associated planning, open space, and/or infrastructure planning and development studies.	Short	City Administration, Community Development	\$	City
11	Reimbursement District. Establish a Reimbursement District that allows for a private developer to fund, construct, and/or cause to construct sewer, water, storm drainage, streets, streetscape, or public utilities infrastructure.	Short	City Administration, Community Development	\$	City
12	Garvey Avenue and New Avenue Intersection Improvement Plans. Prepare plans to replace right/through lane with one through lane and one right turn lane on the eastern leg.	Short	Public Works	\$	City

² Items labeled "TBD" are currently being reviewed by City staff and the consultant team, and will be updated in a subsequent version of the Specific Plan.

Specific Actions		Timeframe	Enforcement Responsibility	Cost	Potential Funding Source
13	Garvey Avenue and New Avenue Intersection Improvements. Install intersection improvements in accordance with the Garvey and New Avenues' Improvement Plans (Action #12)	Short	Public Works	TBD	TBD
14	Garvey Avenue and Del Mar Avenue Intersection Improvements Plans. Prepare plans to add one additional left turn lane on the northern leg; replace the right/through lanes with one through lane and one right turn lane on the eastern and western legs.	Short	Public Works	\$	City
15	Garvey Avenue and Del Mar Avenue Intersection Improvements. Install intersection improvements in accordance with the Garvey and Del Mar Avenues Improvement Plans (Action # 14)	Short	Public Works	TBD	TBD
16	Garvey Avenue Roadway Reconfiguration/Streetscape Plans. Prepare plans for the installation of green bulbouts and stormwater bulbouts/rain gardens, installation and/or modification of landscaped medians, modification of curblines, installation of raised bikeways and landscape dividers, installation of shared bikeways, installation of pedestrian-oriented lighting, installation of trees and other landscaping, and restriping Garvey Avenue in accordance with the Garvey Avenue Streetscape Plan (Figure 5.1).	Short	Public Works	\$\$	City
Infrastructure Actions					
17	Garvey Avenue Roadway Reconfiguration/Streetscape Installation. Install green bulbouts and stormwater bulbouts/rain gardens, install and/or modify landscaped medians, modify curblines, install raised bikeways and landscape dividers, install shared bikeways, install pedestrian-oriented lighting, install trees and other landscaping, and restripe Garvey Avenue in accordance with the Garvey Avenue Roadway Reconfiguration/Streetscape Plans (Action #16)	Long	Public Works	TBD	TBD (MTA grant)
18	Bus Service and Stop Improvements Coordination and Plan. Coordinate with METRO to develop a corridor-wide bus stop plan that provides for additional bus stop amenities ensuring every bus stop has a bench, shade, and adequate signage.	Medium	Public Works	\$	City, METRO, Federal Funding
19	Bus Service and Stop Improvements Installation. Provide additional bus stop amenities in accordance with the Bus Service and Stop Improvement Plan (Action #18)	Medium	Public Works	TBD	METRO
20	Bicycle and Pedestrian Connectivity Plan. Develop bicycle and pedestrian improvements plans that connect Garvey Avenue Corridor plan area to adjacent areas' bicycle and pedestrian amenities.	Ongoing	Public Works	\$	City
21	Bicycle and Pedestrian Amenities. Install and implement bicycle and pedestrian improvements as determined in the Bicycle and Pedestrian Connectivity Plan (Action # 20)	Ongoing	Public Works	\$\$\$	Grants (ATP, etc.)
22	Shade Trees and Open Space. Continue to implement carbon sequestration goals through the provision of open space and tree planting. Emphasize planting of trees to shade sidewalks, parking lots, and public plazas in order to mitigate the heat island effect and encourage pedestrian activity.	Ongoing	Public Works	\$	City
23	Providing Shade Trees and Open Space. Plant trees to shade sidewalks, parking lots, and public plazas as determined in the Garvey Avenue streetscape plans, the Garvey Roadway Reconfiguration/Streetscape Plans.	Ongoing	Public Works	\$	Private Development
24	Sewer Infrastructure Improvement Plans. Prepare plans or cause the preparation of plans to repair, retrofit, and expand sewer infrastructure addressing baseline defects and capacity deficiencies and to provide additional capacity to accommodate anticipated new land uses.	Short, Ongoing	Public Works	\$	City

	Specific Actions	Timeframe	Enforcement Responsibility	Cost	Potential Funding Source
25	Sewer Infrastructure Improvements. Repair, retrofit, and expand sewer infrastructure as specified in the Sewer Infrastructure Improvement Plans (Action #24)	Short, Ongoing	Public Works	TBD ³	Private Development (impact fee)
26	Storm Drainage Infrastructure Improvement Plans. Prepare plans or cause the preparation of plans to repair, retrofit, and expand storm drainage infrastructure addressing baseline defects and capacity deficiencies and to provide additional capacity to accommodate anticipated new land uses.	Short, Ongoing	Public Works	\$	City
27	Storm Drainage Infrastructure Improvements. Repair, retrofit, and expand sewer infrastructure as specified in the Sewer Infrastructure Improvement Plans (Action #26)	Short, Ongoing	Public Works, Los Angeles County Flood Control	TBD	TBD
28	Water Infrastructure Improvement Plans. Prepare plans or cause the preparation of plans to expand water infrastructure to accommodate anticipated new land use and development	Short, Ongoing	Public Works, Golden State Water Company	\$	City, Golden State Water Company
29	Water Infrastructure Improvements. Expand water infrastructure to accommodate anticipated new land use and development (Action #28)	Short, Ongoing	Public Works, Golden State Water Company	TBD	TBD
30	Biofiltration Treatment Features. Adopt alternative standards for stormwater bulbouts/rain gardens, parking lots, and landscaped areas enabling proven biofiltration treatment features to be integrated into public thoroughfares and private development projects as provided by the Regional Water Quality Control Board.	Short	Public Works, Community Development	\$	City
31	Utilities Relocation and Expansion. Relocate and expand major electrical, cable, and other communication utilities as necessary to accommodate new land uses and land use patterns.	Ongoing	Public Utilities	TBD	Private Development, City
32	Grant Funding Applications. Consider identifying and applying for grant funding to initiate public realm mobility, streetscape, infrastructure, and gateway improvements.	Ongoing	Public Works, Community Development	\$	City
33	Nexus Study for Specific Plan Development Impact Fees. <u>Undertake a nexus study to quantify the potential infrastructure needs (and related costs) of future development within the Plan area. Utilize study as a basis for updating City's existing Development Impact Fee schedule to include additional fees unique to the Plan area (cost of nexus study can ultimately be recovered via the impact fees).</u>	Short	Public Works, Community Development	\$	City, Private Development

³ City is currently completing a study that will refine sewer improvement costs and recommended a potential impact fee to fund needed improvements.

Subdivision Maps

Approval of subdivision maps pursuant to the State Subdivision Map Act (Government Code Sections 66410-66499.58, and as may be amended) and Title 16 of the Rosemead Municipal Code may occur with or subsequent to the adoption of the Specific Plan. The project may include parcel map(s), lot line adjustments, and/or other subdivision actions.

Specific Plan Amendments

Amendment to the Specific Plan may be requested by the applicant or by the City at any time pursuant to Section 65453(a) of the California Government Code and Rosemead Municipal Code Title 17, Article 5, Chapter 17.150. Amendment shall be processed pursuant to the provisions of the Government Code for Specific Plan and the City of Rosemead Municipal Code.

General

Approval of this Specific Plan by the City Council is considered acceptance of the general framework and specific development standards contained within Garvey Avenue Specific Plan. The following section describes a process for

changes, in the event a Specific Plan amendment request is made.

Substantive Changes - Defined

As determined by the Community Development Director, any substantive changes will require a Specific Plan Amendment. Substantive changes include:

- Any increase in the residential density or nonresidential intensity.
- Any proposed expansions of the geographic area included in the Specific Plan.
- Any departures from the design standards and/or guidelines that significantly change the overall character or appearance of the project.

A proposed Specific Plan amendment shall reflect the comprehensive analysis that has been undertaken in Specific Plan's adoption and may require additional environmental review. As a condition of consideration for any Specific Plan amendment, it shall be the applicant's responsibility to:

- Demonstrate the proposed amendments will meet the goals and objectives of Garvey Avenue Specific Plan and the General Plan;
- Update any technical studies and/ or provide additional environmental studies as determined by the Community Development Director and incorporate all mitigation measures into the project design; and
- Provide revised Specific Plan text and maps (where relevant) that reflects the amendment requested.

Authority to Approve Minor Modifications

The Community Development Director may approve minor modifications to the Specific Plan without a Specific Plan Amendment. Minor modifications shall include:

- Changes to landscaping/hardscaping/ streetscape.
- Changes in building materials and related architectural treatments.
- Any other modification determined by the Community Development

Director deemed to be minor in that it would not materially change the project approved by the City Council.

Maintenance and Monitoring

As the conditions present in 2015 are anticipated to change throughout the implementation of this Specific Plan, periodic maintenance and monitoring of the Plan will be necessary. The Specific Plan shall be reviewed at least every five years to assess progress towards implementation, and if necessary, identify new or revised implementation measures to meet Specific Plan objectives. The review shall examine development projects completed and/or proposed, capital improvement projects completed and planned, and any other programs or projects that are or have been implemented. The review shall be presented to all appropriate City advisory bodies.