



Alhambra

General Plan

Vision 2040 - A Community Mosaic

August 2019





Alhambra

General Plan

Vision 2040 - A Community Mosaic

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ACRONYMS & ABBREVIATIONS

AB	Assembly Bill
ACT	Alhambra Community Transit
ADT	Average Daily Trip
Cal State LA	California State University, Los Angeles
CARB	California Air Resources Board
CBD	Central Business District
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
CPD	Commercial Planned Development
CRHR	California Register of Historic Resources
dB	decibels
dBA	decibels using A-weighted sound pressure level
DHS	Department of Health Services
EO	Executive Order
EOC	Emergency Operations Center
°F	degrees Fahrenheit
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
HOT	high-occupancy toll
HOV	high-occupancy vehicle
I-10	Interstate 10 (San Bernardino Freeway)
I-210	Interstate 210 (Foothill Freeway)
I-710	Interstate 710 (Los Angeles River Freeway)
IPD	Industrial Planned Development
LEED	Leadership in Energy and Environmental Design
Leq	equivalent noise level
LID	Low Impact Development
LOS	Level of Service
Metro	Los Angeles County Metropolitan Transportation Authority
mph	miles per hour
MPO	Metropolitan Planning Organization
MRF	materials recovery facility
MT	metric tons
NFPA	National Fire Protection Association



NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
RHNA	Regional Housing Needs Allocation
RPD	Residential Planned Development
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SGVMWD	San Gabriel Valley Metropolitan Water District
SWRCB	State Water Resources Control Board
TRU	transportation refrigeration unit
USAR	Urban Search and Rescue
USEPA	United States Environmental Protection Agency
USGBC	U.S. Green Building Council
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled



Alhambra

INTRODUCTION

Alhambra is a unique community with a small town feel in an urban setting. The Alhambra General Plan creates a vision for the City and describes Alhambra's values, resources, and the future needs of City residents. Understanding what makes Alhambra a unique place provides the platform for how it should proceed in the future. To that end, the General Plan outlines the City's vision and identifies steps needed to achieve that vision.

Alhambra is called the "Gateway to the San Gabriel Valley" as it is situated on the western edge of the San Gabriel Valley. It shares a western boundary with Los Angeles and the northern terminus of the Long Beach Freeway (I-710). It is bordered by South Pasadena and San Marino to the north, San Gabriel to the east, and Monterey Park to the south. In the south, the San Bernardino freeway (I-10) traverses the City from east to west. The City consists of about 7.6 square miles, or 4,864 acres, of land. The 2016 population of over 86,000 is stable and diverse.



Vision 2040 – A Community Mosaic

Vision 2040 – A Community Mosaic is the document that describes the vision for the City over the next 20 years. This document was developed with numerous opportunities for community input. Outreach efforts included:

- » *Three community workshops with a combined total of about 200 participants*
- » *A joint Board/Commission meeting*
- » *Interviews with key community stakeholders*
- » *A telephone survey of 400 residents*
- » *A written survey available online and at community events with 360 participants*
- » *Booths at various community events, including:*
 - * *EcoFair*
 - * *710 Event*
 - * *Farmer's Market*

Key community desires identified through the outreach effort included:

- » *Improving the way residents get around via automobiles, transit, bicycling, and walking*
- » *Offering more retail, hospitality, and entertainment businesses that meet community needs*
- » *Building a greater sense of identity with more consistent urban design throughout the City*
- » *Preserving established residential neighborhoods*
- » *Enhancing the City's park and open space system*
- » *Providing additional ways to increase parks, open space, and recreational activities throughout the City*

Based on this community input and in recognition of the state's planning priorities (see page 3), a vision for the community was developed.

As shown in Figure 1 on the following page and detailed throughout this plan, the vision includes the following:

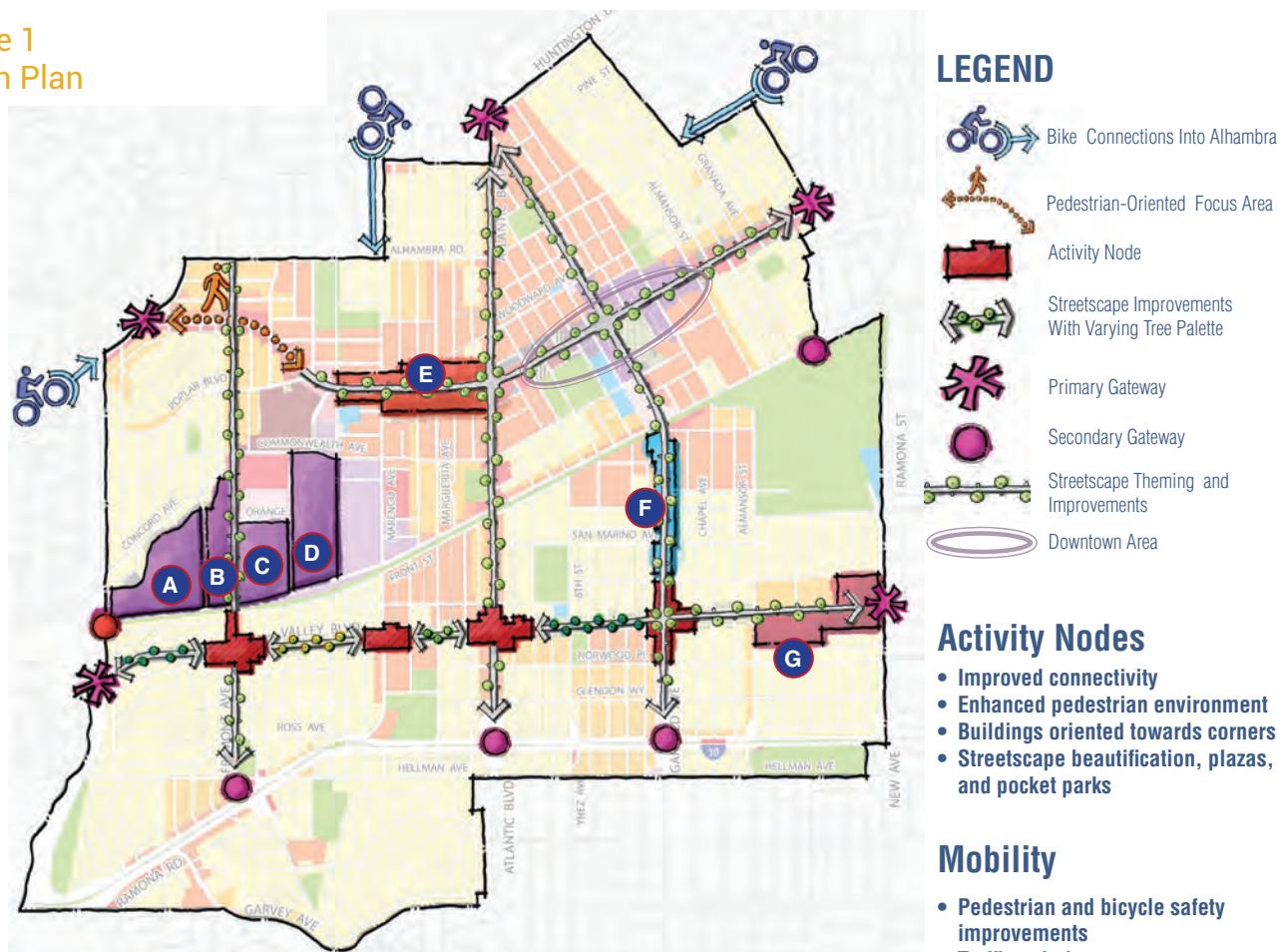
- » *Stable residential neighborhoods*
- » *Enhanced commercial corridors with a mix of office, retail, entertainment, and lodging that meets the needs of residents while attracting visitors*
- » *Industrial and commercial districts that meet local demand, create good jobs, and take advantage of the City's location near downtown Los Angeles*
- » *A beautiful community with improved streetscapes, gateways, and parks*



Residents get information on the planning process



Figure 1
Vision Plan



Design

- Design guidelines to preserve residential neighborhood character
- Provide streetscape design direction for important corridors including: Atlantic, Fremont, Valley, Main, Garfield
 - Provide overarching theme with individual variation for each corridor
 - Establish consistent crosswalk and sidewalk treatments
- Enhance identity, create gateways:
 - Primary
 - » Valley- at east and west borders
 - » Main- at east and west borders
 - » Atlantic- at north border
 - Secondary
 - » Mission- at east and west borders
 - » I-10- at Fremont, Atlantic, Garfield



East Valley Boulevard Pedestrian Node

Land Use/Economic Development

- Capture retail, office, and hotel “leakage”
- Create nodes and distinctive streetscapes on Valley Boulevard
- Industrial Areas
 - Maintain core industrial area to the east
 - Retain industrial land use designation at Mission/Fremont/Meridian, but encourage regional commercial
 - Transition some industrial areas to allow for increased inventory and identity
 - Allow residences to serve the local workforce
- Auto Row: Allow for Auto Row growth with guidance for increased inventory and identity
- Garfield Avenue: Support medical uses for Garfield Avenue that transition out aged multi-family housing
- East Valley Boulevard: Promote hospitality and entertainment uses on Valley Boulevard near San Gabriel

LEGEND

- Bike Connections Into Alhambra
- Pedestrian-Oriented Focus Area
- Activity Node
- Streetscape Improvements With Varying Tree Palette
- Primary Gateway
- Secondary Gateway
- Streetscape Thematting and Improvements
- Downtown Area

Activity Nodes

- Improved connectivity
- Enhanced pedestrian environment
- Buildings oriented towards corners
- Streetscape beautification, plazas, and pocket parks

Mobility

- Pedestrian and bicycle safety improvements
- Traffic-calming measures
- Links to neighboring community bike connections into Alhambra
- Enhancement of West Main Street and portions of Valley Boulevard as pedestrian-oriented focus areas





Growth Forecast

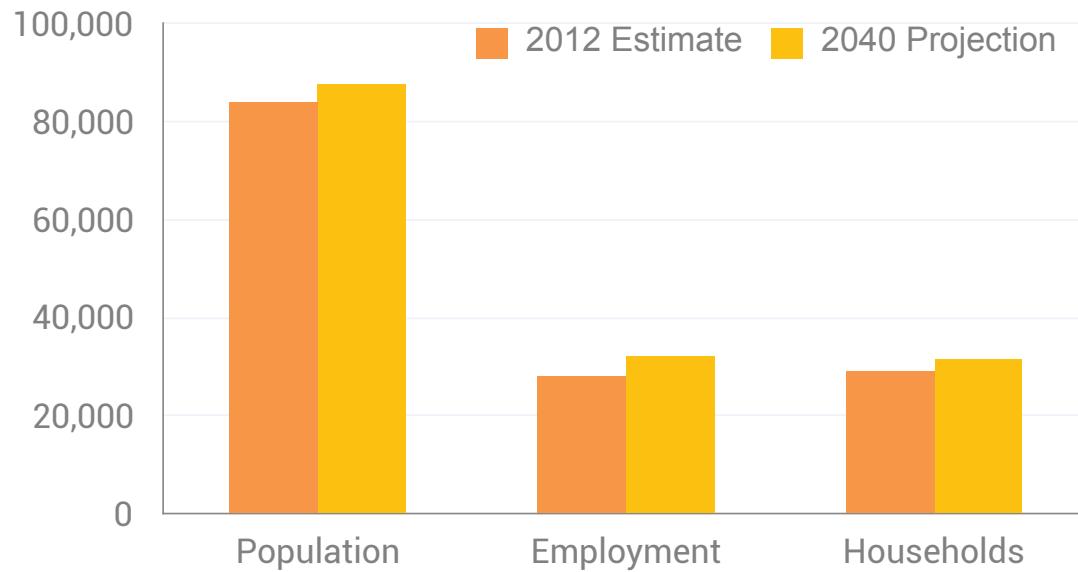
Growth is a central issue guiding the development of the General Plan. Growth forecasts adopted by the Southern California Association of Governments (SCAG) are based in part on a city's land use map, and are used to estimate growth that will occur in Alhambra through the 2040 planning horizon.

Table 1 shows forecast growth rates for Alhambra and Los Angeles County. Figure 2 shows population, employment, and housing growth for the City based on SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy. By 2040, Alhambra is projected to have 88,800 residents, 31,900 households, and 33,500 jobs. Compared to Los Angeles County as a whole, growth in Alhambra is forecast to be slow, largely because the City is fully built out.

Table 1 Annual Growth Rates (2012-2040)

	Alhambra	L.A. County
Population	0.2%	0.5%
Household	0.3%	0.7%
Employment	0.7%	0.8%

Figure 2
Alhambra Estimated and Projected Population, Employment, and Housing



Source: SCAG 2016



California's Planning Priorities

CALIFORNIA GOVERNMENT CODE: 65041.1

The state planning priorities, which are intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety in the state, including in urban, suburban, and rural communities, shall be as follows:

(a) To promote infill development and equity by rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed, underutilized land that is presently served by transit, streets, water, sewer, and other essential services, particularly in under-served areas, and to preserving cultural and historic resources.

(b) To protect environmental and agricultural resources by protecting, preserving, and enhancing the state's most valuable natural resources, including working landscapes such as farm, range, and forest lands; natural lands such as wetlands, watersheds, wildlife habitats, and other wildlands; recreation lands such as parks, trails, greenbelts, and other open space; and landscapes with locally unique features and areas identified by the state as deserving special protection.

(c) To encourage efficient development patterns by ensuring that any infrastructure associated with development, other than infill development, supports new development that does all of the following:

(1) Uses land efficiently

(2) Is built adjacent to existing developed areas to the extent consistent with the priorities specified pursuant to subdivision (b)

(3) Is located in an area appropriately planned for growth

(4) Is served by adequate transportation and other essential utilities and services

(5) Minimizes ongoing costs to taxpayers



KEY DEMOGRAPHIC CHARACTERISTICS

Compared to county and state benchmarks, Alhambra has the following notable demographic characteristics:

- » *The population is nearly 52% Asian, compared to county and state benchmarks of 15% and 14%, respectively*
- » *The population is older, with a median age of 39.8 years, compared to approximately 35 years for the county and state*
- » *Resident educational attainment is on par with county and state averages*
- » *Household income levels are lower (median household income is 14% below that of the county and 18% below the statewide median)*
- » *The rate of housing ownership (41%) is lower than both the county (47%) and state (55%) averages*
- » *Median home values for owner-occupied units are significantly higher than both the county and state benchmarks, while median rents are essentially the same for all three levels of geography*
- » *Vacancy rates are low for both ownership (1.2%) and rental (3.8%) housing, indicating tight housing market conditions*



Example of single-family residence in Alhambra

What the General Plan Does

By providing goals and policies, the Alhambra General Plan guides development of the City of Alhambra into the type of community that its citizens desire. Implementation actions that specify how the desired future can be achieved are detailed in a separate document, available from the City upon request. The General Plan is a "constitution" for local decision-making that addresses the range of immediate, mid-, and long-term issues with which the community is concerned. The Plan is intended to allow land use and policy determinations to be made within a comprehensive framework that incorporates public health, safety, and quality of life considerations in a manner that recognizes the resource limitations and the fragility of the community's natural environment.

The role of a general plan is to establish a document that will "...act as a 'constitution' for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private" (General Plan Guidelines 2003). As further mandated by the state, a general plan must do the following:

- » *Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to future growth and development*
- » *Provide a basis for local government decision-making, including decisions on development approvals and exactions*
- » *Provide citizens the opportunity to participate in the planning and decision-making process in their communities*
- » *Inform citizens, developers, decision-makers, and other cities and counties of the ground rules that guide development in a particular community*



The General Plan must also be comprehensive, internally consistent, and take a long-term perspective.

COMPREHENSIVENESS

Every city and county must adopt "a comprehensive, long-term general plan" (California Government Code Section 65300). It must cover a local jurisdiction's entire planning area and address the broad range of issues associated with a city's or county's development. Links to regional plans may also be provided, incorporating regional policy and context where appropriate.

INTERNAL CONSISTENCY

State law mandates that certain regional issues are considered in the General Plan, such as regional housing needs. Local general plans should recognize the city's role in the region if regional needs are to be satisfied, federal and state standards met, and coordination achieved in the location of public facilities. Accordingly, general plans should include a discussion of the extent to which the general plan's policies, standards, and proposals correspond to regional plans and the plans of adjoining communities. A city or county may need to reexamine its own general plan when its neighbors make important changes to their plans.

LONG-TERM PERSPECTIVE

Because the General Plan affects the welfare of current and future generations, state law requires that the plan take a long-term perspective. The General Plan projects conditions and needs into the future as a basis for determining objectives. It also establishes long-term policy for day-to-day decision-making based upon those objectives.

How the General Plan is Organized

State law requires general plans to include eight mandatory elements, but allows flexibility in how each local jurisdiction structures these elements. This General Plan follows a non-traditional layout that organizes the required General Plan topics in a manner that emphasizes key issues of concern in Alhambra and recognizes the interrelatedness of many of the planning issues addressed in the Plan. The comparison chart on the following page shows where the Alhambra General Plan includes all of the required elements other than Housing, which is a stand-alone element adopted separately from the rest of the General Plan. The Housing element is consistent with goals and policies contained herein. A description of each chapter follows.



Mosaic sculpture in Renaissance Plaza



Mandated General Plan Elements

LAND USE designates the general distribution and intensity of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private use.

CIRCULATION correlates with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.

OPEN SPACE details programs for preserving open space for natural resource protection, the managed production of resources, outdoor recreation, and protection of public health and safety.

CONSERVATION addresses the conservation, management, and use of natural resources, including water, soils, biological habitats, and mineral deposits.

SAFETY establishes policies and programs to protect the community from risk associated with seismic, geologic, flood, and fire hazards.

NOISE identifies and addresses noise problems in the community and forms the basis for land use distribution.

ENVIRONMENTAL JUSTICE addresses issues related to unique or compounded health risks affecting disadvantaged communities.

HOUSING is provided under separate cover.

Alhambra General Plan Chapters



LAND USE & COMMUNITY DESIGN
(covers Land Use)



MOBILITY
(covers Circulation)



QUALITY OF LIFE
(covers Open Space and Environmental Justice)



RESOURCES
(covers portions of Conservation)



INFRASTRUCTURE & SERVICES
(covers portions of Conservation)



HEALTH & SAFETY
(covers Safety, Noise, and Environmental Justice)



General Plan Format

The Alhambra General Plan is organized into seven chapters: this introduction and six topical chapters. The seven chapters cover all of the required topics of California General Plan law. Each chapter is summarized below. The Housing Element was adopted separately and is provided under separate cover.

Introduction

The introduction describes the community and the overall General Plan document. It also provides an overview of Alhambra's vision for the future.

Land Use & Community Design

This chapter addresses the character, design, and form of the community of Alhambra. Character is largely determined by the built environment and the surrounding natural environment as it is affected by urban development. Careful community design can provide direction and guidance for development that will enhance community character by creating a greater sense of place and well-being.

Mobility

This chapter outlines the City's program to provide mobility for all users of the City's transportation network. It addresses motor vehicle, bicycle, and pedestrian circulation, transit, rail, and parking.

Quality of Life

This chapter addresses issues that affect the quality of life for Alhambra residents. Specific issues include environmental justice, the economy, jobs, culture, recreation, open space, and healthy communities.

Resources

This chapter addresses natural resources such as water and biological resources, cultural resources, mineral deposits, energy, air quality, and climate change/greenhouse gases (GHG). Sustainability as it relates to climate change is also addressed in this chapter.

Services & Infrastructure

This chapter addresses services such as police, fire, schools, and libraries, and hard infrastructure such as water delivery, stormwater, and wastewater and solid waste disposal systems. Specific policies are included to address current and potential future system deficiencies.

Health & Safety

This chapter addresses issues such as seismic hazards, hazardous materials, flooding, wildfire, noise, healthy communities, and components of environmental justice. This chapter contains maps that identify hazard areas and that describe community noise sources and contours. These maps are used as appropriate in the development of specific requirements for areas subject to various hazards.

Table 2 summarizes the General Plan's overarching goals. Goals and policies are detailed in subsequent chapters.



Table 2 General Plan Overarching Purpose and Goals

General Plan Chapter	Overarching Purpose	Goals
Land Use & Community Design	Manage the use of land so growth, development, and redevelopment occur in an orderly and beneficial manner that recognizes and is sensitive to opportunities and constraints imposed by the City's infrastructure and environmental and social resources	Goal LU-1 Preservation of the character of existing single-family neighborhoods Goal LU-2 Enhancement of commercial and industrial areas to attract jobs and expand the City's tax base Goal LU-3 A high-quality overall community appearance and identity Goal LU-4 Focal points throughout the City that encourage diverse public places and foster economic growth Goal LU-5 Enhanced community identity through the provision of signs, monuments, landscaping or buildings, or a combination thereof, at City gateways Goal LU-6 A vital downtown Alhambra that retains the City's traditional character Goal LU-7 Maintenance and development of vital, attractive, and functional corridors and activity nodes Goal LU-8 Maintenance and development of quality public spaces
Mobility	To achieve a balanced transportation system that safely and efficiently moves people, goods, and services throughout the City; accommodates all modes of transportation; and maintains a pleasant and attractive environment for residents and visitors.	Goal M-1 A circulation system that is efficient, safe, pleasant, and attractive for all users Goal M-2 A circulation system that accommodates and encourages the use of alternative modes of transportation, including walking, bicycling, and transit Goal M-3 Parking facilities that meet community needs Goal M-4 Street designs that accommodate all users while activating the street along key corridors
Quality of Life	Maintain and enhance Alhambra's quality of life by supporting a strong local economy, providing access to recreational and cultural facilities and activities, and sustaining quality education opportunities	Goal QL-1 Attraction of commercial/industrial development with the potential to create quality jobs Goal QL-2 Attraction of additional retail development to enhance the shopping opportunities available to local residents and increase the City's sales tax revenue Goal QL-3 Expansion of Alhambra's market share in the San Gabriel Valley to improve the City's position as a destination for entertainment and overnight visits Goal QL-4 Capitalization on Alhambra's proximity to key regional employment centers to attract "higher order" economic development (i.e., higher-paying jobs) Goal QL-5 Revitalization of targeted sub-areas of the City to attract development to underutilized sites Goal QL-6 Provision of adequate and accessible recreation and open space amenities. Goal QL-7 Provision and maintenance of community events and cultural activities and facilities that meet community needs and preferences Goal QL-8 Access to community events to benefit the entire community including residents, businesses, visitors, and tourists Goal QL-9 Quality educational opportunities and maximize the use of school facilities Goal QL-10 Economic and racial integration, fair housing opportunities, and the elimination of discrimination Goal QL-11 Equal opportunity for active inclusion in governmental processes, programs, and decisions Goal QL-12 A reduction in disproportionate environmental burdens affecting low-income and minority populations



General Plan Chapter	Overarching Purpose	Goals
Resources	Conserve, enhance, rehabilitate, and protect natural and cultural resources	Goal R-1 Maintenance of water supplies that meet the needs of Alhambra residents, businesses, and visitors Goal R-2 Conservation and enhancement of open spaces, greenbelts, and natural areas. Goal R-3 Minimization of energy use and its associated impacts to air quality and climate change Goal R-4 Minimization of Alhambra's contribution to regional air pollution and local exposure to elevated air pollution concentrations Goal R-5 Minimization of Alhambra's contribution to global climate change by reducing GHG emissions to the degree feasible Goal R-6 Preservation of the cultural identity of Alhambra as a diverse, residential and commercial city with distinct single-family neighborhoods
Services and Infrastructure	Ensure that development occurs concurrent with the availability and/or funding of public facilities and services, in a timely manner, and consistent with the intent to maintain a high-quality of life in Alhambra	Goal SI-1 Attraction of development that provides benefits to the community and expands the local tax base in a fiscally responsible manner. Goal SI-2 A diversified, quality commercial base and area-wide recognition as a regional marketplace with uses that are appropriate to the Alhambra community Goal SI-3 A safe, decent, and economically profitable environment in support of a strong local business community Goal SI-4 An Alhambra Public Library that provides high-quality service in a high-quality setting to Alhambra residents Goal SI-5 An Alhambra Public Library that is accessible to all users Goal SI-6 An environment safe from crime against persons and property Goal SI-7 A positive relationship with, and effective partnerships between the community and the Alhambra Police Department Goal SI-8 Fire and emergency medical response that meets the needs of residents, visitors, and businesses Goal SI-9 A reliable water supply, treatment, and distribution system that meets current and future water demand as affordably as possible, while considering the City's goals related to resource conservation Goal SI-10 A wastewater and stormwater collection and treatment system that meets the needs of existing and planned development Goal SI-11 Solid waste services that meet the demands of residents and businesses while operating in accord with applicable state requirements pertaining to solid waste diversion Goal SI-12 A high-quality and consistently reliable telecommunications system accessible throughout the community
Health and Safety	Achieve and maintain an environment in the City conducive to and protective of the health and safety of its residents and visitors	Goal HS-1 Minimization of impacts to people and property due to soil instability Goal HS-2 Minimization of impacts to people and property due to seismic threats Goal HS-3 Proper management of stormwater to minimize the potential effects of flooding on people and property Goal HS-4 Minimization of injury, loss of life, property damage, and economic and social disruption caused by hazardous materials Goal HS-5 Prevention and minimization of the adverse effects of emergencies Goal HS-6 Minimization of exposure to excessive noise levels Goal HS-7 Healthy lifestyles for Alhambra residents Goal HS-8 Access to basic health services Goal HS-9 Access to affordable, and nutritious foods Goal HS-10 Protection of residents, business, and visitors from the adverse effects of climate change



Each chapter contains background information describing current conditions in Alhambra and discusses how to accomplish the community's 20-year vision. The overall purpose of each chapter, as it relates to Vision 2040 – A Community Mosaic, is discussed, followed by goals and policies that outline how the City plans to achieve this vision.

Overarching Purpose

A vision statement that provides general direction for the chapter

Goals

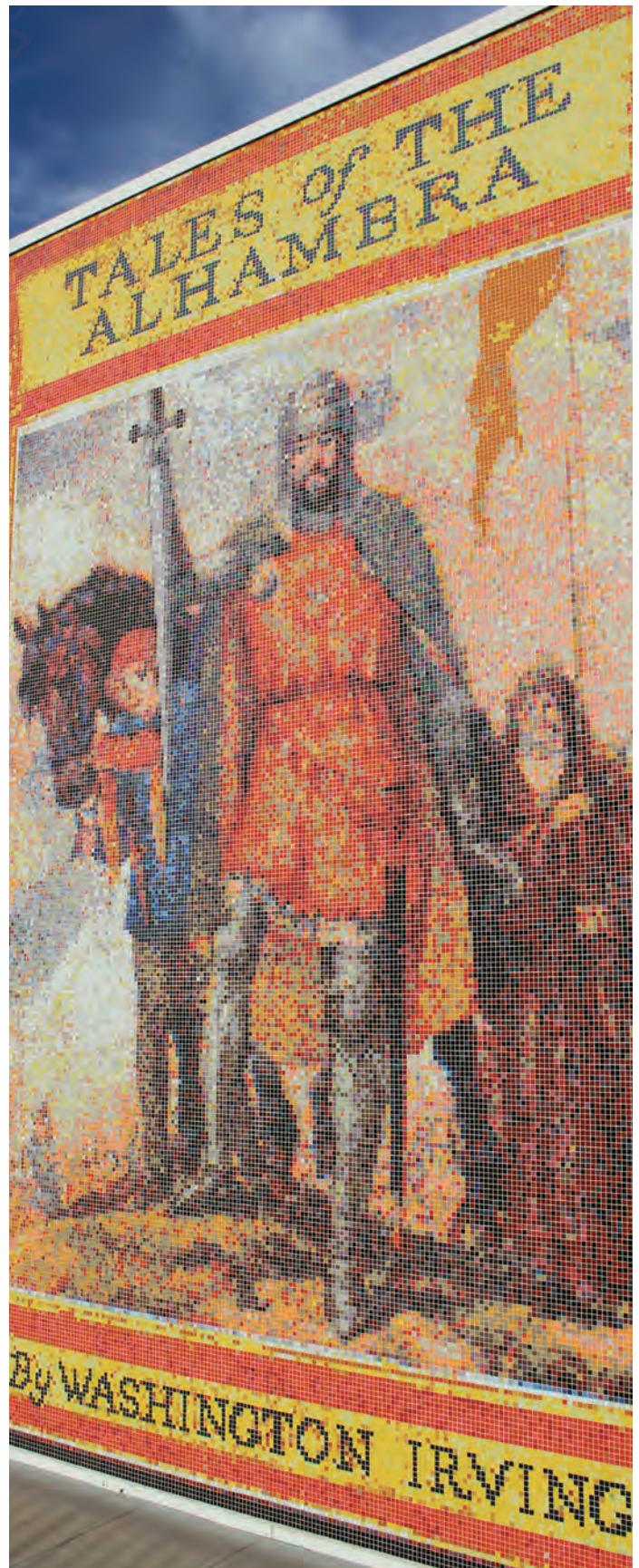
Specified ends that help achieve the overarching purpose

Policies

Specific statements that guide decision-making



Mural on the wall at Goudy Honda



Tales of The Alhambra mural



Alhambra

LAND USE & COMMUNITY DESIGN

Today, over half of Alhambra's population is foreign-born, making it not only the Gateway to the San Gabriel Valley, but a gateway to American life. Alhambra must actively plan to achieve a balance between preserving its historic, small town feel while exploring areas for new development to accommodate a growing population and an expanding economy.

As required by Section 15302(a) of the California Government Code, the Land Use and Community Design chapter defines the City's land use categories, including uses, densities, and intensities. It includes the Land Use Map that guides development in the City. The relationship between land use, community character, and community design are emphasized in this chapter. Existing land uses and specific plans are covered in the land use component of this chapter, while focus



areas and neighborhoods are discussed in the community design component.

General Plan Land Use Districts

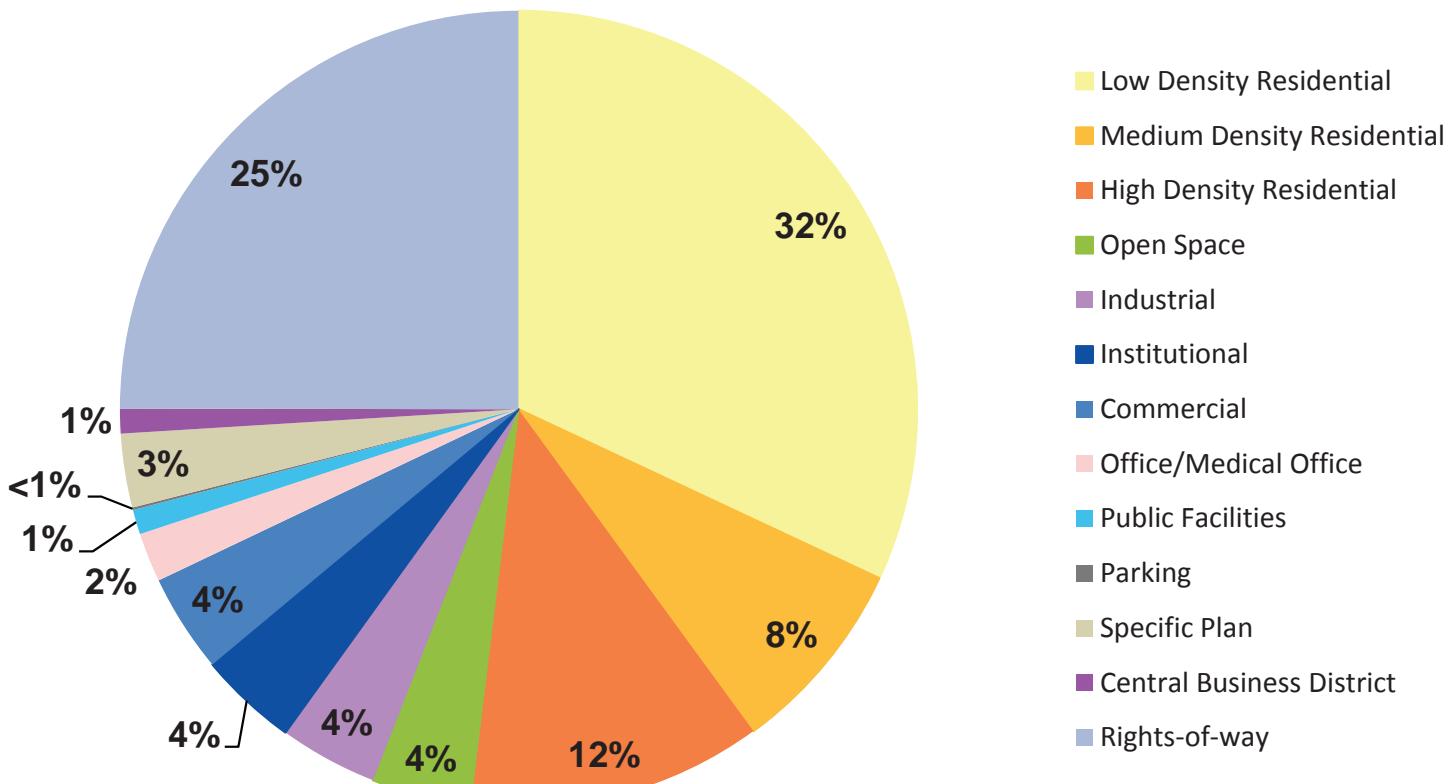
EXISTING LAND USE

Alhambra is a built-out community with land area totaling 4,899 acres. At 7.6 square miles, it is the second-largest city in the San Gabriel Valley in terms of land area. As shown Figure 3 below, residential land use designations currently make up 52% of the City's current land area. Rights-of-way, including streets and alleyways, account for about 25% of the City. Consequently, roadways play a major role in shaping the City's land use patterns.

Other land use designations include institutional (4%), commercial (4%), industrial (4%), and open space (4%), including parks, a golf course, and street medians. Less than 1% of the City's land area is currently vacant. While vacant land in Alhambra is limited, some properties are well-positioned for potential reuse.

Generally, the southern half of the City (south of Mission Road) is developed at lower intensity with mostly of low- and medium-density residential uses. The northern half of the City has more high-density residential uses along with a variety of commercial uses, including relatively high intensity development along portions of Main Street.

Figure 3
Land Use Distribution





SPECIFIC PLANS

A Specific Plan is a tool for the systematic implementation of a jurisdiction's General Plan area by area. It serves as a link between the General Plan Policies and proposed development in a particular area. A specific plan is a good tool for creating a "sense of place" in a part of the community as it addresses the location and intensity of land uses, public streets, water and sewer improvements, development standards, and implementation for a defined area.

The City has adopted 10 specific plans to govern development in various parts of Alhambra. Several of these, including Casita de Zen, 100 Bay State Street (Alhambra Walk), Alhambra Fifth and Main (Main Street Collection), and Alhambra Place, are located along the Main Street corridor. The Specific Plan areas are shown in Figure 4 and discussed on the following page.

Figure 4
Specific Plan Areas





The Valley Boulevard Corridor Specific Plan (SP-1) was adopted in 1990. The Valley Boulevard corridor consists of 130 acres along 3.1 miles of Valley Boulevard. SP-1 was designed to guide reuse and new development along the corridor, and provides guidelines to ease traffic congestion, enhance the corridor's physical appearance, and ensure that new development is sensitive to adjacent land use.

Alhambra Place (SP-2) was originally approved in 2006 and amended in 2014. It covers the 11-acre block located at the juncture of Garfield Avenue and Main Street. SP-2 consists of a planned, mixed-use development with 260 luxury apartments and 140,000 square feet of commercial, restaurant, and retail space. It also has a parking structure with subterranean and ground-level parking for visitors and upper-level, secured parking for residents.

Alhambra 5th and Main Specific Plan (SP-3) (Main Street Collection) was adopted in 2006. SP-3 transformed the site from an institutional use (previously the Alhambra Public Library) into a planned, mixed-use development with 86 for-sale condominium units, 8,200 square feet of leasable commercial/office space, and a parking garage.

Casita de Zen (SP-4) was approved in 2010. It transformed this area along the north side of Main Street into a planned mixed-use development with 94 for-sale condominium units and 5,000 square feet of leasable commercial space. The complex also contains at-grade and subterranean parking.

2300 Poplar Specific Plan (SP-5) was approved in 2011. SP-5 allows a 0.66-acre, vacant site to be transformed into a commercial, mixed-use development consisting of 104,000 square feet of self-storage and 4,300 square feet of leasable commercial space. The self-storage component consists of interior-accessible, climate-controlled self-storage units. In addition, when constructed the complex will

contain open and covered parking spaces on the ground floor of the building.

Alhambra Pacific Plaza (SP-6) was approved in 2011. This project replaced an existing low-density, full-service grocery located at 300 West Main Street, between 3rd and 4th streets. It revitalized the property with a higher-density development that includes 120 condominium units with ground floor retail/grocery and restaurant uses.

2500 West Hellman Avenue (SP-7) was approved in 2012, covering approximately 1.25 acres of land. It transformed three older, functionally obsolete retail/commercial structures and a former gasoline service station site into a 135,000 square-foot self-storage development with a customer leasing-office and an option to provide an on-site residence for the management.

Acacia and Marengo (SP-8) was approved in 2012. It transformed an underutilized site into a planned residential community with 18 attached, three-story town homes.

2400 Fremont (SP-9) (Midwick Collection) was approved in 2015. It allows a project of up to 70 residential units, including 28 town homes and 37 new, single-family homes. It retains five existing homes that have been rehabilitated.

Alhambra Gateway Walk (SP-10) was approved in 2003. It transformed 2.69 acres of blighted, vacant land into a planned residential community with 129 high-end condominiums.

The Downtown Specific Plan Overlay was adopted in 2005, pursuant to the West Main Street Corridor Master Plan. This plan is aimed at providing a pedestrian-friendly downtown that offers residents dining, shopping, entertainment, employment, and other amenities within short walking distance.



Land Use Designations

Land use categories are summarized in Table 3 on the following page and described in detail below. The City's Land Use plan is illustrated in Figure 5. A large-scale map showing parcel lines is available at the Community Development Department.

RESIDENTIAL LAND USES

Three residential land use designations are defined to meet General Plan policies for housing demand in the City. A Residential Planned Development (RPD) permit is required for all new housing development in Alhambra. Multiple zones may apply to each residential land use category. None of the designations require development at the maximum density.

Low Density Residential (1-5 units per acre)

Areas designated Low Density Residential are principally for single-family, detached residential development. The designation applies to currently developed areas with established, strong neighborhood identity. The southern half of the City, south of Mission Road, consists primarily of this land use. The northern portion of the City also contains pockets of Low Density Residential development.

Medium Density Residential (6-12 units per acre)

The Medium Density Residential land use designation applies to areas in which maximum development densities are allowed at the rate of more than five dwelling units per acre up to 12 units per acre. Housing types in this designation include single-family detached units, duplexes, triplexes, and four-plexes. The designation defines areas developed to medium-density but intended to preserve a lower-density character and appearance. Land designated as this land use type can be found in areas throughout the City.

High Density Residential (13-24 units per acre)

The High Density Residential designation accommodates a variety of multi-family housing types, including garden-style units and townhouses. Development proposals in the high-density range will be reviewed to ensure that they meet the intent of the General Plan. Growth in areas with this designation is anticipated to be a result of land recycling to higher densities. Land designated High Density Residential is primarily in the north-central portion of the City (north of Mission Road). The maximum density for parcels of over 20,000 square feet is 30 units per acre. The maximum density for parcels over 20,000 square feet in the Central Business District (CBD) is 43 units per acre.

COMMERCIAL LAND USES

Six commercial land use designations are defined to meet General Plan policies for commerce in the City. Commercial development is expected to serve local residents and meet regional needs as well as expand the employment base in the City.

Commercial Planned Development (CPD) permits are required for development in all commercial land use designations because of the potential land use conflicts that could result from extensive strip commercial development along major arterials.

General Commercial

The General Commercial designation provides for a broad range of retail and service commercial activities, including boutique hotels of between 10 and 100 rooms and entertainment uses, at varying densities. The majority of commercially zoned land in the City falls under in this designation. Two subcategories have been identified for certain areas on the land use map: Auto Row and Regional Commercial.



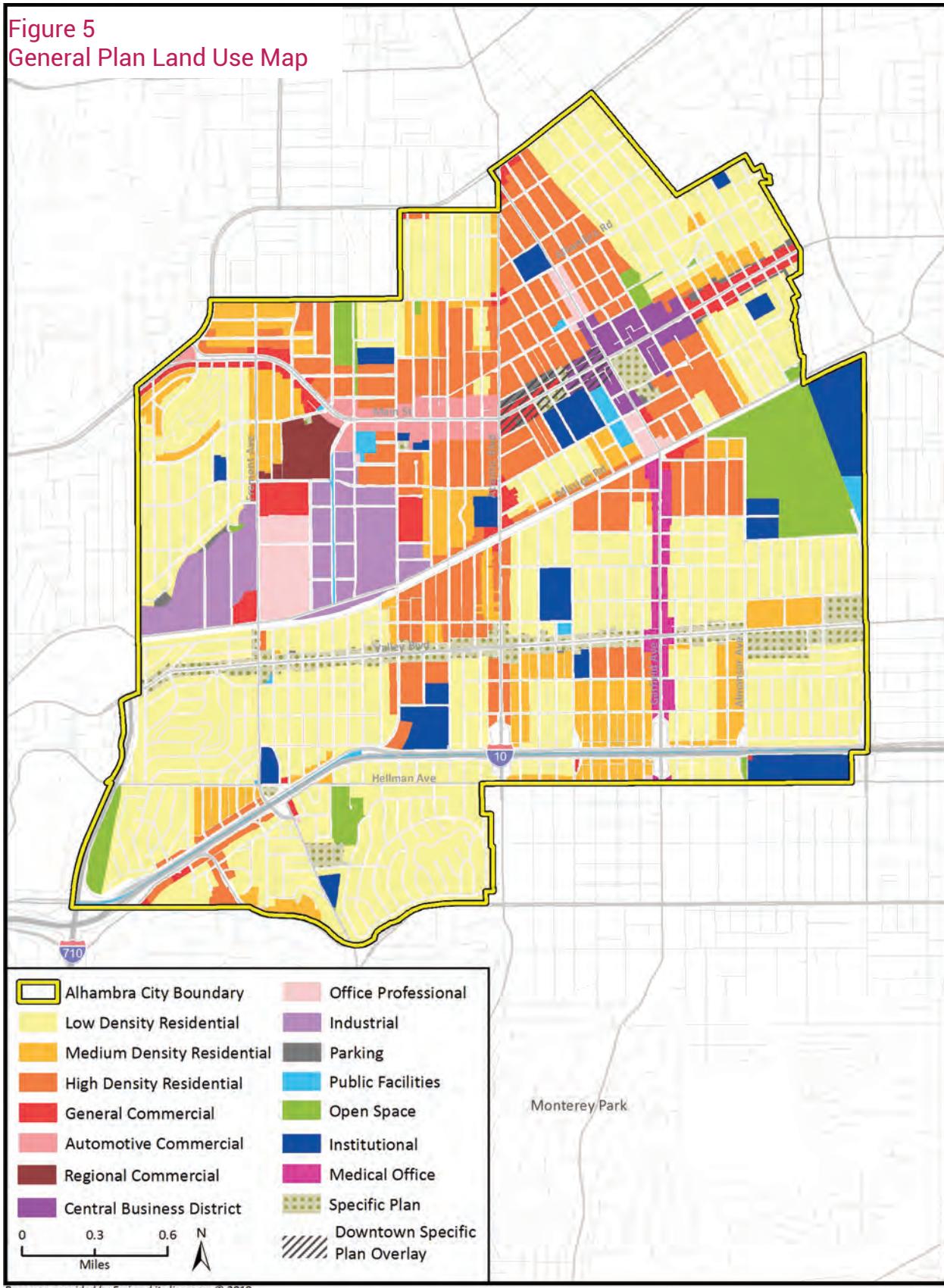
Table 3 Land Use Designations/Uses Allowed

Land Use Designation*	Allowed Uses	Maximum Height Allowed
<i>Low Density Residential</i>	Single-family housing units (1-5 units per acre)	2 stories, 25 feet; 15 feet for accessory structures
<i>Medium Density Residential</i>	Single-family detached units, duplexes, triplexes, and four-plexes (6-12 units per acre)	2 stories, 25 feet; 15 feet for accessory structures
<i>High Density Residential</i>	Multi-family housing types, including garden-style units and town houses (13-24 units per acre); higher densities on larger lots	3 stories, 35 feet; 15 feet for accessory structures
<i>General Commercial</i>	Retail and service commercial, including "boutique" hotels and entertainment uses	5 stories, 55 feet; 3 stories, 40 feet if adjacent to a residential zone or use
<i>Automotive Commercial</i>	Car dealerships, rental facilities, repair facilities, washing facilities, service stations	5 stories, 55 feet; 3 stories, 40 feet if adjacent to a residential zone or use
<i>Regional Commercial</i>	Retail and service commercial, including hotels and entertainment uses (minimum size of 5 acres)	5 stories, 55 feet; 3 stories, 40 feet if adjacent to a residential zone or use
<i>Central Business District</i>	All commercial uses except for fortunetelling businesses, computer game and internet access centers, and office uses on the first floor of buildings with frontage on Main Street; higher residential density on larger lots	5 stories
<i>Medical Office</i>	Medical, professional, and administrative offices, hospitals, medical and dental clinics, laboratories, public and quasi-public uses	5 stories, 55 feet; 3 stories, 40 feet if adjacent to a residential zone or use
<i>Office Professional</i>	Professional, financial, administrative, medical, and general business office use; urban residential (15-75 units per acre) with minimum lot size	5 stories, 55 feet; 3 stories, 40 feet if adjacent to a residential zone or use
<i>Industrial</i>	Professional, medical, financial, public service, and general business offices; warehousing and distribution facilities; laboratories; lumberyards; storage facilities; plant nurseries; adult businesses; fitness centers, health clubs, and gyms, entertainment and sports facilities	6 stories, 75 feet
<i>Parking</i>	Public parking	Not applicable
<i>Public Facilities</i>	Buildings and other facilities operated under the control of a public agency	5 stories, 55 feet; 3 stories, 40 feet if adjacent to a residential zone or use
<i>Open Space</i>	Public open space	Not applicable
<i>Institutional</i>	Public and private schools; religious facilities	5 stories, 55 feet; 3 stories, 40 feet if adjacent to a residential zone or use

* Densities and heights for new development can be less than indicated in this table, but not more. For example, a residential project in the Medium Density Residential category may be less than 6 units per acre, but not more than 12 units per acre.



Figure 5
General Plan Land Use Map



Basemap provided by Esri and its licensors © 2018.

A larger map that shows parcel boundaries is available at the Community Development Department.



Automotive Commercial

The Automotive Commercial designation allows car dealerships, rental facilities, repair facilities, washing facilities, and service stations. It provides a cohesive environment for the display, sale, and servicing of motor vehicles; supports uses and designs that enhance the automotive environment; and attracts new auto-related business to the area.

Regional Commercial

The Regional Commercial designation promotes the development of regional retail uses; revitalization and economic growth; stabilization and enhancement of property values; improvements to the City's share of regional retail sales; and maintenance of proper relationships between tax revenues and the cost of municipal services. The major use of this designation is the Costco wholesale warehouse club located off Poplar Boulevard.

Central Business District

The CBD, or "downtown" area, provides a central, focal downtown area. The CBD designation provides a multi-purpose residential and commercial district that meets the service needs of surrounding neighborhoods. Most commercial uses are permitted in the CBD, but exceptions include fortunetelling businesses, computer game and internet access centers, and office uses on the first floor of buildings that front Main Street.

Office Professional

The Office Professional designation is a more restrictive land use category designating areas for professional, financial, administrative, medical, and general business office use. These uses are generally compatible with most other land uses and are encouraged as buffers or transitional uses on properties that abut residences or other sensitive uses. Because this designation is intended to function in this

way, the type of building anticipated is to be of a low- and medium-rise (1-5 stories) type.

Medical Office

The Medical Office designation allows medical, professional, and administrative offices, hospitals, medical and dental clinics, laboratories, public and quasi-public uses, and similar and compatible uses. This designation applies to the existing medical offices along Garfield Avenue, south of Mission Boulevard.

Industrial

The Industrial designation accommodates a variety of industrial activities that are non-polluting and can co-exist with adjacent land uses. Examples include professional, medical, financial, public service, and general business offices; warehousing and distribution facilities; laboratories; lumberyards; storage facilities; plant nurseries; adult businesses; and fitness centers, health clubs, and gyms.

This land use designation accommodates commercial uses such as restaurants, self-storage facilities, automotive service stations, and retail shops as well as residences, with the approval of a conditional use permit.

Parking

The Parking designation is intended to serve commercial areas at the intersections of major arterials, the downtown area, and Valley Boulevard in areas predominantly developed in the strip commercial pattern. The parking designation continues the long-standing City policy of providing public parking in commercial areas.

Public Facilities

The Public Facilities designation is intended to provide for the orderly development, use, and operation of buildings and other facilities operated and under the control of a public agency.



Open Space

The Open Space designation accommodates public open space and recreational activities. Parkland is the main source of open space.

Institutional

The Institutional land use category serves public and private schools and support facilities from kindergarten through high school, as well as adult schools, higher education professional schools, and religious facilities. Identifying the locations for public educational facilities is the responsibility of school districts.

Community Character

Alhambra is a built-out community in a highly urbanized area, but it still retains the predominantly single-family residential character valued by many residents. It is also characterized by distinct, diverse commercial areas and a variety of active and passive recreational facilities. In the future, the City will need to balance aspects of the built environment valued by the community (such as single-family neighborhoods, parks and open space) with economic development and the needs of a growing population.

Community Design

The general appearance of the City is important in both the maintenance of property values and its aesthetic contribution to the quality of life for residents and visitors. Alhambra has recognized the need to maintain an attractive and aesthetically pleasing environment. The City has adopted a street tree master plan to facilitate enhancement of public spaces and street planting programs are active along portions of Main Street and Mission Road.

The City has also adopted a sign ordinance designed to control the size and location of signs in Alhambra. Design is also an important element in the selection and preservation of

historic structures throughout the City and acts as a main consideration in the ongoing rehabilitation of the downtown central business district.

Community Form

Key elements that shape the urban form of the Alhambra community are described below:

- » *Urban Fabric* allows for the establishment of new development patterns that do not detract from successful, historical patterns, but rather build upon and celebrate these patterns.
- » *Integration of Public Spaces* allows the community to come together for informal and formal events, where public art can be on display, and where both children and adults can participate in physical activities, and civic engagement.
- » *Edges, Thoroughfares, and Corridors* reflect the uniqueness of the natural and urban environments and the neighborhoods that they traverse. The I-10 and I-710 freeways, the rail corridor, Almansor Park, and Granada Park shape the community by providing constraints and opportunities for improved environmental health, quality of life, and varying modes of transit. Thoroughfares define the larger commercial activities of the City while integrating pedestrian amenities that allow transition into adjacent districts. Functioning corridors enhance the quality of and connectivity to adjacent neighborhoods, and offer accessibility to goods and services.



Community Identity and Urban Fabric

The identity of Alhambra is defined by the community's various neighborhoods, gateways, corridors and nodes, and public spaces.

DOWNTOWN

Downtown Alhambra is the cultural, civic, and commercial core of the community. It is located generally on Main Street between Third Street and Chapel Avenue. The mix of uses and pedestrian orientation create an inviting environment for day to evening activities. Balancing the continuing vitality of this area while retaining Alhambra's traditional character is an important challenge for the community.



Renaissance Plaza in downtown Alhambra

Alhambra Renaissance Plaza is the heart of downtown. Shops and cafes surround a plaza with colorful mosaic tiles and whimsical fountains that create an inviting place for people to relax and socialize. Alhambra Place, a 120,000-square-foot retail center at the corner of Main and Garfield, is another important downtown commercial center that includes anchor retail tenants and a variety of dining opportunities.

RESIDENTIAL NEIGHBORHOODS

Nineteenth century pamphlets proclaimed Alhambra the "City of Homes" due to its

neighborhoods of eclectic family homes. Craftsman-style bungalows, Spanish Colonials, Tudor-style manors, Beaux-Arts buildings, Victorian houses, and Moorish-influenced architecture all contribute to a diverse array of historic residences. While new development has displaced some homes and buildings, many of these structures remain in place.

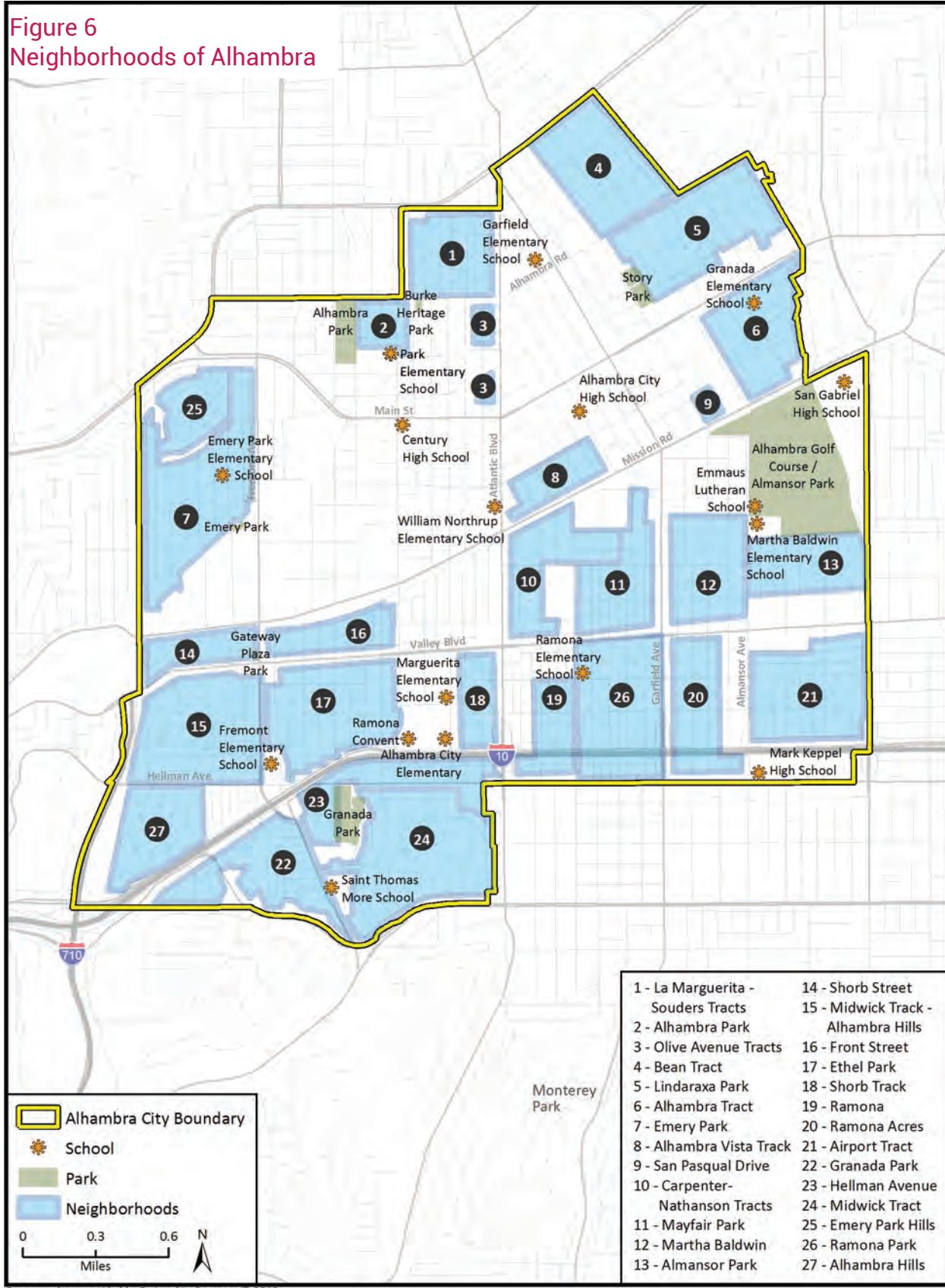
Each of Alhambra's neighborhoods reflects a unique style connected to the history of development in the City. In 1984-1985, the City identified a number of neighborhoods with unique architectural styles (Figure 6). In the early 1900s, Alhambra's residential development was concentrated in the City's first communities, including Alhambra (northwest of Mission Road and Atlantic Boulevard), Ramona (bounded by Valley Boulevard, Atlantic Boulevard, Hellman Avenue, and Fremont Avenue), Shorb (corner of Mission Road and Fremont Avenue), and Dolgeville (north of Shorb). Craftsman, Foursquare, Mediterranean, Spanish Colonial Revival, and Victorian architectural styles were dominant at this time.



Example of a Spanish-style residence in Alhambra



Figure 6
Neighborhoods of Alhambra





Example a Storybook-style residence in Alhambra

In the 1920s and 1930s, additional residential development occurred throughout Alhambra. During this period, new homes filled in existing neighborhoods, and most homes were built by individuals or small contractors. Architectural styles included Craftsman, Spanish Colonial Revival, and Tudor Revival with intermittent Colonial Revival, Modern, Monterey, and Ranch-style houses.

In the 1940s, undeveloped land around Almansor Park, the former Midwick Country Club, and the former Alhambra Airport property were developed into residential neighborhoods. Ranch-style homes had a flexible layout and were relatively low cost, making them especially popular during this time. Most of the homes in these neighborhoods are Ranch-style with Colonial Revival and Modern touches.

GATEWAYS

Places of entry into the City are important markers and warrant special attention. Community identity may be enhanced through the provision of signs, monuments, landscaping or buildings, or a combination thereof. Primary gateway locations include:

- » *Valley Boulevard at east and west City borders*
- » *Main Street at east and west City borders*
- » *Atlantic Boulevard at northern City border*

Secondary gateway locations include:

- » *Mission Road at east and west City borders*
- » *Fremont Avenue at the I-10 Freeway*
- » *Atlantic Boulevard at the I-10 Freeway*
- » *Garfield Avenue at the I-10 Freeway*

CORRIDORS AND ACTIVITY NODES

Corridors serve as public realms where people, commerce, and mobility converge. Often, corridors serve as modern-day main streets that shape the identity of the community for residents and visitors alike. Thoughtful design is important to creating and maintaining vital, attractive, and functional corridors. Key corridors in Alhambra include Main Street, Mission Road, Valley Boulevard, Fremont Avenue, Atlantic Boulevard, and Garfield Avenue.



Example a gateway in Alhambra

Activity Nodes are identified where an increased level of activity, pedestrian focus, and mix of residential and commercial uses may be appropriate, such as at main cross streets along Valley Boulevard (e.g., Valley/Fremont, Valley/Atlantic, Valley/Garfield, and the eastern edge of the City along Valley). Nodes are community gathering places characterized by active street life and high levels of pedestrian activity. Nodes would not accommodate land use intensity beyond that allowed in the



underlying designation, but may concentrate certain types of development to create centers of activity. They become focal points for activity along corridors conducive to a variety of travel modes.

PUBLIC SPACES

Public spaces are where people come together to enjoy the community and each other. Public spaces improve the quality of life in urbanized areas and form the stage for special events or the activities of everyday life. Public spaces range from grand central parks and plazas, to small, local neighborhood parks and welcoming streetscapes.



Example of an activity node in Alhambra

Focus Areas

While much of Alhambra is characterized by stable residential neighborhoods and established commercial uses, several areas may provide opportunities to transition to other types of uses over time with adjustments in land use, beautification, and place-making.

VALLEY BOULEVARD

The three-mile long Valley Boulevard corridor is a successful, culturally diverse business district that encompasses a diverse mix of international, national, and local markets,

restaurants, retail, banking and service-type businesses. The headquarters of several major, Asian banks are located on Valley Boulevard's "Financial District," as are businesses that cater to the City's large Asian population. This district has the capacity to support hotels that conform to the character of the surrounding uses.

The Valley Boulevard corridor has the potential to support activity nodes where economic or social resources/activities will be concentrated for the benefit of the community. Nodes facilitate cost-effective economic and community development by pulling together nearby people, resources, and certain land uses.

The vision for Valley Boulevard includes an entertainment district at the east end of the corridor, illustrated in Figures 7 and 8. This concept includes a mix of retail, entertainment, and hospitality uses.

MAIN STREET

Main Street has served as a social hub and center of commerce for the San Gabriel Valley since 1895. By 1950, Main Street's upscale stores and restaurants made it one of the most popular gathering areas in the San Gabriel Valley. To ensure that this area continues to serve the community as Alhambra's downtown, the City has facilitated numerous redevelopment projects along Main Street. In 2005, the City received the Award of Excellence from the California Redevelopment Association for its effort to transform Main Street into a walkable and livable downtown.

Main Street includes a variety of indoor shopping, dining, and entertainment venues. The Edwards Renaissance movie theater and nearby nightclubs provide entertainment options. People can park their cars in any of the adjacent, free downtown parking structures and walk throughout the Main Street district.



Figure 7
East Valley Entertainment District



Conceptual illustration of East Valley Boulevard with active, pedestrian-oriented nodes

Figure 8
East Valley Entertainment District at Night



Conceptual illustration of the East Valley Boulevard Entertainment District (nighttime view)



Figure 9
West Main Street Concept



Conceptual illustration of West Main Street with an enhanced pedestrian environment

West Main Street is currently an auto-dominated thoroughfare with little pedestrian activity and relatively high-speed traffic. However, the wide right-of-way and ample median along West Main Street between Raymond Avenue and Huntington Drive provide opportunities for a more pedestrian-oriented environment with broad sidewalks, landscaping, and outdoor dining that provides a gathering-place for nearby residents and visitors (Figure 9). Part of the community vision is to enliven West Main Street without the major intensification that has occurred in the Central Business District.

GARFIELD MEDICAL OFFICE CORRIDOR

The Garfield corridor, located on Garfield Avenue between Mission Road and the City's southern boundary, includes a mix of older multi-family housing and newer office development. This corridor is home to a growing number of medical and professional office facilities.

The vision is to build on this land use pattern to create a medical office corridor that meets community service needs while providing high-quality job opportunities. Creation of a medical office corridor will provide synergies among medical professions that attract medical professionals to the community.

FREMONT AND MISSION REGIONAL COMMERCIAL/INDUSTRIAL HUBS

The Mission Palm corridor is located in the western section of the City on Palm Avenue between Commonwealth Avenue and Mission Road. This corridor is sometimes referred to as an "Industrial Corridor" since it hosts many small- to medium-sized companies, contributing to light manufacturing, distribution, and service sectors.

The Fremont corridor runs along South Fremont Avenue between Mission Road and Commonwealth Avenue. It is home to Fremont Plaza, The Alhambra office campus, Shops at



Figure 10
Fremont Commercial Hub



Conceptual illustration of the Fremont Commercial Hub at South Palm Avenue that shows a mix of office, commercial, and retail uses

The Alhambra, and the Los Angeles County Department of Public Works. This corridor offers a variety of commercial and office space with portions zoned for office uses. The Alhambra campus encompasses 45 acres and includes more than 20 office buildings, six higher learning institutions, a 50,000-square-foot fitness center, and service businesses designed to meet the personal needs of the immediate business community. The Shops at The Alhambra is a 17,755-square-foot retail center featuring a large open-air plaza.

The vision for this corridor is to maintain the core industrial area at the edge of the City, encourage regional commercial development along Fremont Avenue, promote media-related and high-technology industries along Palm Avenue, and transition select areas to a mix of industrial, office, retail, and residential uses. Figure 10 shows a conceptual illustration of potential development along the Fremont Corridor.



Goals and Policies

The overarching purpose of the Land Use and Community Design chapter is expressed below in terms of goals. The policies and actions that follow are meant to help achieve these goals are organized into four issue areas: Land Use, Community Design, Community Character, and Place-making.

The overall vision is to manage the use of land so that growth, development, and redevelopment occur in an orderly and beneficial manner that recognizes and is sensitive to opportunities and constraints imposed by the City's infrastructure and environmental and social resources. In accordance with community preferences and in recognition of the City's constraints in terms of developable land, this plan is aimed at preserving the character of residential neighborhoods while allowing for targeted development in key nodes/corridors to enhance job opportunities, community amenities, and public spaces.

LAND USE

Goal LU-1 Preservation of the character of existing single-family neighborhoods.

Policy LU-1A Celebrate and enhance each neighborhood's individual attributes and characteristics.

Policy LU-1B Protect and enhance the unique character and identity of single-family neighborhoods.

Policy LU-1C Tailor building height and scale to be sensitive to surrounding residential and commercial uses.

Policy LU-1D Encourage land use patterns that minimize incompatibility between uses.

Policy LU-1E Discourage scattered multi-family development and encourage the preservation of existing, stable single-family neighborhoods.

Goal LU-2 Enhancement of commercial and industrial areas to attract jobs and expand the City's tax base.

Policy LU-2A Promote the use of high-quality design, materials, landscaping, and pedestrian connections.

Policy LU-2B Encourage flexibility of use in building and site design to accommodate a range of uses and business sizes.

Policy LU-2C Design parking and loading areas as an integral part of the total project design. Locate parking and loading areas so that the visual impacts of these areas on adjacent development and the public right-of-way are minimized, and screen them attractively using a combination of fencing and landscaping.

Policy LU-2D Encourage the assembly and preservation of large land parcels in specific areas (e.g., industrially designated lands) to facilitate economically viable commercial and industrial development and redevelopment.



Example of mixed-use design



Policy LU-2E Encourage the development of commercial land uses that enhance the community's share of the regional retail sales market.

Policy LU-2F Provide transparent decision-making processes that facilitate the public engagement of diverse stakeholders

COMMUNITY CHARACTER

Goal LU-3 A high-quality overall community appearance and identity.

Policy LU-3A Foster new development that is consistent with the established land use type, intensity, character, and scale of the area.

Policy LU-3B Promote neighborhood cohesiveness through neighborhood-based design guidelines consistent with existing or proposed architectural themes, taking into consideration spatial definition, continuity, and building scale.

Policy LU-3C Beautify entry points to the City and develop attractive parks, signs, and landscaped rights-of-way clearly visible to motorists that will distinguish Alhambra from surrounding cities.

Policy LU-3D Incorporate streetscape design improvements for important corridors, such as Atlantic, Fremont, Valley, Main, and Garfield.

PLACEMAKING

Goal LU-4 Focal points throughout the City that encourage diverse public places and foster economic growth.

Policy LU-4A Design focal points and architectural features in the development or rehabilitation of existing neighborhoods.

Policy LU-4B Enhance public buildings and parks by enhancing spatial definition, creating focal points, and providing landscaping and trees.

Policy LU-4C Encourage art in public buildings and private businesses permanently or as part of a rotation of exhibitions.



Example of infill development that features consistent landscaping and sidewalk treatment



GATEWAYS

Goal LU-5 Enhanced community identity through the provision of signs, monuments, landscaping, or buildings, or a combination thereof, at City gateways.

Policy LU-5A Implement a unified sign program to help orient visitors throughout the community, including directional signs, information and historical interpretive signs, and freeway and transit identification signs.

Policy LU-5B Incorporate unified design materials that provide a consistent, branded identity and include an icon or logo that represents the City.

Policy LU-5C Design and establish gateway treatments at key locations.

DOWNTOWN

Goal LU-6 A vital downtown Alhambra that retains the City's traditional character.

Policy LU-6A Maintain a bustling environment with walkable streets that will allow pedestrians to feel comfortable and welcome.

Policy LU-6B Enhance streetscapes and building elements to promote pedestrian activity by providing well-articulated building facades with quality materials and workmanship, and featuring high-quality street furnishings and design.

Policy LU-6C Provide flexibility in building form and site design to encourage development that supports economic activity, entrepreneurship, and small businesses.

Policy LU-6D Improve the frontage zone as extensions of buildings by enhancing entryways and doors, incorporating sidewalk cafes, and enhancing the space adjacent to the building as part of the pedestrian experience.



The Alhambra Arch acts as a gateway that orients visitors to the location and history of the City



CORRIDORS AND ACTIVITY NODES

Goal LU-7 Maintenance and development of vital, attractive, and functional corridors and activity nodes.

Policy LU-8E Investigate the potential for new parks, including in the I-710 right-of-way. For more details see the Quality of Life chapter.

Policy LU-7A Enhance commercial areas, including façade improvements, enriched streetscapes and landscaping, unified signage programs, and improved pedestrian access.

Policy LU-7B Properly scale a building's height and mass to the primary street it fronts on (e.g., taller buildings on larger boulevards and smaller buildings on narrower streets).

Policy LU-7C Provide appropriate buffers between commercial and residential uses.

PUBLIC SPACES

Goal LU-8 Maintenance and development of quality public spaces.

Policy LU-8A Continue to implement the parkway tree planting plan to promote pedestrian activity by establishing well-designed streetscapes, active ground floor uses, and tree-canopied sidewalks that are unique to the neighborhood.

Policy LU-8B Ensure that signs, lighting, and other potential nuisances are sensitive to existing residential neighbors.

Policy LU-8C Enhance the open space network around corridors and activity nodes by providing paseos, courtyards, plazas, larger parkways, and landscaped setbacks.

Policy LU-8D Integrate group gathering spaces, drought-tolerant landscaping, trees, picnic areas, and community gardens into existing and future public spaces.



Improved façade and landscaping that contributes to the vitality of the area as an activity node



Alhambra

MOBILITY

The Mobility chapter discusses how people move in and around Alhambra. As required by Section 15302(b) of the California Government Code, this chapter describes the general characteristics of the transportation system, roadway volumes and capacities, freeways serving the City, and modes of transportation that provide alternatives to use of the private automobile.

California's Complete Streets Act (Assembly Bill [AB] 1358) aims to reduce vehicle miles traveled (VMT) and to create a shift from short trips in the automobile to other modes of travel such as walking, biking, and public transit riding. It requires that, upon any substantive revision of the circulation element in a general plan, the legislative body of a city or county plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways, where the users include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public



transportation, in a manner that is suitable to the context of the general plan. Toward that end, this chapter contains goals and policies to help create a multi-modal transportation network that meets the needs of drivers, transit users, cyclists, and pedestrians.

Senate Bill (SB) 743 requires the state to establish new criteria for determining the significance of transportation impacts under the California Environmental Quality Act (CEQA) to replace the current reliance on Level of Service (LOS), a measure of automobile delay. SB 743 requires the new criteria to "promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses." It also states that alternative measures of transportation impacts may include "vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated." The City will be required to use these criteria for CEQA environmental analyses. The City can, however, continue to use LOS standards to ensure reasonable flow of vehicular traffic.

The transportation system not only provides mobility to residents of the City, but also represents a major part of the City's physical environment. Streets, alleyways, and other rights-of-way occupy 25% of the City's land area. The physical characteristics of the transportation land use category are therefore important to consider.

The vision for the Mobility chapter is to move toward consideration and enhancement of alternative transportation modes while maintaining reasonable service levels on the City's road network.

Private Vehicular Circulation

The automobile is currently the dominant form of transportation in Alhambra. According to the 2010 U.S. Census, about 88% of working residents of Alhambra traveled between home and work by car. Alhambra's circulation system is designed for the most part around this mode of transportation. While also planning for a safe and efficient transportation system for other modes, accommodating automobile use is a necessary part of the discussion in this chapter.



Auto Row on West Main Street



CITY ROADWAY SYSTEM

Alhambra's road network is shown in Figure 11. The network consists of freeways, major arterials, secondary arterials, collectors, and local streets. Major arterials serve major activity centers and high-traffic volume corridors. They connect different urban areas and thus carry a higher volume of regional pass-through trips than secondary arterials, collector roads, and local streets. Collectors gather traffic from local streets and funnel it to the arterial network. Local streets are not intended for use in long-distance travel. They maximize direct access to abutting land and are often designed to discourage through traffic. The streets carrying the highest traffic volumes in the City and their approximate average daily trip (ADT) levels are listed here. Table 4 shows typical cross-sections for various road types.

North-South Streets

- » *Fremont Avenue (about 27,000-51,000 ADT north of the I-10, with the highest ADT levels near Mission Road and Valley Boulevard)*
- » *Atlantic Boulevard (from about 20,000 ADT in the northern part of Alhambra to about 44,000 ADT near the I-10)*
- » *Garfield Avenue (from about 19,000 ADT in the northern part of Alhambra to about 36,000 ADT near the I-10)*
- » *New Avenue (from about 34,000 ADT near the I-10 to about 19,000 ADT near Valley Boulevard)*

Table 4
Typical Road Cross-Sections

Street Classification	Number of Through Lanes	Left Turn Lanes	Parking Permitted	Street Width	Parkway Width	Right-of-Way Width
Major Arterial	4	Yes	No	60'	10'	80'
Major Arterial	4	Yes	Yes	70'	8'	86'
Major Arterial	6	Yes	Not Peak	80'	10'	100'
Secondary Arterial	2	Yes	No	40'	10'	60'
Secondary Arterial	2	Yes	Yes	48'	8'	64'
Secondary Arterial	4	Yes	No	60'	10'	80'
Secondary Arterial	4	Yes	Yes	70'	8'	86'
Collector	2	Yes	No	40' *	10'	60'
Collector	2	Yes	Yes	48'	8'	64'

* Minimum width = 40'

Local streets should be a minimum of 36' wide within a 60' right-of-way with parking on both sides.



East-West Streets

- » **Valley Boulevard** (from about 22,000 ADT to 30,000 ADT, with the highest levels toward the eastern boundary of the City)
- » **Mission Road** (from about 19,000 ADT at the western end of the City to about 25,000 ADT at the eastern end of the City)
- » **Main Street** (about 23,000 ADT)

High volumes on arterials can lead to traffic congestion, particularly at intersections. This can have a negative influence on travel time that can lead to secondary environmental impacts such as increased air pollutant emissions. While it should not be used as the only measure of the performance of the transportation system as a whole or the environmental impacts of increased traffic, peak-hour intersection LOS is typically the primary measure of intersection performance. LOS values range from LOS A to LOS F, and describe the operating conditions of a roadway as follows:

Level of Service	Description
A	Operations with very low delay occurring with favorable progression and/or short cycle length.
B	Operations with low delay occurring with good progression and/or short cycle lengths.
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.
F	Operation with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.

As of 2016, the following intersections operate at LOS E or F during the a.m. and/or p.m. peak hours:

A.M. Peak Hour LOS E or F	PM Peak Hour LOS E or F
• Fremont Avenue & Alhambra Road (LOS F)	• Atlantic Boulevard & Huntington Drive (LOS E)
• Fremont Avenue & Mission Road (LOS E)	• Fremont Avenue & Alhambra Road (LOS E)
• Almansor Street & Main Street (LOS E)	• Almansor Street & Main Street (LOS E)
• Atlantic Boulevard & Glendon Way (LOS F)	• Marengo Avenue & Mission Road (LOS E)
	• Garfield Avenue & Mission Road (LOS E)
	• Fremont Avenue & Valley Boulevard (LOS F)
	• Atlantic Boulevard & Valley Boulevard (LOS E)

Because of the developed nature of the City, opportunities to increase road capacity through road widening are limited. Therefore, the high levels of traffic congestion present on many City arterials are likely to remain over the life of this Plan. The City will, however, continue to seek ways to relieve congestion on roads such as Fremont, Valley, Atlantic, and Garfield.

FREeways

Freeways are an important component of the regional transportation system, providing direct connections between the various parts of this region. Alhambra is most directly served by two freeways: the San Bernardino Freeway (I-10) and the Long Beach Freeway (I-710).

San Bernardino Freeway (I-10)

I-10 is an east-west regional freeway that connects Alhambra to downtown Los Angeles to the west, and continues west to its terminus in Santa Monica. To the east, I-10 connects Alhambra to the rest of the San Gabriel Valley and points east such as San Bernardino and the Coachella Valley. In Alhambra, the freeway has four general-purpose lanes in each direction and can be accessed via local interchanges at Fremont Avenue, Atlantic Boulevard, Garfield Avenue, and New Avenue. The freeway also has



Figure 11
Existing Roadway Classifications





two high-occupancy toll (HOT) lanes for the Metro Express Lanes project. The entrance/exit to the HOT lanes closest to Alhambra is at Del Mar Avenue, approximately 0.5 mile east of the City.

Long Beach Freeway (I-710)

I-710 intersects with I-10 at the southwestern corner of Alhambra. I-710's northern terminus is at West Valley Boulevard in Alhambra, with its southern terminus in Long Beach. The I-710 North was originally planned to run north through Alhambra to connect with the Foothill Freeway (I-210) in Pasadena, but this extension has never been implemented and is unlikely to be in the foreseeable future.

One of the effects of not constructing the I-710 extension is that local streets such as Fremont Avenue are used as north-south routes for traffic that may have otherwise used the I-710 extension. The City continues to support alternative solutions to alleviate pass-through traffic on north-south routes in Alhambra between the I-210 and I-710 freeways.

Alternative Transportation

Alhambra is currently served by various alternatives to the use of the private automobile. Private-sector transit services such as taxi cab companies and rideshare services provide mobility options to individuals, alleviating the need for them to drive and park their own car. Other forms of alternative transportation, including bicycle and pedestrian circulation and transit, are discussed below.

BICYCLE CIRCULATION

Narrow arterial highways, high traffic volumes, and vehicular speed pose a challenge for adding bicycle facilities in Alhambra. Currently, there are no bike lanes or bike routes in the City. There are, however, opportunities for connections to existing routes outside the City at Huntington Drive, Marengo Avenue, and

Alhambra Avenue, all of which terminate at the City boundary.

Bikeway Types

CLASS I BIKE PATHS

Class I bike paths are paved rights-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of transportation. Class I facilities can be constructed in roadway rights-of-way or can have exclusive off-street rights-of-way, such as in utility corridors. Bike paths are a key element of a bicycle network because they provide an alternative for bicyclists who may not feel comfortable riding with automobile traffic. One possible long-term, Class I facility is along the Union Pacific Railroad that crosses the entire City adjacent to Mission Road. (See Quality of Life chapter for further discussion).

CLASS II BIKE LANES

Class II bike lanes are striped and signed on-street travel lanes exclusively for bicycles. Bike lanes provide physical separation from automobile traffic and appeal to bicyclists with moderate to high levels of experience. Because they often provide the most direct connections, these facilities tend to be most popular with experienced bicycle commuters.

CLASS III BIKE ROUTES

For Class III bike routes, signs indicate that the right-of-way is shared between vehicles and bicyclists. These facilities are typically recommended for streets with relatively low traffic speeds (25 mph or less) and lower volumes (<3000 ADT) so that less-experienced bicyclists feel comfortable riding with traffic. Bike routes can be supplemented with shared lane markings (sharrows) to increase the visibility of bicyclists and assist with lane positioning.



PEDESTRIAN CIRCULATION

Alhambra has a system of sidewalks, overpasses, and signalized crosswalks to accommodate pedestrians. The City is also engaged in ongoing efforts to promote pedestrian safety. For example, the Alhambra Police Department routinely mobilizes its officers in locations to deter speeding, and the City's 18 school crossing guards help school-aged and senior adult pedestrians cross streets.

In 2010, Alhambra installed illuminated crosswalks at the intersections of Alhambra Road and Second Street, Commonwealth Avenue and Curtis Avenue, and on Second Street between the high school and the library as part of the "Safe Routes to School" project funded by the American Recovery and Reinvestment Act. In 2015, the City installed a pedestrian signal at 7th Street and Valley Boulevard. In 2018, the City installed illuminated crosswalks at the Palm/Larch, Palm/Montezuma, Main/Valencia, and Main/Primrose intersections. The City actively seeks additional sources of funding to aid in the implementation of programs that would improve facilities for all modes of travel, including pedestrians, transit riders, and bicyclists.

The General Plan continues the City's efforts to improve the pedestrian experience in Alhambra with possible pedestrian enhancements along West Main Street. This concept takes advantage of and builds upon the wide right-of-way and mix of uses along Main Street between Huntington Drive and Palm Avenue by proposing pedestrian and streetscape improvements. Making the street safer, more inviting, and more accessible for pedestrians, bicyclists, and public transit users helps activate it and make it more appealing to pedestrians and bicyclists. For further discussion and illustrations of how this may be achieved, see the Land Use & Community Design chapter.

TRANSIT

Public transportation in Alhambra consists of fixed-route bus service and dial-a-ride service. Dial-a-ride service is an advanced reservation, shared transportation service for seniors and disabled residents of any age and their attendants. Alhambra is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), Alhambra Community Transit (ACT), and the City of Montebello. Existing transit lines are shown in Figure 12. Bus transit generally shares roadways with all other traffic, although Metro's Silver Line bus rapid transit route runs on the I-10 high-occupancy vehicle (HOV) lanes (see "Metro Buses" on page 42 for further description of this service).

Alhambra Community Transit

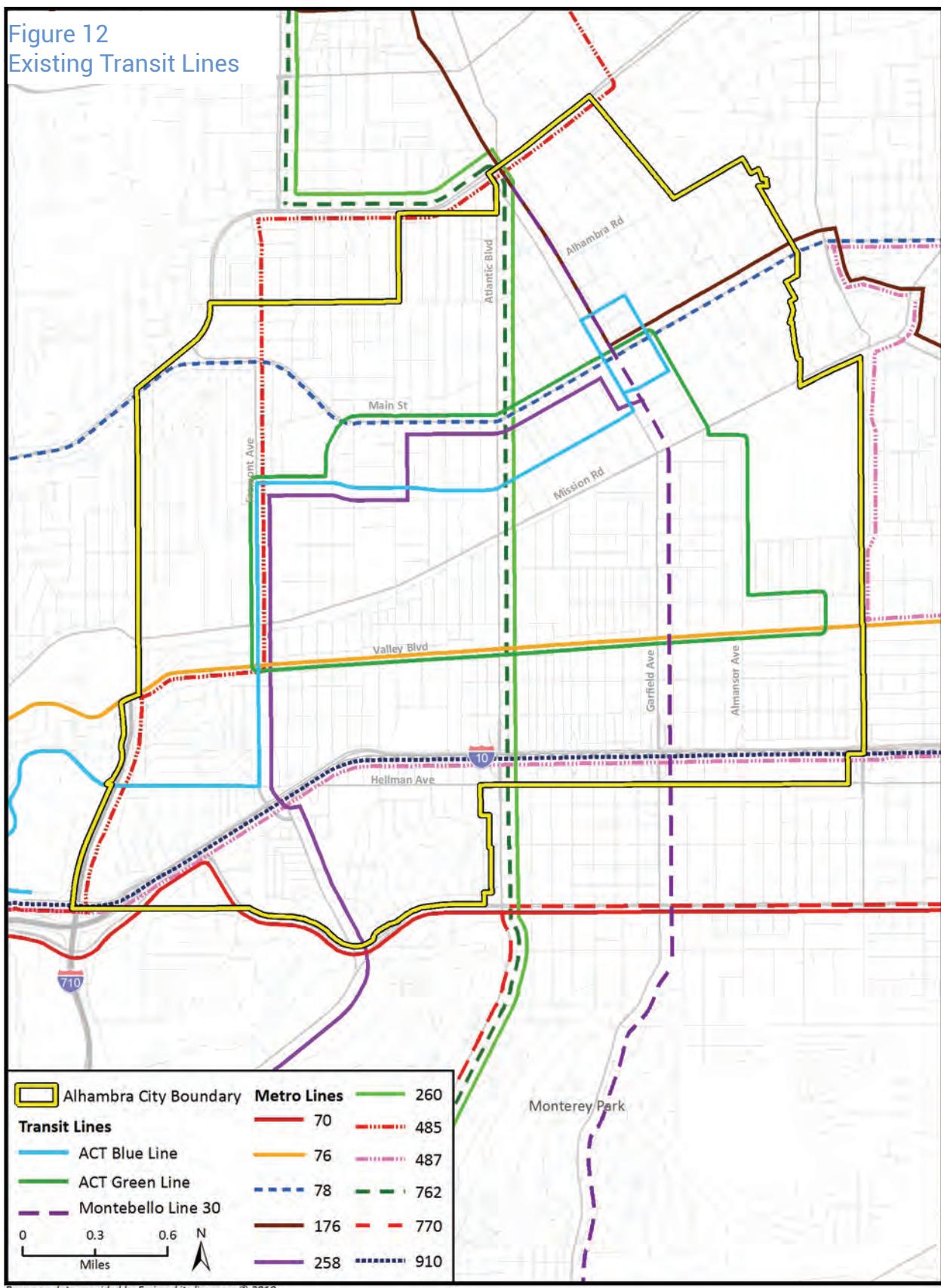
ACT operates two fixed-route bus lines in Alhambra. Four buses run on each line at 20-minute intervals. Operating Monday through Friday, the Blue Line offers a split schedule from Chapel to Bay State to Commonwealth to Fremont to Hellman to the California State University Los Angeles (Cal State LA) and back. The Metrolink station at Cal State LA is run by a joint powers authority, of which Alhambra is a member. The Green Line travels clockwise and counter-clockwise along Main Street (from Palm to Chapel), and along Valley Boulevard (from Fremont to Vega). North/south connections are made on both the east and west sides of the City, operating every day except Sunday.

Montebello Bus Lines

The City of Montebello runs daily fixed-route bus services with stops in Alhambra. Montebello Bus Line 30 makes one stop in Alhambra at Garfield Avenue and connects to the cities of San Marino, Commerce, Bell Gardens, and South Gate.



Figure 12
Existing Transit Lines





Senior Ride

The Alhambra Senior Ride Program is a free local transportation service for Alhambra residents 60 years or older or disabled residents of any age. It provides curb-to-curb service for medical appointments anywhere in Alhambra or within two miles of the City limits.

Metrolink

Residents of Alhambra have access to other fixed-route transit options in nearby communities. For example, the Cal State LA station for Metrolink's San Bernardino Line is located a half mile southeast of Alhambra. The San Bernardino Line provides commuter rail service from Los Angeles Union Station to the city of San Bernardino. Currently, the ACT Blue Line serves Cal State LA on Hellman Avenue/Paseo Rancho Castilla, with a stop at the Cal State LA Metrolink station on the south side of the campus, adjacent to the I-10 freeway.

Metro Rail

The Metro Gold Line Mission station in South Pasadena is two miles north of Alhambra and can be accessed from Alhambra via a Metro bus ride. From the Mission station, riders can take Gold Line light rail trains north to Pasadena and then east to the line's terminus in Azusa. An eastward extension of this line to Montclair is currently planned. Funding to extend the line to Claremont is provided by Measure M, approved by voters in 2016, which allocates a half-cent sales tax for traffic improvement. From the Mission, station riders can also take the Gold Line south to Chinatown, Little Tokyo, the Arts District, East Los Angeles, and Union Station, where it connects to the rest of Metro's transit system.

Metro Buses

The Metro Silver Line is a bus rapid transit line that passes through Alhambra on the I-10 HOV lanes and connects to downtown Los Angeles. Alhambra residents can access this line via the Cal State LA Station, which is accessible by Alhambra Community Transit Lines. In addition to the Silver line, several regular service Metro Bus Lines provide service to Alhambra. Eastbound/westbound bus lines 76, 176, and 376 connect to Los Angeles, Glassell Park, South Pasadena, San Gabriel, and El Monte. North and southbound Metro bus lines 256, 260, and 361 connect to Pasadena, Monterey Park, Compton, Maywood, Altadena, and East Los Angeles. Numerous other Metro and Foothill Transit routes provide service via the I-10 HOT lanes.

Priority-Based Transit Stop Amenities

Along the Atlantic Boulevard corridor, the high-ridership locations are stops at the intersections of Atlantic/Huntington-Garfield, Atlantic/Main, and Atlantic/Valley. This corridor should have the highest priority for improvement. Valley Boulevard would have second-highest priority. Along the Valley Boulevard corridor (with an overlap of the Atlantic and Valley corridors at the intersection of Atlantic/Valley), high-ridership locations are at the intersections of Fremont/Valley and Garfield/Valley.

Freight Trains

The Union Pacific Railroad traverses Alhambra in a primarily east-west direction along the south side of Mission Road. This rail line carries freight traffic between Los Angeles and points east. The rail line is depressed below grade through the entire City. Consequently, there are no at-grade crossings in Alhambra.



Connectivity

A key objective of this chapter is to detail improvements to connectivity for alternative transportation modes throughout and beyond Alhambra. Connectivity in this context means that these systems effectively and continuously connect locations throughout the City and effectively connect with each other to maximize public access to all forms of transportation. This chapter includes goals and policies to achieve this end. For example, the future bike network is expected to connect to bicycle routes outside the City as well as provide access to most parts of Alhambra.

FIRST-MILE/LAST-MILE

Another aspect of connectivity is expressed by the concept of "first-mile/last-mile," which recognizes that a transit trip is not simply the part of the trip taken on transit, but also includes getting to transit from the point of origin, and from transit to the destination. These first-mile/last-mile connections may be made by car, on foot, or by bicycle. First-mile/last-mile supportive measures help to facilitate this part of the journey, thus facilitating and encouraging the use of transit.



First Street parking structure

PARKING

Parking requirements will continue to evolve in Alhambra as technologies, land use patterns, and transportation modes change. Over time, options such as ride services and enhanced transit opportunities will change the way Alhambra residents and visitors get around as well as demand for parking. For example, commercial developments in close proximity to one another may be able to share parking, thus reducing the overall parking supply needed. Similarly, the availability of ride services and, in the future, self-driving vehicles may reduce parking demand as people subscribe to car services. In recognition of changing trends, the City will continue to assess parking standards and strategies to meet demand and, as appropriate, adjust parking requirements to meet needs.



Pedestrian area near transit stop at Main and Garfield



Goals and Policies

The overarching purpose of the Mobility chapter is to provide guidance on how to achieve a balanced transportation system that safely and efficiently moves people, goods, and services throughout the City; accommodates all modes of transportation; and maintains a pleasant and attractive environment for residents of and visitors to the City. The City intends to develop complete streets that accommodate all users while recognizing that the automobile will likely remain the predominant mode of transportation. While efforts to address the traffic congestion will be undertaken, it must be recognized that the ability to improve service levels on major roads in the City is limited by regional traffic patterns and constraints to increasing network capacity.

CIRCULATION SYSTEM PERFORMANCE

Goal M-1 A circulation system that is efficient, safe, pleasant, and attractive for all users.

Policy M-1A Maintain peak hour LOS D for intersections on secondary arterial and collector roadways and, as feasible, on major arterials.

Policy M-1B At major intersections where two major arterials intersect (such as along Fremont, Valley, Mission, and Garfield), peak hour LOS E or F may be acceptable. In these locations, balance the efficiency and convenience of vehicular operations with other General Plan goals and policies.

Policy M-1C Plan and maintain the City's transportation facilities in a way that provides adequate and safe access for all users, including pedestrians, bicyclists, and motorists of all ages and abilities.

Policy M-1D Develop and implement new mobility metrics that address alternative transportation modes and vehicle miles traveled, as required by Senate Bill 743.

Policy M-1E To minimize the negative effects of cut-through traffic in residential neighborhoods, route truck traffic onto arterial streets, and consider measures to calm traffic in and/or divert cut-through traffic from residential neighborhoods.

ALTERNATIVE TRANSPORTATION

Goal M-2 A circulation system that accommodates and encourages the use of alternative modes of transportation, including walking, bicycling, and transit.

Policy M-2A Ensure that new development accommodates, and does not have a negative impact on, alternative transportation modes.

Policy M-2B Improve transportation infrastructure and services in a way that will increase the utility, safety, and attractiveness of alternative modes of transportation.

Policy M-2C Improve connectivity for alternative transportation modes throughout and beyond the City.

Policy M-2D Create transit stop amenity and access improvements at key intersections on Atlantic Boulevard and Valley Boulevard. The intersections of Atlantic/Huntington-Garfield, Atlantic/Main, and Atlantic/Valley would be the first priority, and the intersections of Fremont/Valley and Garfield/Valley would be the second priority.

Policy M-2E Investigate and where feasible implement first-mile/last-mile supportive measures to encourage and facilitate the use of transit.



Policy M-2F As feasible, implement improvements to the City's bike network. The bikeway system should connect to the regional system and may need to be adjusted over time as conditions change. The bike network will include, as appropriate, enhancements to bicyclist safety and bike parking.

Policy M-2G Coordinate, as appropriate, with Metro regarding bus routes and bus stop facility location and design.

Policy M-2H Coordinate with Metro, as required, regarding development in proximity to Metro rights-of-way.

PARKING

Goal M-3 Parking facilities that meet community needs.

Policy M-3A Maintain parking standards that meet demand but do not unnecessarily encourage use of the drive-alone automobile.

Policy M-3B Continue to re-evaluate parking standards periodically in light of travel mode shifts, changing land use patterns, and evolving vehicle technology.

STREET DESIGN

Goal M-4 Street designs that accommodate all users while activating the street along key corridors.

Policy M-4A As feasible in appropriate locations, retrofit streets to better accommodate all users.

Conceptual redesigns of key nodes/corridors are shown in Figure 13.

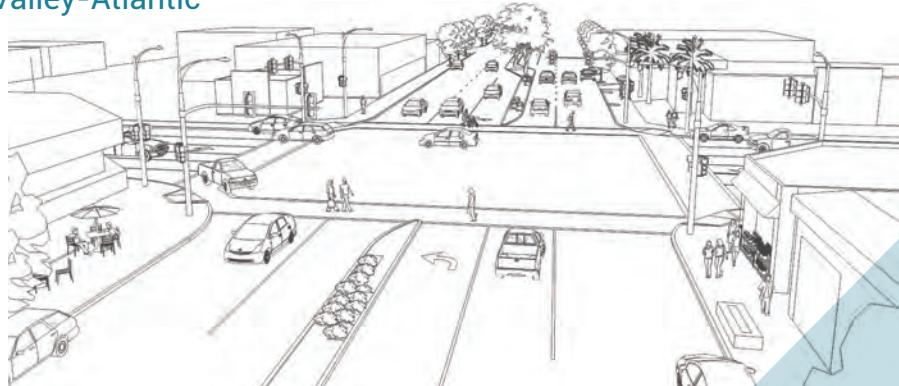
Policy M-4B Where feasible and appropriate, incorporate traffic calming features on neighborhood streets.



Effective street design accommodates a variety of uses



Figure 13
Conceptual Street Designs
Valley-Atlantic



Existing Condition

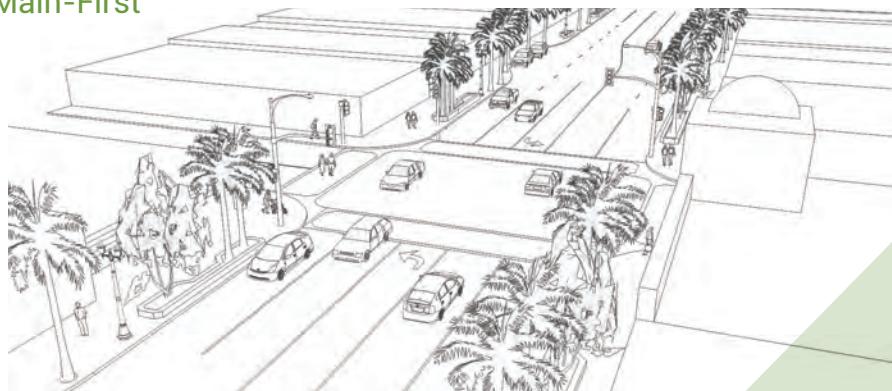
- 96' Right-of-Way
- 16' Median

Recommendations

- Bulbouts and Sidewalk Widening (remove right-turn lane)
- Painted Piano Striping/Specialty Paving Treatment at Crosswalks
- Landscaped Medians
- Street Furniture
- Uniform Street Trees
- Enhanced Bus Stops
- Pedestrian Lighting



Main-First



Existing Condition

- 90' Right-of-Way

Recommendations

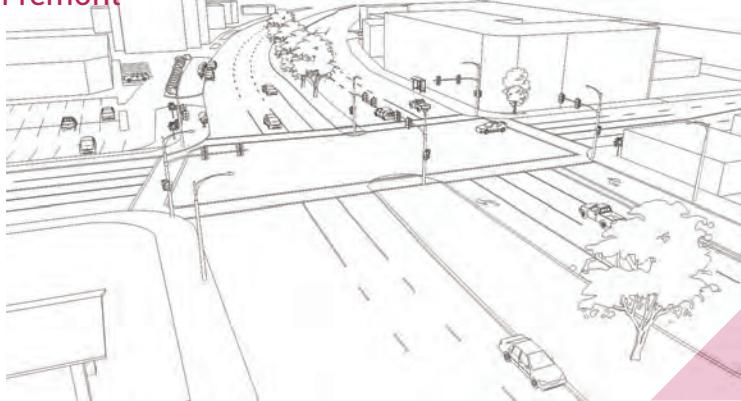
- Sharrows
- Painted Piano Striping/Specialty Paving Treatment at Crosswalks
- Street Furniture
- Uniform Street Trees
- Enhanced Bus Stops
- Pedestrian Lighting





Figure 13 (continued)
Conceptual Street Designs

Main-Fremont



Existing Condition

- 140-180' Right-of-Way
- 20-40' Median

Recommendations

- Bike Lanes
- Bulbouts and Sidewalk Widening (remove parking at intersection)
- Painted Piano Striping/Specialty Paving Treatment at Crosswalks
- Landscaped Medians
- Street Furniture
- Uniform Street Trees
- Enhanced Bus Stops
- Pedestrian Lighting





Alhambra QUALITY OF LIFE

Alhambra residents are particularly interested in maintaining and enhancing the quality of life that they have come to enjoy. Although quality of life means different things to different people, key considerations include:

- » *Maintaining a strong local economy*
- » *Ensuring access to good jobs*
- » *Providing access to recreational and cultural facilities and activities*
- » *Maintaining quality educational opportunities*

This chapter provides goals and policies related to these topics. Access to quality and affordable housing is another quality of life consideration addressed in the General Plan Housing Element, under separate cover.



Alhambra's Economics

OVERVIEW OF ECONOMIC SETTING

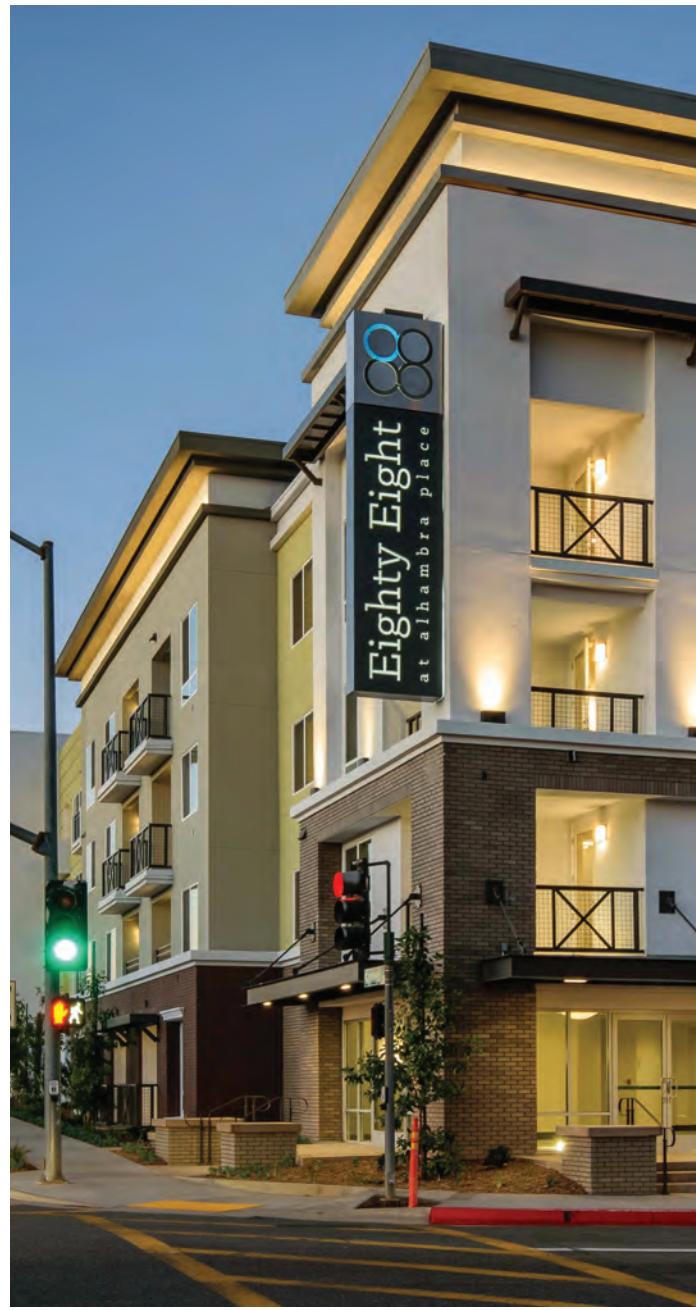
Context

As a mostly built-out city, Alhambra has a relatively limited capacity for new development. Because the City has finite options for expanding the local economic base, each future development project takes on a high level of importance in terms of meeting the City's economic development goals.

Economic Development Themes

The City intends to facilitate strategic use of remaining land capacity to maximize the economic benefits of future development. Economic development policies, outlined in greater detail at the end of this chapter, address the following major themes:

- » *Creating quality jobs for local residents*
- » *Increasing key fiscal revenues, including sales tax, transient occupancy tax, and property tax*
- » *Expanding the local availability of retail goods and professional services*
- » *Raising Alhambra's profile (and market shares) in the San Gabriel Valley, both as an employment center and a shopping/entertainment destination*
- » *Encouraging creative use of land to maximize development/employment opportunities that capitalize on Alhambra's proximity to regional activity generators (e.g., downtown Los Angeles, Pasadena, Cal State LA, Los Angeles County + USC Medical Center, and the entertainment/media industry)*
- » *Crafting land use policies that allow for financially feasible development of infill sites*
- » *Promoting continued revitalization of important target areas such as the Main Street and Garfield Avenue corridors*



Continued revitalization of important target areas increases availability of retail, entertainment, and professional service opportunities



SOCIOECONOMIC AND EMPLOYMENT CHARACTERISTICS

Local employment

Based on data from the U.S. Census Bureau, around 27,145 people were employed in Alhambra as of 2014. Table 5 below shows the breakdown of this total by major industry category.

The following industries are relatively strong or important in Alhambra:

- » Wholesale trade
- » Retail trade
- » Finance and insurance
- » Educational services
- » Health care and social assistance
- » Accommodation and food services

Land Use Economics

As part of the General Plan update process, an economic analysis was conducted to determine if there is demand for more of certain types of job and revenue-generating activities in the City. The economic analysis is briefly summarized below.

Land Use Category	The City's Market Position
Retail or Restaurant Space	Alhambra's taxable retail sales in 2013 were \$13,900 per capita compared to statewide average of \$10,800 and countywide average of \$10,200. Nevertheless, the city could accommodate more retail, restaurant, and auto-related services.
Office Space	Alhambra could use more office-related jobs. Strong future opportunities for office development exists due to Alhambra's proximity to: <ul style="list-style-type: none">○ Downtown Los Angeles + Pasadena○ Cal State University Los Angeles○ Los Angeles County + USC Medical Center
Industrial Space	Alhambra is under-represented in industrial employment. One option is to re-use older industrial buildings and potentially attract specialized uses such as sound studios, based on Alhambra's proximity to important media/entertainment industry centers.
Hotel Facilities	Alhambra is substantially under-represented in this market. The City is positioned for new hotel development in that hotel occupancies are rising and no new facilities are planned.

Source: The Natelson Dale Group, Inc.

Table 5 Employment in Alhambra by Industry Group

Industry Group	Jobs	% of Total
Manufacturing and Trading	7,726	28.4%
Health Care and Social Assistance	5,964	22.0%
Accommodation and Food Services	3,919	14.4%
Educational Services	2,353	8.7%
Finance, Insurance, and Real Estate	1,497	5.5%
Administration and Support, Waste Management and Remediation	1,484	5.4%
Professional, Scientific, and Technical Services	1,418	5.2%
Other Services	1,029	3.8%
Construction	697	2.6%
Public Administration	585	2.2%
Information	260	1.0%
Arts, Entertainment, and Recreation	213	0.8%
Total	27,145	

Source: U.S. Census Bureau 2010, OnTheMap Application and LEHD Origin-Destination Employment Statistics; TNDG.



CITY REVENUES AND EXPENDITURES

Figures 14 and 15 summarize General Fund revenue sources and expenditures. Sales tax is the single most important revenue source for the City, accounting for slightly more than 29% of General Fund revenue in 2017-2018. Other sizable revenue sources include property tax (18%), vehicle license fee "backfill" – a form of property tax - received from the state (16%), and charges for services and utility users tax (8% and 7%, respectively). The 2017-2018 budget reflects total General Fund expenditures of approximately \$61.5 million. Public safety, collectively, accounts for two-thirds of the City's General Fund expenditures, with police protection representing 42% of the budget and fire protection representing 27%.

LOCAL BUSINESS DEMAND AND RELATED JOB CREATION POTENTIAL

A market study carried out for this General Plan identified potential local demand in several key business sectors, as shown in Table 6. Meeting this demand would meet local needs, enhance the City's tax base, and generate jobs.

Table 6 Demand for New Development and Potential Job Growth

Land Use	Approximate Demand for New Development	Approximate Potential New Jobs
Retail/restaurant space	325,000 square feet	650
Automobile dealerships	4.2 acres	84
Office space	400,000 – 480,000 square feet	2,300 – 2,700
Industrial space	225,000 – 400,000 square feet	300 – 600
Hotels	175 – 250 rooms	90 – 125

Source: The Natelson Dale Group, Inc. (TNDG).

Figure 14 2017-2018 Alhambra General Fund Revenues

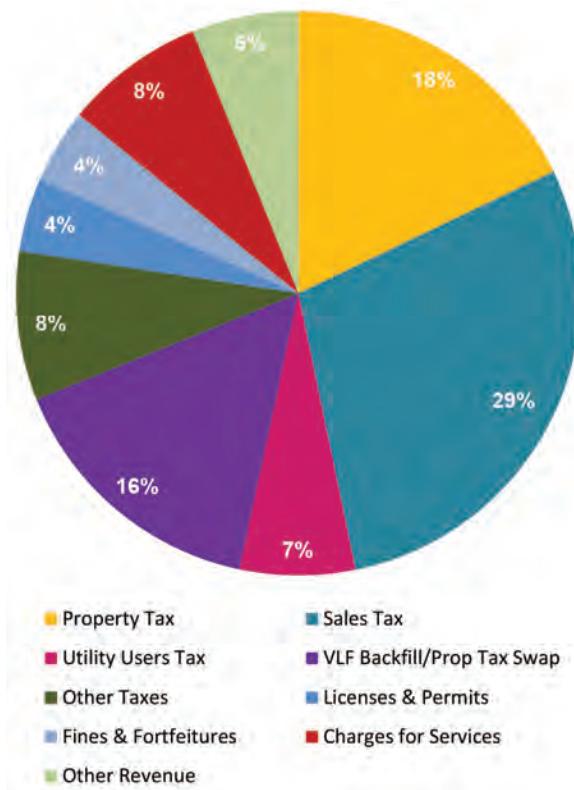
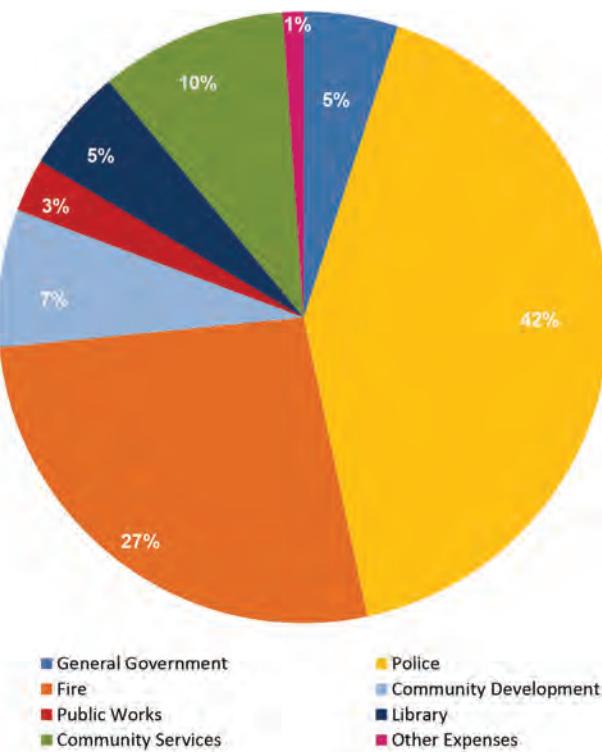


Figure 15 2017-2018 Alhambra General Fund Expenditures



Percentages do not add up to 100 due to rounding.



Parks, Recreation, and Open Space

Maintenance and beautification of parklands and recreation facilities enriches community life. Alhambra's open space is limited since the City is built out and positioned in the center of an urban region. The City currently has 210 acres of designated open space, which equals about 2.5 acres per 1,000 residents. Most of these lands are used for recreation purposes such as parks, trails, and a golf course, but 23 acres are open, vacant lands, not currently used for recreation.

The City operates six parks and a public golf course, and has an agreement with the school district for use of Moor Field. The six parks and Moor Field total about 78 acres and the golf course encompasses about 109 acres. The 78 acres of parks (including Moor Field) equals 0.9 acres per 1,000 residents. There are few opportunities for expansion of these facilities based on the limited amount of vacant land in the City. Alhambra Park, Almansor Park,

Granada Park, and Story Park have sports fields for activities like baseball, basketball, soccer, or tennis utilized by youth teams and adult sports leagues throughout the year. These parks include playground equipment, exercise courses, activity rooms, and gymnasiums. The Alhambra Parks & Recreation Department also offers youth sports teams, adult basketball and volleyball leagues, and sports and dance classes throughout the year. City park facilities are summarized in Table 7.

Some of Alhambra's parks and plazas are designed especially for passive recreation. Burke Heritage Park features a historical museum and a xeriscaped, or drought-tolerant, garden. Gateway Plaza Park includes benches, a garden, and a 26-foot arch.

The two-acre Winston Smoyer Memorial Community Garden on Mission Road has approximately 100 10-foot by 10-foot plots for rent to community members for a few dollars per month. The garden has been named one of the "Ten Best Community Gardens" in Los Angeles County by Spot.us, a division of

Table 7 Alhambra Park Facilities

	Alhambra Park	Almansor Park	Granada Park	Story Park	Emery Park	Burke Heritage Park	Gateway Plaza Park
Open Grass Area	•	•	•	•	•	•	•
Picnic Tables	•	•	•	•	•	•	
Covered Picnic Shelters	•	•	•				
Playground Equipment	•	•	•	•	•		
Barbeques	•	•	•	•			
Restrooms	•	•	•	•	•		
Ball Fields		•	•	•			
Tennis Courts	•	•	•	•			
Exercise Course	•	•					
Meeting Room	•	•	•	•	•		
Activity Room	•	•	•	•	•		
Swimming Pool	•		•				
Basketball Courts	•	•					
Gymnasium		•	•				
Jogging Course		•					
Garden						•	•
Historical Museum						•	



American Public Media, for its unique Asian and South American herbs and vegetables. Many of the City's other parks include large open grass areas for relaxing and people watching.

Although space for new pocket parks is limited, development of pocket parks and community gardens on small vacant properties is one way to provide additional passive open space while beautifying the community. The City will continue to investigate opportunities to acquire vacant properties that could be developed with these types of small, neighborhood-serving facilities.

Another potential new component of the City's park system is a new regional park at the northern end of the I-710 in the southwest corner of the City. Given the decision not to fund the I-710 extension, the existing extension of the freeway north of I-10 may become obsolete and could provide a future opportunity for the development of a linear park. It is anticipated that this could be a regional facility that is jointly run by the County and various cities in the area.

The City will track the status of I-710 and coordinate as appropriate with other agencies to determine the feasibility of such a regional park. While this potential facility is a long-term project that would require the cooperative efforts of multiple entities, this idea currently represents the best opportunity for substantial enhancement of the local park system.

Story Park is home to the Joslyn Adult Recreation Center, one of the finest meeting centers for senior citizens in California. It offers a variety of exercise, diet, and lifestyle classes for seniors. It also has outdoor tennis courts that are open to the public. Senior citizens and other community clubs and groups use the center daily.

In addition to recreational activities at Alhambra's municipal parks, the After School

Playground Program allows students and community members to utilize nine public school facilities. Drop-in activities include team and individual sports and other kinds of programs, such as arts and crafts, table game tournaments, four square, and kickball.

Alhambra Golf Course is a municipal golf facility with a regulation par 71 course open to the public. The "turf" is irrigated with non-potable water and the course's environmentally friendly design has earned it recognition from Audubon International. The facility also includes a night-lit golf practice center with two chipping greens, a putting green, and the country's first three-level practice range lit for nighttime use.

The Angeles National Forest is 10 miles north of Alhambra. Its 650,000 acres include mountains, rivers, dense forests, and wilderness, and offer a variety of regional, year-round recreational activities. These include hiking, camping, swimming, fishing, mountain biking, and horseback riding.



Alhambra Park municipal pool



Culture

Local history, cultural diversity, and artistic expression play vital roles in establishing identity and enriching quality of life in communities. Alhambra's residents desire opportunities to build community values and the City has established a variety of community programs to cater to residents' desire for cultural amenities.

Alhambra hosts a number of community events throughout the year for residents to gather and celebrate the City's history and diversity. Residents can also shop for over 600 varieties of fresh fruits, vegetables, flowers, and plants at Alhambra's Certified Farmer's Market, held every Sunday on South Second Street between Main and Commonwealth.

Celebrating the holidays is also an important part of the local social events calendar. The Downtown Business Association sponsors a Halloween Costume Contest and Trick-or-Treating in October and a Tree Lighting Ceremony in December. The Halloween events are in conjunction with the Alhambra Pumpkin Run, a 5K fun run down the heart of Main Street. Each year, approximately 50,000 people attend the San Gabriel Valley Annual Lunar New Year Festival, sample Chinese food, and experience the more than 250 booths and cultural exhibits. The City also has a Latin Heritage Festival in September celebrating various Latin cultures, cuisine, and entertainment.

The City provides free musical entertainment on five consecutive Friday evenings in July and August. The Summer Serenade concert series takes place at the Alhambra Park bandstand.

The Movies in the Park series is another cultural entertainment event held on Saturdays in July and August. They are free and feature mainstream movies.

Other events and services that contribute to Alhambra's culture include leisure service programs, comprehensive senior programs, and a community garden.



The Pumpkin Run course in the heart of Alhambra



Education

The opportunity for quality education and the general ability to increase broad skills and knowledge for citizens of all ages is an important factor for quality of life. Alhambra is served by the Alhambra Unified School District, whose educational facilities in Alhambra include nine grade K-8 elementary schools (Martha Baldwin, Emery Park, Fremont, Garfield, Granada, Marguerita, Northrup, Park, Ramona), three traditional grade 9-12 high schools (Alhambra, San Gabriel, and Mark Keppel), two non-traditional high schools (Independence and Century), and one adult school. Four district elementary schools are located in Monterey Park.

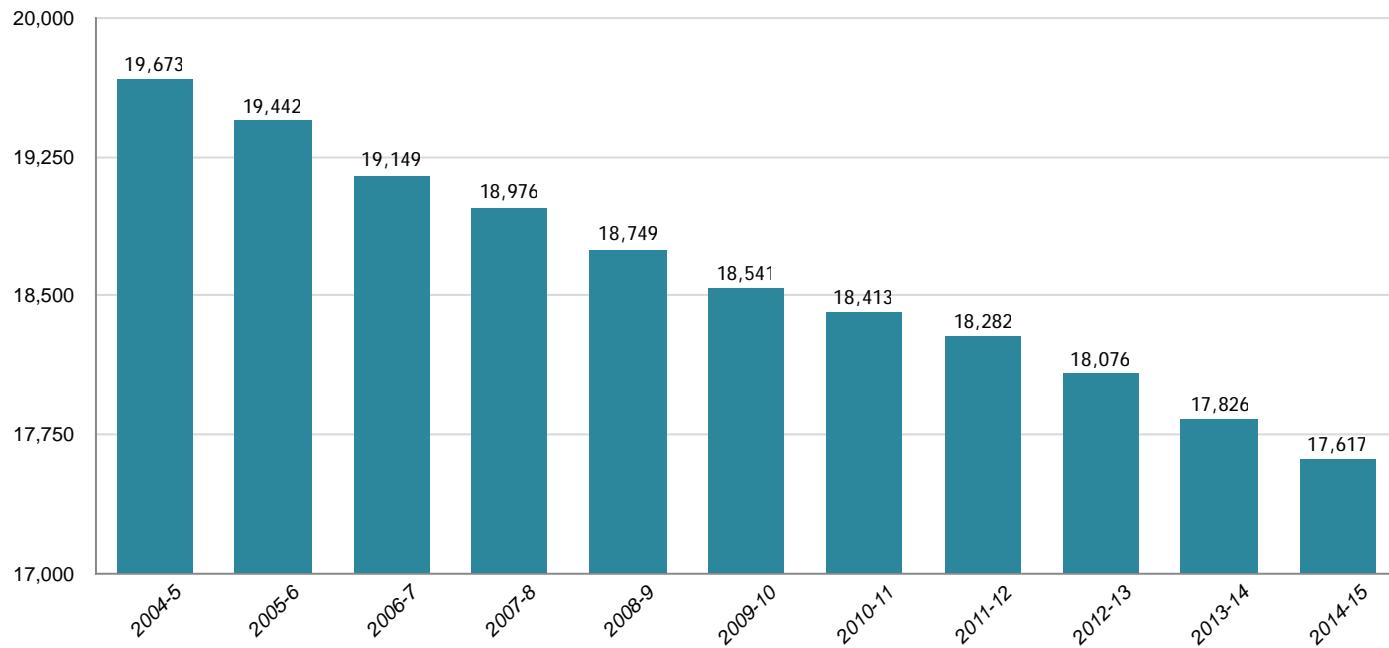
Alhambra is also home to several private schools, including five religious schools: Ramona Convent Secondary School, St. Therese School, St. Thomas Moore Elementary School, All Souls Parish School, and Emmaus Lutheran School. It also includes four non-denominational private schools: Oneanta Montessori School, Sherman School, Leeway School, and Bell Tower School.

Two higher education campuses are located in Alhambra: the University of Southern California's Health Sciences campus and the Los Angeles campus of Platt College. Cal State LA is located adjacent to the southwestern corner of the City.

ENROLLMENT

In the last decade, enrollment in the Alhambra Unified School District has been steadily decreasing, as shown in Figure 16 below. This decline in enrollment is due to the declining number of child-bearing residents in the City. Because this trend is expected to continue, schools will have to coordinate enrollment and the community may face some elementary and high school closures. If that occurs, the City may have opportunities to consider alternative uses for public school sites. Possibilities could include other types of educational facilities (e.g., vocational schools) or recreational facilities.

Figure 16 Alhambra Unified School District K-12 Enrollment





YOUTH PROGRAMMING

The City offers a variety of programs to educate and enrich the lives of the youth who live in Alhambra. Many of these programs are offered through the Parks & Recreation Department or in conjunction with local organizations. Key programs are discussed below.

- » *The Alhambra Civic Center Library offers many activities each month to coincide with holidays and to support general learning, such as the homework help program.*
- » *The Alhambra Police Department offers comprehensive child safety curricula, including a camp experience for at-risk youth, traffic safety, conflict resolution, and more. The Police Explorers Program provides a means for youth, ages 14 to 20, to determine whether they would like to pursue a career in law enforcement through actual experience and training.*

- » *The Fire Explorers Program, associated with the Alhambra Fire Department and Boy Scouts of America, provides opportunities for Alhambra youth to develop leadership skills and work alongside career firefighters, paramedics, and fire prevention officers, assisting them with public education activities.*

SENIOR PROGRAMMING

Approximately 20% of Alhambra's residents are aged 60 and older. Programs that improve the health and quality of life for Alhambra's seniors are an important service. The Parks & Recreation Department, Senior Division, at the Joslyn Adult Recreation Center offers many senior activities. Senior programming in Alhambra includes an array of recreational activities, social services, trips, nutrition classes, transportation, and health and



Dodgers Kaboom playground at Alhambra Park



wellness programs. Health and wellness programs include medical screenings, informational sessions on disease prevention and management, home safety, and nutrition. Senior Services prints and distributes a newsletter, "Senior Scene," that highlights programs, services, and activities offered by the City.

Environmental Justice/Equity

Justice involves the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies (California Government Code Section 65040.12(e)). Legislation adopted in 2016, SB 1000, requires cities and counties with disadvantaged communities to incorporate environmental justice policies into their general plans. SB 1000 defines disadvantaged communities as "an area identified by the California Environmental Protection Agency Pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation" (California Government Code Section 65302(h)(4)(A))."

Based on this requirement, the General Plan must address social justice issues by:

- A. Identifying objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity
- B. Identifying objectives and policies to promote civil engagement in the public decision making process

- C. Identifying objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities

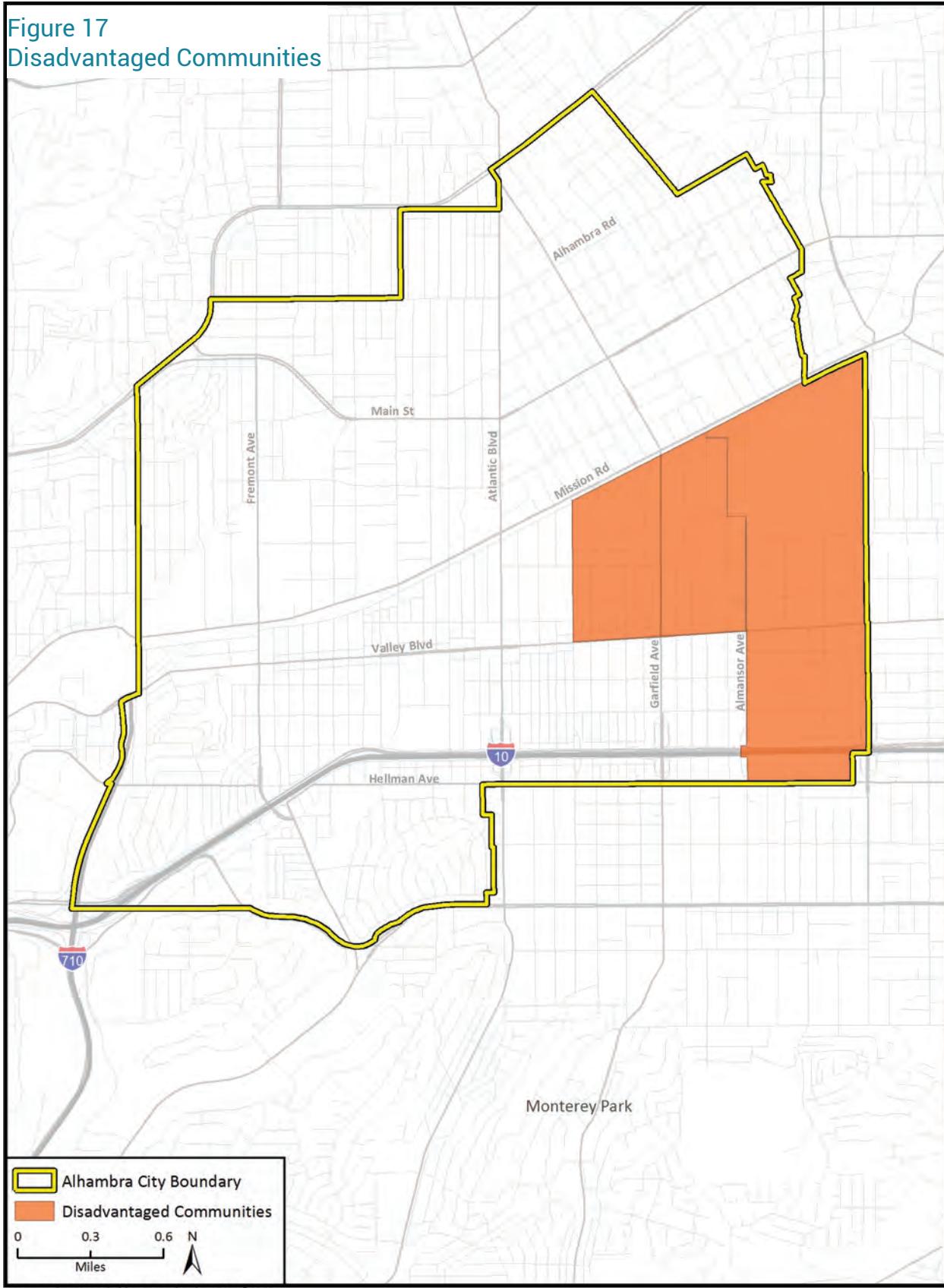
ENVIRONMENTAL JUSTICE COMMUNITIES

According to CalEnviroScreen, a program associated with the Office of Environmental Health Hazard Assessment, environmental justice communities are those areas of a city "that have higher pollution burdens and vulnerabilities than other areas, and therefore are most in need of assistance." Environmental justice communities can be defined both by characteristics of the population and the pollution burden they bear. Characteristics that determine environmental justice populations include the number of people most vulnerable to pollution, or what is called "sensitive receptors" (e.g., children, pregnant women, the sick, and the elderly), and their socioeconomic status (e.g., poverty level and unemployment status). Social factors that may also contribute to increased environmental vulnerabilities, include limited access to fresh food and recreation opportunities.

Environmental burden is measured by the presence of direct environmental hazards (e.g., proximity to a toxic cleanup site) and exposure to other toxins such as air and water pollution. A number of resources are available to help identify environmental justice communities, such as CalEnviroScreen and the Environmental Justice Screening Model. Using multiple environmental 'indicators,' these resources scientifically determine what areas of a city face disproportionate environmental burdens. Alhambra contains disadvantaged communities south of Mission Boulevard and east of Atlantic Boulevard (Figure 17), as identified by the CalEnviroScreen. Through identification of these areas, the City can work to mitigate existing adverse conditions and ensure that new development does not unduly impact vulnerable populations.



Figure 17
Disadvantaged Communities



Basemap data provided by Esri and its licensors © 2018.
Additional data provided by CalEnviroScreen, 2017.



DEMOGRAPHICS

Demographic variables for Alhambra indicate a somewhat higher incidence of poverty than in California as a whole, but lower than in Los Angeles County. Median household income and per capita income is lower in Alhambra than in Los Angeles County and in the state. The percentage of people over the age of 65 is also higher in Alhambra compared to Los Angeles County and the state. The percentage of persons with disabilities under 65 years old is lower in Alhambra comparatively, but the percentage of persons without health insurance is higher. Table 8 depicts the demographic variables for the City.

Table 8 Select Demographic Variables for Alhambra (2012-2016 data)

	City of Alhambra	Los Angeles County	California
Per capita income in past 12 months (2016 dollars)	\$25,913	\$29,301	\$31,458
Median household income (2016 dollars)	\$53,138	\$57,952	\$63,783
Persons below poverty level	15.4%	16.3%	14.3%
Persons 65 years and over, percent, April 2010	14.3%	10.9%	11.4%
Persons with disability, Under 65 years	4.3%	6.2%	6.8%
Persons without health insurance, under 65 years	15.1%	12.5%	8.3%

Source: US Census Bureau QuickFacts, February 2018

ADDRESSING ENVIRONMENTAL JUSTICE

This General Plan seeks to address environmental justice through a set of comprehensive goals and policies aimed at increasing the influence of target populations in the public decision-making process and reducing their exposure to environmental hazards. These goals and policies will be used by the Alhambra City Council and Planning Commission, other boards, commissions and agencies, developers and the general public in planning for the physical development of the City.

Alhambra strives to be a socially equitable community by:

- 1 Providing housing and job opportunities for residents of all skill and education levels
- 2 Ensuring that all residents are included in government programs and decisions
- 3 Ensuring that all residents can pursue a healthy lifestyle (discussed in the Health & Safety chapter)
- 4 Reducing disproportionate environmental burdens affecting low-income and minority populations

Incorporating social equity in the General Plan means providing access to the following:

- » *Healthy, green places to play*
- » *Reliable transit options*
- » *Safe roads and sidewalks*
- » *Affordable housing options*
- » *Spaces for all ages and abilities*
- » *Jobs*
- » *Governmental processes, programs, and decisions*

This entire plan includes policies that address environmental justice goals. Table 9 summarizes these policies.

**Table 9 Policies Addressing Environmental Justice**

Chapter	Goal Topics	Policy Numbers
Land Use and Community Design	Land use Community character Corridors & activity nodes Public spaces	LU-1B, LU-1C, LU-1D LU-3B LU-7C LU-8E
Mobility	Circulation system performance Alternative transportation Street design	M-1C, M-1E M-2A, M-2B, M-2C, M-2D, M-2E, M-2F M-4A
Quality of Life	Parks & recreation/open space Culture Education Justice Housing	QL-6A, QL-6B, QL-6C, QL-6F, QL-6G, QL-6I QL-8A, QL-8B QL-9A, QL-9B, QL-9C QL-10A, QL-10B, QL-10C, QL-11A, QL-11B, QL-11C, QL-12A, QL-12B, QL-12C, QL-12D See Housing Element under separate cover
Resources	Open space Energy/air quality/ GHG emissions	R-2A, R-2B, R-4A, R-4B, R-4C R-5A, R-5B
Services and Infrastructure	Fiscal Management Library Service Police Service Telecommunications and Technology	SI-3B SI-4A, SI-4B, SI-4C, SI-4D, SI-4E, SI-5A, SI-5B SI-6A, SI-6C, SI-7A, SI-7C, SI-7D SI-12A, SI-12B, SI-12C
Health and Safety	Soil and seismic hazards Stormwater management and flooding Hazardous materials Noise Healthy lifestyles Health services Affordable and nutritious food	HS-1A, HS-1B, HS-2A, HS-2B, HS-2C, HS-2E, HS-2F, HS-2G HS-3A, HS-3B HS-4B, HS-4C HS-6A, HS-6D HS-7A, HS-7B, HS-7C HS-8A, HS-8C HS-9A, HS-9C, HS-9D



Goals and Policies

The overarching purpose of this chapter is to maintain and enhance Alhambra's quality of life by:

- » *Supporting a strong local economy*
- » *Providing access to recreational and cultural facilities and activities*
- » *Sustaining quality educational opportunities*
- » *Striving to be a socially equitable community*

The specific goals and policies contained in this chapter are intended to achieve this overarching purpose by (1) facilitating development that will provide good jobs, meet local needs, and enhance the City's tax base; (2) improving and, to the degree feasible, expanding parks and recreational opportunities; (3) providing access to educational opportunities that meet community needs; and (4) ensuring that Alhambra residents have equal access to government decision-making and services and that disadvantaged communities are not disproportionately exposed to environmental hazards. Goals and policies in other General Plan chapters, notably Land Use & Community Design and Mobility, will also be key to achieving the purpose of this chapter. Housing, another key consideration in quality of life, is addressed in the Housing Element, which is under separate cover.

ECONOMY

Goal QL-1 Attraction of commercial/industrial development with the potential to create quality jobs.

Policy QL-1A Identify and promote key opportunity sites for office and industrial development.

Policy QL-1B Consider incentives to encourage high-wage, job-generating development projects in targeted areas, consistent with community design standards.

Goal QL-2 Attraction of additional retail development to enhance the shopping opportunities available to local residents and increase the City's sales tax revenue.

Policy QL-2A Promote retail, restaurant, entertainment, family-oriented, and hotel development consistent with local demand.

Policy QL-2B Identify and promote key opportunity sites for retail/restaurant development.

Goal QL-3 Expansion of Alhambra's market share in the San Gabriel Valley to improve the community's position as a destination for entertainment and overnight visits.

Policy QL-3A Identify and promote key opportunity sites for entertainment/hospitality development.

Policy QL-3B Consider incentives to encourage hotel development projects on targeted opportunity sites.

Goal QL-4 Capitalization on Alhambra's proximity to key regional employment centers to attract "higher order" economic development (i.e., higher-paying jobs).

Policy QL-4A Continue active economic development General Plan land use policies.

Policy QL-4B Recruit new firms in targeted industries, such as technology.

Goal QL-5 Revitalization of targeted areas of the City to attract development to underutilized sites.

Policy QL-5A In tandem with retail recruitment efforts (Policy QL-2A), support the marketing of Main Street and Valley Boulevard to facilitate re-tenanting of vacant storefronts, and support utilization of vacant property for permanent or temporary events.



Policy QL-5B Focus economic development/business assistance resources on areas targeted for revitalization, such as along Main Street and Valley Boulevard.

PARKS & RECREATION/OPEN SPACE

Goal QL-6 Provision of adequate and accessible recreation and open space amenities.

Policy QL-6A Where feasible and desirable, add new recreation facilities such as dog parks and fitness courses.

Policy QL-6B Investigate the feasibility of a new regional park in the I-710 right-of-way.

Policy QL-6C Connect existing open spaces to the population with the greatest need for these open spaces.

Policy QL-6D Extend the hours of existing recreational facilities by lighting them at night where feasible and desirable.

Policy QL-6E Coordinate with school districts on the joint use of schools as recreational areas. In the event of continued declining public school enrollment and/or school closures, consider the possible conversion of school sites to recreational use.

Policy QL-6F Encourage the development of quality commercial recreational facilities on privately held and City-owned land under long-term lease or concession agreements. Such agreements allow the City to provide a wider range of facilities than it could on its own, without heavy financial risk. Examples of such facilities might include roller skating rinks, and racquetball courts.

Policy QL-6G Where feasible and desirable, utilize vacant properties to provide new open space and passive recreation opportunities in the form of pocket parks and/or community gardens.

Policy QL-6H Continue to charge park impact fees on new development.

Policy QL-6I Consider environmental justice issues as they relate to the equitable provision of desirable public amenities such as parks, recreational facilities, community gardens, and other beneficial uses that improve the quality of life.

Policy QL-6J Investigate the feasibility and utility of alternative uses for the golf course at Almansor Park.

CULTURE

Goal QL-7 Provision and maintenance of community events and cultural activities and facilities that meet community needs and preferences.

Policy QL-7A Promote partnerships among arts and cultural groups, community organizations, and the business community to develop and expand events, activities, and programs for all ages.

Policy QL-7B Continue to offer enjoyable, educational, and stimulating exhibits and activities that celebrate Alhambra's history.

Policy QL-7C Encourage and support cultural events, festivals, activities, and performances.

Goal QL-8 Access to community events to benefit the entire community, including residents, businesses, visitors, and tourists.

Policy QL-8A Develop and maintain community facilities, such as a museum and/or community center celebrating important people and events in the City's history.

Policy QL-8B Utilize technologies to provide greater access, build public awareness, and encourage participation in arts, culture, and library activities.



EDUCATION

Goal QL-9 Quality educational opportunities that maximize the use of school facilities.

Policy QL-9A Continue support for youth and senior educational programs.

Policy QL-9B Continue joint use of space at school district facilities as needed for City programs.

Policy QL-9C If school closures occur, consider using the sites for other education facilities (e.g., parks and vocational schools).

SOCIAL AND ENVIRONMENTAL JUSTICE

Goal QL-10 Economic and racial integration, fair housing opportunities, and the elimination of discrimination.

Policy QL-10A Attract and retain a diverse mix of businesses and industries that can provide jobs for residents of all skill and education levels to support a thriving community.

Policy QL-10B Encourage businesses and industries that provide jobs that match the skills of the local workforce.

Policy QL-10C Promote education that teaches skills that match local job opportunities.

Goal QL-11 Equal opportunity for active inclusion in governmental processes, programs, and decisions.

Policy QL-11A Support programs that celebrate cultural differences and similarities and promote tolerance.

Policy QL-11B Provide transparent decision-making processes that facilitate public engagement of diverse stakeholders.

Policy QL-11C Ensure that affected residents have the opportunity to participate in decisions that impact their health.

Goal QL-12 A reduction in disproportionate environmental burdens affecting low-income and minority populations.

Policy QL-12A Identify resources for the existing sensitive receptors experiencing adverse air quality issues to incorporate measures to improve air quality such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners and other measures.

Policy QL-12B Ensure that truck routes avoid residential areas, including low-income and minority neighborhoods.

Policy QL-12C Give preference in approving commercial and industrial development to those projects that incorporate the latest technologies to reduce pollution.

Policy QL-12D Consider the health impacts of new development through a healthy needs assessment, the Healthy Development Measurement Tool, or other tool.



Alhambra

RESOURCES

The Resources chapter addresses issues related to water, biological resources, soil, cultural resources, energy resources, air quality, and GHGs/climate change as required by California Government Code Section 65302 (d). As a largely built-out community in the Los Angeles metropolitan area, Alhambra has limited undisturbed land and biological habitat and lacks mineral resource extraction areas.

The City's influence on regional, statewide, and global issues, such as air quality, energy, and climate change is also limited. Nevertheless, the City will continue to do its part in the preservation of local, regional, state, and global resources.



Water Resources Conservation

Alhambra is a member of the San Gabriel Valley Municipal Water District (SGVMWD) and has the right to pump groundwater from the Main San Gabriel Basin and the Raymond Basin to serve over 90,000 customers. About 80% of the City's water comes from nine active wells drawn from the Main San Gabriel Basin. No groundwater is currently pumped from the Raymond Basin due to nitrate levels above maximum contaminant level. While Alhambra is not a member agency of the Upper San Gabriel Valley Municipal Water District (Upper District), it can purchase treated imported water from the Upper District, and does so to obtain the remaining 20% of its supply.

Wastewater is conveyed through the City sewer system to the Los Angeles County Sanitation District and then transferred to one of two reclamation plants. The City does not currently have the necessary infrastructure to utilize recycled water, but in coordination with the SGVMWD, it may consider utilizing recycled water for Basin recharge in the future.

Alhambra implements various water demand management measures in order to meet reduction targets. The City audits the accounts of commercial, industrial, and institutional customers and sends notices when there is unusual water consumption. The City also runs an annual program to give residential customers free, ultra-low-flow toilets that use 30% less water than conventional toilets. The City also provides public education regarding water conservation, water awareness, and regulatory mandates.

About half of all drinking water in the San Gabriel Valley and Southern California is used for landscape irrigation. Changing outdoor watering habits and behavior can therefore greatly increase water conservation. The City adopted the Water Efficient Landscape Ordinance in 2009 to reduce the amount of

water used in landscaping. The City also implements the State Water Resources Control Board's (SWRCB) Model Water Efficient Landscape Ordinance, issued in July 2015. Other actions the City has taken to help conserve water include planting drought-tolerant landscaping at City Hall, Shorb Garden, Almansor Park, Gateway Plaza, the City golf course, and Fire Station 71.

Biological Resources/Open Space

Alhambra is an urbanized City in a large metropolitan area. While wildlife inhabits urban areas, no rare or endangered plant or animal species permanently reside in Alhambra. Occasionally, rare migratory birds may stop in Alhambra's parks and green spaces, including the Alhambra Golf Course. This course is certified by Audubon International. In total, open space - including parks, the Alhambra golf course, and street medians - constitutes approximately 9% of the land in Alhambra.

Soil Conservation and Preservation

Alhambra lies on the western edge of the San Gabriel Valley, an alluvial plain created by the weathering of the San Gabriel Mountains. Topography is generally flat with some hills in the western portion of the City. Soils in the San Gabriel Valley consist of alluvial debris deposited from the weathering of the San Gabriel Mountains, including gravelly loams, sandy loams, and clays. Due to the urbanized nature of the City and the fairly level topography, soil erosion generally is not a major issue in Alhambra.

Energy

When energy is produced through the burning of fossil fuels, GHGs are created, directly contributing to climate change (discussed in detail starting on page 68). Reducing energy consumption and promoting cleaner and renewable energy sources helps to



reduce climate change. In 2006, Alhambra implemented the Chevron Project to improve the energy efficiency of mechanical systems at City Hall and the Police Station. Energy-efficient fluorescent lighting has been installed at the Groundwater Treatment Plant and training center grounds. Additionally, the City holds an annual Eco-Fair where it distributes the latest green products and services for water and energy conservation.

LOCAL GREEN BUILDING PROJECTS

The City Ventures mixed-use project in downtown Alhambra features pioneering sustainable technologies and is the first LEED-certified residential project in Alhambra. The new headquarters for the Los Angeles County Community Development Commission also features green building standards and energy-efficient protocols. Additionally, several existing structures in Alhambra have been retrofitted with green building features.

Title 24 of the California Administrative Code mandates uniform energy conservation standards for new construction. Alhambra recognizes the importance of incorporating energy conservation measures, such as passive heating and cooling, into design of residential developments and has incorporated design guidelines related to energy conservation in the Zoning Ordinance. New development projects are required to incorporate green building standards, which promote environmentally responsible and resource-efficient design through siting, construction, operation, maintenance, renovation, and de-construction. Green buildings are designed to reduce the impact of the built environment through efficient use of energy, water, and other resources.

Promoting recycling can reduce energy consumption associated with producing and

manufacturing new materials. Alhambra contracts with Allied Waste Services to provide residential curbside recycling for glass, plastic, metal, aluminum, yard waste, and electronic waste.

The delivery and treatment of water is an energy-intensive process, particularly in southern California since about 50% of the water supply is imported from outside the region. Water conservation, as discussed above, can further reduce energy consumption and associated emissions.

Alhambra adopted targets for reductions in electricity use and associated GHG emissions as part of its Energy Efficiency Climate Action Plan (EECAP). Table 10 summarizes these targets.

Table 10 2020 Electricity Reduction Targets

Category	Goal	Target
GHG Emissions	Support achievement of a 15% reduction below baseline community-wide GHG emissions levels by 2020	34,850 MTCO ₂ e
Residential Electricity	Achieve a 5% reduction below 2005 residential electricity use by 2020	6,884,530 kWh
Nonresidential Electricity	Achieve a 5% reduction below 2005 nonresidential electricity use by 2020	12,423,110 kWh
New Development	Reduce new electricity use to 20% below business-as-usual levels by 2020	3,882,390 kWh
Municipal Electricity	Achieve Gold Level status in SCE's Energy Leader Partnership by reducing municipal electricity use and meeting demand response requirements	332,440 kWh

Source: City of Alhambra, 2012. Energy Efficiency chapter of Climate Action Plan

Air Quality

Alhambra is located in the South Coast Air Basin, which encompasses all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Climatological conditions and the mountains surrounding the San Gabriel Valley restrict air flow and cause pollutants to concentrate, which can result in poor air quality. Regulation by the state and federal governments as well as the South Coast Air Quality Management District (SCAQMD) have dramatically improved



air quality in the southern California region over the past several decades. Despite these improvements, the Los Angeles region has not yet attained state and federal standards for ozone or fine particulate matter ($PM_{2.5}$). The South Coast Basin attainment status for all criteria air pollutants (those pollutants by the state and federal governments used to gauge air quality).

Given Alhambra's location in the heart of the Los Angeles metropolitan area, the City's influence on regional air quality is limited. Nevertheless, the City can contribute to further improving regional air quality through land use planning that minimizes vehicle trips/vehicle miles traveled and associated emissions as well as building standards that reduce energy use.

Through appropriate land use planning, the City can also minimize exposure, particularly of sensitive receivers such as school-aged children and the elderly, to elevated air pollution concentrations. The California Air Resources Board (CARB) published the Air Quality and Land Use Handbook: A Community Health Perspective in April 2005 to provide guidance to local agencies in the siting of land uses to minimize exposure to air pollution and, in particular, toxic air pollutants. The Handbook includes specific siting recommendations for various types of facilities, as shown in Table 12. CARB's recommendations are advisory and given Alhambra's built out nature and location cannot be implemented in all cases, but will be considered in making land use decisions.

SOUTH COAST AIR BASIN AQMP

SCAQMD's 2016 Air Quality Management Plan (AQMP) is aimed at achieving multiple goals in partnership with other entities promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of South Coast Air Basin residents is to reduce emissions from mobile sources, the principal contributor to the region's air quality challenges. Consequently, the SCAQMD worked closely with the CARB and USEPA (the agencies with primary responsibility for these sources) in the development of the Plan. The AQMP recognizes the critical importance of working with other agencies to develop new regulations and secure funding and other incentives to encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. These "win-win" scenarios will be key to successful implementation of the AQMP, which also includes transportation control measures developed by SCAG as part of its 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).



Table 11 South Coast Basin Attainment Status for Criteria Pollutants

Criteria Pollutant	Standard	Averaging Time	Designation	Attainment Date
1-Hour Ozone	NAAQS	0.12 ppm	Nonattainment	2/6/2023
	CAAQS	0.09 ppm	Nonattainment	N/A
8-Hour Ozone	NAAQS	0.07 ppm	Designation Pending	~2037
	CAAQS	0.07 ppm	Nonattainment	Beyond 2032
CO	NAAQS	35 ppm (1-Hour) 9 ppm (8-Hour)	Attainment (Maintenance)	6/11/2007 (Attained)
	CAAQS	20 ppm (1-Hour) 9 ppm (8-Hour)	Attainment	6/11/2007 (Attained)
NO ₂	NAAQS	0.10 ppm (1-Hour) 0.053 ppm (Annual)	Unclassifiable/Attainment Attainment (Maintenance)	N/A (Attained) 9/22/1998 (Attained)
	CAAQS	0.18 ppm (1-Hour) 0.030 ppm (Annual)	Attainment	---
SO ₂	NAAQS	0.075 ppm (1-Hour)	Designations Pending (expect Uncl./Attainment)	N/A (Attained)
	NAAQS	0.14 ppm (24-Hour) 0.03 ppm (Annual)	Unclassifiable/Attainment	3/19/1979 (Attained)
PM ₁₀	NAAQS	150 µg/m ³ (24-Hour) 50 µg/m ³ (24-Hour) 20 µg/m ³ (Annual)	Attainment (Maintenance)	7/26/2013 (Attained)
	CAAQS		Nonattainment	N/A
PM _{2.5}	NAAQS	35 µg/m ³ (24-Hour) 12.0 µg/m ³ (Annual)	Nonattainment	12/21/2019 12/31/2025
	CAAQS	12.0 µg/m ³ (Annual)	Nonattainment	N/A
Lead	NAAQS	0.15 µg/m ³ (3-Month Rolling)	Nonattainment (Partial)	12/31/2015
Hydrogen Sulfide	CAAQS	0.03 ppm (1-Hour)	Attainment	---
Sulfates	CAAQS	25 µg/m ³ (24-Hour)	Attainment	---
Vinyl Chloride	CAAQS	0.01 ppm (24-Hour)	Attainment	---

Source: AQMD. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin. February 2016.



Table 12 CARB Recommendations on Siting New Sensitive Land Uses such as Residences, Schools, Day Care Centers, Playgrounds, or Medical Facilities

Source Category	Advisory Recommendations
Freeways and high-traffic roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day
Distribution centers	<p>Avoid siting new sensitive land uses within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks per day that operate transportation refrigeration units (TRU), or where TRU operations exceed 300 hours per week.</p> <p>Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.</p>
Chrome platers	Avoid siting new sensitive land uses within 1,000 feet of chrome platers.
Dry cleaners using perchloroethylene	<p>Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district.</p> <p>Do not site new sensitive land uses in the same building with perc dry cleaning operations.</p>
Gasoline dispensing facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.
These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.	

Greenhouse Gases/Climate Change

Global climate change, or an observed increase in the average temperature of Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) in response to an increase in GHG emissions, is one of the leading environmental issues of our time. Human activities contribute to climate change through the burning of fossil fuels for energy and other activities that release carbon dioxide and other GHGs into the atmosphere. According to the Intergovernmental Panel on Climate Change, in the last 150 years, atmospheric carbon dioxide levels have increased from 280 parts per million to 400 parts per million due to human activities.

CARB is responsible for the coordination and oversight of GHG programs in California. Executive Order (EO) S-3-05 established statewide emissions reduction targets, including emissions reduced to 2000 levels by 2010, emissions reduced to 1990 levels by 2020, and emissions reduced to 80% below 1990 levels by 2050. AB 32 codifies these reduction levels. SB 32, which took effect January 1, 2017 establishes an interim 2030 threshold of 40% below 1990 levels. SB 375 requires CARB to set regional targets for 2020 and 2035 to reduce GHG emissions from passenger vehicles.

Alhambra is represented by the SCAG Metropolitan Planning Organization, which works to reduce regional vehicle miles traveled and GHGs generated from passenger vehicles. SCAG's 2016-2040 RTP/SCS is a long-range



plan to balance future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS outlines growth strategies to integrate regional land use and transportation planning to reduce GHG emissions.

The City's EECAP provides a GHG inventory and forecast, an energy profile for the City, an energy efficiency strategy, and implementation policies and actions. Figure 18 shows the breakdown of GHG emissions by source. The majority (56%) of GHG emissions generated in Alhambra are from on-road transportation. Non-residential and residential energy use account for 21% and 19% of overall emissions. Because of this, energy conservation is an important component of GHG emissions reduction. Beyond energy conservation, potential strategies to reduce GHG emissions include compact development, urban forestry, waste reduction and recycling, water conservation, and green building.

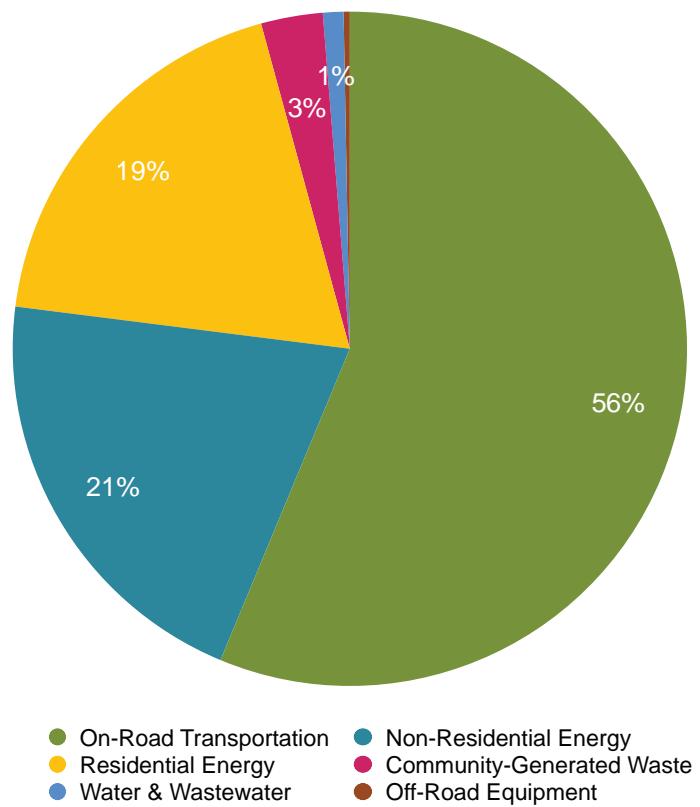
COMPACT DEVELOPMENT

Land use and development standards that reduce VMT and facilitate the use of alternatives to the drive-alone automobile through more compact and pedestrian-friendly development can reduce fuel use and associated GHG emissions. As a largely built-out community with good access to transit options, Alhambra is an ideal community for achieving GHG reduction goals through design that minimizes vehicle trips and trip lengths, and facilitates walking and transit use.

URBAN FORESTRY

Urban forests can help reduce climate change through sequestration of carbon and combating the effects of climate change. Because concrete and asphalt absorb more heat, known as the "heat island effect," climate change substantially increases the temperatures in cities. Heat can be reduced through expansion of urban tree canopies. Alhambra has been

Figure 18 Community-Wide GHG Emissions by Sector in 2005 (MTCO₂e)



active in adding to the urban tree canopy. Since 2011, the City has planted a combined total of 50 new drought-tolerant trees at Alhambra Park and Granada Park and an additional 150 drought-tolerant trees at the Alhambra Municipal Golf Course.

WASTE REDUCTION AND RECYCLING

Waste reduction and recycling reduces GHG emissions through reduced energy consumption associated with producing and manufacturing new materials, reducing deforestation. Waste reduction also reduced solid waste sent to landfills and regional incinerators, thereby reducing methane emissions. As discussed in the Infrastructure & Services chapters, the City contracts with Republic Services for residential curbside recycling for glass, plastic, metal, aluminum, yard waste, and electronic waste.



WATER CONSERVATION

Water conservation has two important implications for climate change. First, because delivering and treating water is energy intensive, water conservation reduces energy use. Second, because climate change impacts include droughts and floods, water availability will become less predictable. Because approximately 50% of the water supply in southern California is imported from outside the region, water delivery is particularly energy intensive. While Alhambra primarily utilizes groundwater, the City obtains 20% of its water from the State Water Project.

Alhambra is working to reduce water use in the City. Water conservation programs aim to reduce demand for potable water through education and City programs. The City specifically addresses this with demand management measures, public education, the ultra-low-flow toilet program, the Water Efficient Landscape Ordinance, and implementation of SWRCB's Model Ordinance to address landscaping, and planting of drought-tolerant landscaping at City Hall, Shorb Garden, Almansor Park, Gateway Plaza, the Alhambra Golf Course, and Fire Station 71.

GREEN BUILDING

Green building or sustainable construction involves creating structures and using processes that are environmentally responsible and resource-efficient throughout the building's lifecycle. Green buildings can be certified by the U.S. Green Building Council (USGBC), a nonprofit trade organization that promotes sustainability in how buildings are designed, built, and operated. The USGBC manages the Leadership in Energy and Environmental Design (LEED) green building certification system, the leading program for rating the design, construction, and operation of green buildings. A LEED-certified building cuts down on the use of energy and water resources

through environmentally responsible siting, construction, operation, maintenance, renovation, and deconstruction. LEED buildings reduce waste through use of recycled materials and maintenance of a waste reduction and recycling system. All of this reduces GHG emissions.



Urban forestation helps combat the effects of climate change

Cultural Resources

The topic of "cultural resources" addresses both historic (built environment) and prehistoric (archaeological) resources, as well as cultural facilities and events. Alhambra recognizes that the identification and preservation of the community's cultural resources are important to improve the quality of the built environment and encourage appreciation of the City's history and culture.



LEGAL BASIS AND CONTEXT FOR HISTORIC PRESERVATION

Under federal law, cultural and historical resources protection is governed by the National Historic Preservation Act (NHPA) of 1966. The NHPA established a review process for protecting cultural resources and provides the legal framework for most state and local preservation laws. The NHPA also created the National Register of Historic Places (NRHP), which is the nation's official list of cultural resources worthy of preservation.



One historic architecture style in Alhambra

In California, cultural resources are protected under CEQA. The California Register of Historical Resources (CRHR) was created in 1992 as an authoritative guide to identify the state's historical resources and to indicate what properties are to be protected from substantial adverse change.

Alhambra recognizes the need to maintain an attractive and aesthetically pleasing environment that considers historic context. In 2009, the City adopted the Single Family Residential Design Guidelines for R-1 (Single Family Residential) zoned neighborhoods, which consider the historic context of Alhambra's neighborhoods by providing guidance for renovation and development appropriate for Alhambra's eight predominant

architectural styles. The City's zoning code also serves to preserve the character and integrity of existing neighborhoods.

ALHAMBRA PREHISTORY AND HISTORY

Alhambra is located in the traditional territory of the Native American group known as the Gabrieliño, Tongva, or Kizh. What the Native Americans who inhabited southern California called themselves has long been a topic of discussion among scholars and living descendants of these people (Johnston 1962; McCawley 1996; Reid 1978). While the name Gabrieliño was applied by the Spanish to those natives that were associated with the Mission San Gabriel Arcángel, that name does not necessarily correlate to how the inhabitants of the region referred to themselves. Today, most contemporary Gabrieliño prefer to identify themselves as Tongva, though some use the name Kizh.

Tongva territory included the Los Angeles basin and southern Channel Islands as well as the coast from Aliso Creek in the south to Topanga Creek in the north. Their territory encompassed several biotic zones, including coastal marsh, coastal strand, prairie, chaparral, oak woodland, and pine forest. The watersheds of the Rio Hondo, the Los Angeles, and the Santa Ana rivers as well as many tributaries and creeks such as Ballona Creek, Tujunga Wash, Arroyo Seco and others were in the territory of the Tongva.

Several different Tongva village or community locations have been identified in the San Gabriel Valley. The names Shevaanga, Sonaanga, Sheshiikwanonga, Akuuronga, Aluupkenga, Ashuuksanga, Weniinga, and Ahwiingga have all been identified as communities along the watershed feeding the Rio Hondo River out of the San Gabriel Mountains. These communities were said to have shared a common dialect that Mission priests referred to as Simbangga.



Spanish exploration of California began when Juan Rodriguez Cabrillo led the first European expedition into the region in 1542. For more than 200 years after his initial expedition, Spanish, Portuguese, British, and Russian explorers sailed the California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968; Rolle 2003). In 1769, Gaspar de Portolá and Franciscan Father Junipero Serra established the first Spanish settlement in what was then known as Alta (upper) California at Mission San Diego de Alcalá. Eventually, the Spanish established 21 missions between 1769 and 1823. It was during this time that initial Spanish settlement of the area that is now Alhambra began.

Alhambra remained part of a large Spanish land grant until the mid-19th century, when Mexico ceded California to the United States. The land grant was subsequently subdivided into numerous smaller rancheros and the area remained in agriculture through the late 19th century, when development activity began with the introduction of the railroad and the population growth that followed. The City incorporated in 1903 and increased development took place during the following four decades. The City became thoroughly urbanized in the period between 1940 and 1960.

The history of Alhambra is reflected in the number of single-family neighborhoods, and older structures, businesses, and cultural facilities. The architectural character of Alhambra's neighborhoods is highly valued by many members of the community. Arts and Crafts bungalows, Spanish Colonial-style houses, Tudor-style manors, Beaux-Arts buildings, Victorian houses, and Moorish influenced architecture all contribute to a diverse array of architecture.

As discussed in the Land Use & Community Design chapter, residential neighborhoods throughout Alhambra (Figure 6 on page 23)

Pyrenees Castle is perched on a hilltop overlooking southwestern Alhambra. The Castle was completed in 1926 by a French immigrant, Sylvester Dupuy, modeled on a château he admired in the South of France. The Castle features 8 bathrooms with Italian marble floors, 10 bedrooms, a game room, office, dens, service rooms, and a large wine cellar. In 1946, the Castle was sold and converted into an 8-unit apartment building. It has since been restored to a single-family residence.

The Hat restaurant was built in 1951 at the corner of Valley Boulevard and Garfield Avenue. It is known for its "world famous" pastrami sandwiches. The Hat has a loyal following of local diners and continues to attract visitors throughout the region. It remains at the original location along with its iconic chef hat neon sign.

Fosselman's Ice Cream Company has been an Alhambra institution since 1941. Christian Fosselman started the business on the banks of the Cedar River in Waverly, Iowa in 1919, but moved to southern California five years later and started Fosselman Creamery. In 1941, he opened the shop and production facility in Alhambra, where all the ice cream is still made. Fosselman's occupies a 1905 building that remains purposefully retro, with old-style signs and awnings, old black-and-white photographs on the walls, and glass cases filled with vintage ice cream paraphernalia.



Fosselman's ice cream parlor



reflect the architectural trends and styles current at the time of development. While new development has displaced some homes and buildings, many original structures remain standing today.

Although the City has never developed an official inventory of historic resources in Alhambra, various private citizens and groups have performed surveys of portions of the City in the past. Some of these surveys have identified potential historic resources, but no buildings in the City have been included in the NRHP or CRHR and, to date, the City has not adopted any specific criteria for consideration at the local level.

In 2005, the City installed signs throughout Alhambra identifying historic residential tracts, including Alhambra, Ramona Park, Midwick, Emery Park, Mayfair, Story, Marguerita – Souders, and Bean tracts. A local non-profit, the Alhambra Preservation Group, has also

compiled a list of architecturally significant properties, which consists of nearly 600 homes, businesses, schools, churches and other landmarks.

Alhambra is also home to organizations and facilities that provide cultural, artistic, and theatrical services. The Alhambra Preservation Group is a local non-profit established in 2003 to raise awareness about the value of historic preservation in Alhambra. The Historical Society founded the Alhambra Historical Museum, a free public museum, in 1987. Located in Burke Heritage Park on West Alhambra Road, the museum includes a fine collection of historical memorabilia, clothing, furnishing, and books donated by Alhambra residents, organizations, and friends. The museum aims to serve as an educational organization to collect, classify, publish, and disseminate historical information.



Craftsman-style historic residence in Alhambra



Goals and Policies

The overarching purpose of the Resources chapter is to provide guidance on how to conserve, enhance, and protect natural and cultural resources. Some resource issues (such as biological and open space resources) have limited relevance in Alhambra due to the highly urbanized nature of the community. Other resource issues (such as water supply, energy, air quality, and climate change) are primarily regional or even global in nature, but the City is committed to doing its part to minimize the community's impact in these areas. Preservation of valued local cultural resources is an important consideration about which members of the community have expressed concern. The goals and policies specific to that issue show the City's commitment to addressing this issue.

WATER RESOURCES

Goal R-1 Maintenance of water supplies that meet the needs of Alhambra residents, businesses, and visitors.

Policy R-1A Maintain high-quality, reliable water supply, treatment, distribution, pumping, and storage systems to meet current and future daily and peak water demands.

Policy R-1B Encourage water conservation and, when feasible, use recycled water in residential, commercial, industrial, public, and other developments.

Policy R-1C Efficiently manage water demands and efficiently use urban water supplies.

Policy R-1D Focus on further development and implementation of water conservation programs.

Policy R-1E Maximize stormwater filtration and/or infiltration through use of low-impact development methods.

Policy R-1F Maintain appropriate levels of water pressure throughout the City's fire hydrant system and implement appropriate system upgrades as needed and feasible.

BIOLOGICAL AND OPEN SPACE RESOURCES

Goal R-2 Conservation and enhancement of open spaces, greenbelts, and natural areas.

Policy R-2A Preserve, maintain, and expand the City's urban forest.

Policy R-2B Explore opportunities to incorporate green space into development projects and expand open spaces in the City.

Policy R-2C Avoid impacts to sensitive biological species and habitats through compliance with state and federal laws and regulations pertaining to biological resource conservation.



Burke Park, one of Alhambra's open space resources



ENERGY/AIR QUALITY/GHG EMISSIONS

Goal R-3 Minimization of energy use and its associated impacts to air quality and climate change.

Policy R-3A Work with energy providers to ensure adequate, dependable energy supplies to support existing and future land uses.

Policy R-3B Encourage the use of energy saving designs, systems, and innovations in public and private building construction.

Policy R-3C Promote using renewable energy, such as solar panels and biomethane.

Goal R-4 Minimization of Alhambra's contribution to regional air pollution and local exposure to elevated air pollution concentrations.

Policy R-4A Coordinate as appropriate with SCAQMD to ensure compliance with applicable emissions standards.

Policy R-4B Through land use decisions, minimize to the degree feasible the generation of air pollution and exposure of sensitive populations to elevated air pollution concentrations.

Policy R-4C Use SCAQMD recommended methodologies to analyze and mitigate the air quality impacts of individual development projects.

Goal R-5 Minimization of Alhambra's contribution to global climate change by reducing GHG emissions to the degree feasible.

Policy R-5A Facilitate compact development patterns that minimize motor vehicle trips and VMT while maintaining community character.

Policy R-5B Collaborate with local transit agencies to develop programs that promote mass transit ridership.

Policy R-5C Encourage the use of green building technology for building retrofits and pursue LEED-certification for new development.

Policy R-5D Incorporate GHG reduction strategies into urban design and planning.

Policy R-5E Provide community outreach to educate the public about climate change and efforts that residents can make to reduce GHG emissions.

CULTURAL RESOURCES

Goal R-6 Preservation of the cultural identity of Alhambra as a diverse residential and commercial city with distinct single-family neighborhoods.

Policy R-6A Promote and encourage the preservation of Alhambra's significant historic, architectural, cultural, archaeological, and paleontological resources.



City Ventures mixed-use development promotes walking, cycling, and transit use as part of an effort to reduce Alhambra's contribution to GHG emissions in the area



Craftsman-style historic residence in Alhambra

Policy R-6B Promote the formation and maintenance of neighborhood associations to foster neighborhood preservation.

Policy R-6C Promote and maintain the unique history and architectural character of individual neighborhoods.

Policy R-6D Develop and implement design standards that maintain the character of established residential neighborhoods, as discussed in the Land Use and Community Design chapter.

Policy R-6E Enforce applicable historic preservation laws to preserve state or federally designated historic resources and other resources (e.g., archaeological and paleontological) eligible for such designation.

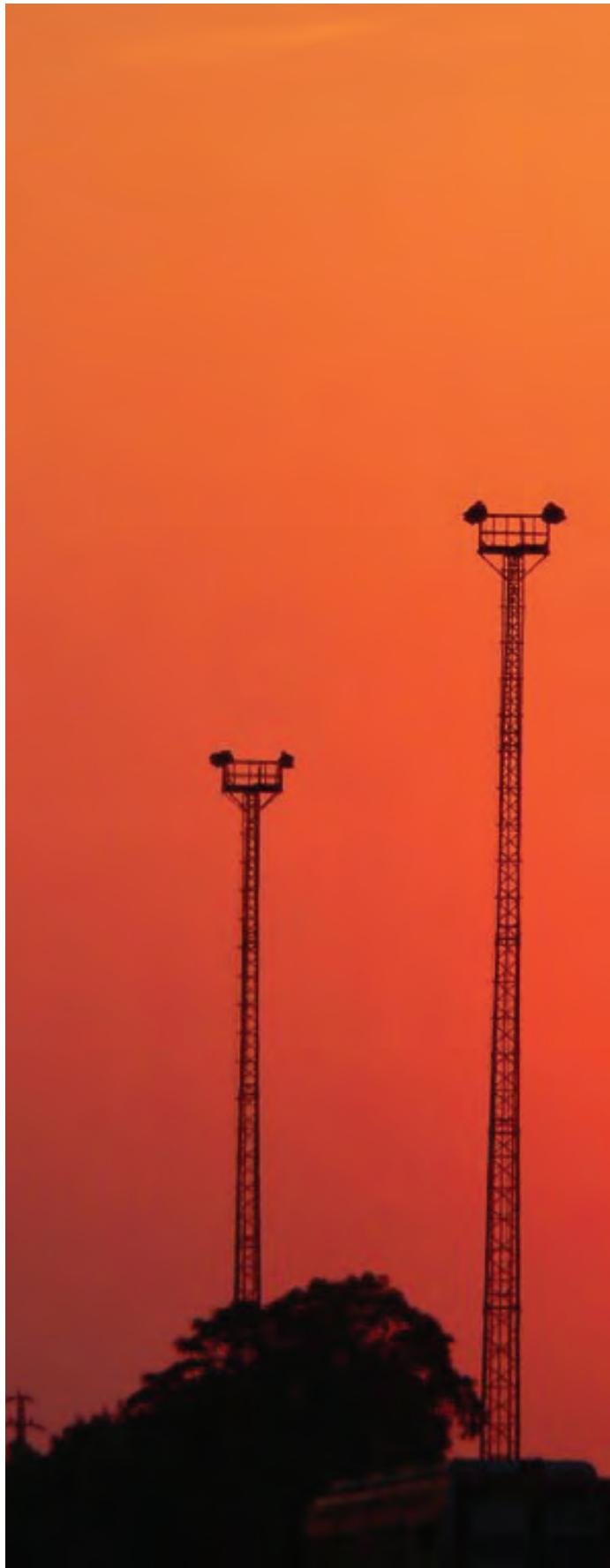
Policy R-6F Investigate the possible establishment of a local regulatory framework for the designation and protection of significant historic and cultural resources.



English Revival-style historic residence in Alhambra



Colonial-style historic residence in Alhambra



Alhambra

SERVICES & INFRASTRUCTURE

Well-designed and maintained infrastructure systems are critical to Alhambra's well-being. Water, sewer, storm drainage, natural gas, electrical, and communication infrastructure, as well as solid waste collection, disposal, and recycling services must be adequate to provide for the present and future needs of the community. Quality fire, police, and library services are also important because they contribute to the City's health, safety, and overall quality of life.

The Services & Infrastructure chapter seeks to maintain and enhance the infrastructure that serves Alhambra residents and businesses. This chapter specifically addresses technological infrastructure, solid waste management, wastewater service and infrastructure, water service and infrastructure, library service, police and fire protection, and fiscal management.



Municipal Services

PUBLIC SAFETY

Police and fire service levels depend largely on staffing, facilities, and equipment. Several measures can be used in assessing staffing level adequacy, such as the ratio of fire fighters or police officers per 1,000 population and response times. Changes in Department administration and technological advances in service delivery must be factored in determinations of adequacy. Public safety services need to be regularly evaluated to ensure that local needs are being met.



The Alhambra Police Department in 1924

POLICE

The Alhambra Police Department serves all of Alhambra. The Police Department's mission is to prevent crime, protect lives and property, preserve peace and order of the community, and build positive relationships with members of the community.

The Police Department is organized into two divisions: Field Services and Support Services. Each of these is overseen by an Assistant Chief who reports directly to the Chief of Police. As of 2016, the Department handles approximately 55,000 calls for service each year, takes close to 9,000 police reports, makes approximately 2,500 arrests each year, and handles between



Alhambra Police Department

2,000 and 2,500 Part 1 crimes per year. The Office of the Chief of Police ascribes to the six pillars of character: trustworthiness, respect, responsibility, fairness, caring, and citizenship.

The Police Department is comprised of 86 sworn officers, 80 full-time and part-time civilians, four volunteer chaplains, and 32 community volunteers. The Department handles about 50,000 calls for service each year. The Department facilities are aging and may need upgrades or replacement within the lifetime of this Plan. Homelessness is an increasing problem in the City and the source of the growing number of service calls.

FIRE

As of 2017, the Alhambra Fire Department has 66 employees, including 57 sworn positions. Annual calls for the Department for 2015 (fiscal year) were 5,571 for medical aid, fire, and rescue calls. Medical aid calls accounted for 83.9% (4,674) of the total calls. The Fire Department accomplishes its functions through four divisions: Administration, Fire/Rescue/



EMS Operations, Community Risk Reduction, and Communications. The Administration Division provides direction for planning programs, establishes policy, and coordinates the functions of the other divisions. The Fire/Rescue/EMS Operations Division is responsible for the direction of fire companies that are staffed on a 24-hour basis by three shifts of firefighting personnel. It also directs the delivery of advanced life support emergency medical care at the scene of an emergency incident. The Community Risk Reduction Division is responsible for the development of life safety standards, enforcement of fire codes, delivery of public education to the community, and coordinating disaster preparedness. The Communications Division maintains all portable radios and City-owned communications systems throughout Alhambra (Figure 19). Services are provided from four fire stations strategically located in Alhambra. As of 2017, the Department operates and maintains four fire engines, one 100-foot aerial ladder truck, two advanced life support rescue ambulances, one reserve fire engine, and one reserve rescue ambulance.

Time is of the essence during an emergency response. The National Fire Protection Association (NFPA) publishes standards for career fire departments that include how quickly each step of the notification and response should occur. The Alhambra Fire Department strives to meet the NFPA standard of travel time to an emergency incident of 240 seconds (four minutes or less).

LIBRARY

The original Alhambra Library building was authorized by the City Council in 1906 and opened in 1912, but it was demolished in 1968 due to structural damage. In 2008, a new, state-of-the-art facility in the heart of the City was completed at 101 South First Street. Named the Alhambra Civic Center Library, this facility has a total floor area of 45,000 square feet.

Service areas feature specially designed portals for each section, including areas for young children, teens, and adults, and an international language collection. There is also a spacious multi-purpose room with an attached kitchen and outside access doors, an outdoor patio reading area, and a vending cafe.

The Civic Center Library is one of the busiest libraries in California, circulating as many as 110 items per hour. On average, about 55,000 individuals visit the library every month and check out about 290,000 items every year. The library has over 120,000 items in its collection including books, magazines, newspapers, audio books, and DVDs. There are also public access computers in the adult, teen, and children's areas.

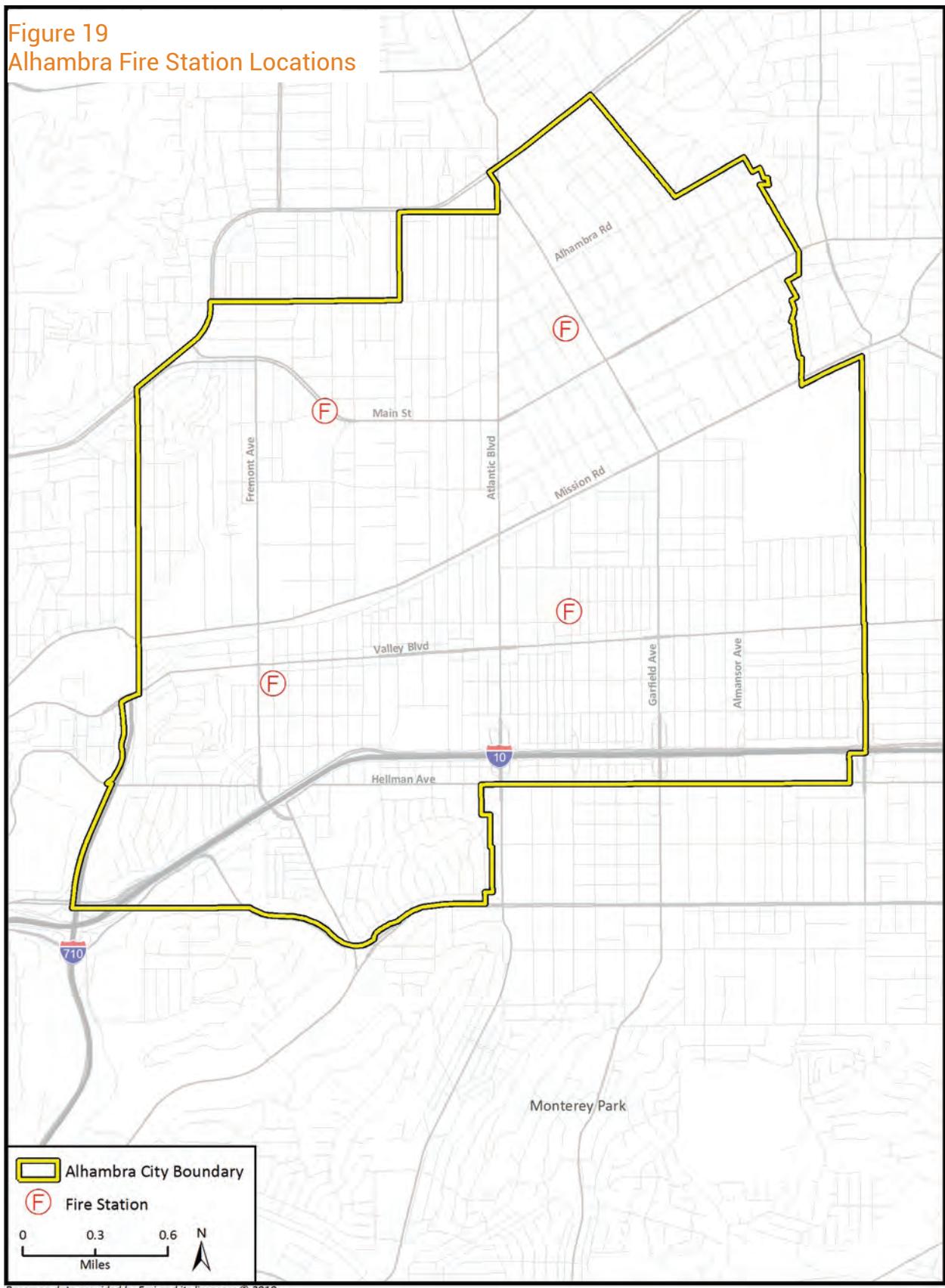
The Library Department provides current information, formal education support, independent learning opportunities, and life enrichment materials to a highly diverse public in a warm and welcoming atmosphere where a highly trained team of individuals are committed to quality service.

Although the number of visitors to the library continues to increase, the size of collections has generally declined over the years as the nature and function of the library has changed. Increasingly, patrons use the library as a study area, for social interaction, and for the use of technology. This trend is expected to continue in the future and the use of library space will continue to evolve over time.

In addition to providing local residents access to tangible materials, the library was also developed to serve as an electronic access point. It has 1.53 public access computers per 1,000 City residents, above the state average of one computer per 1000 state residents. The library's Children's Room has 20 multi-function computers for children that offer educational games and word processing programs, in addition to restricted internet access.



Figure 19
Alhambra Fire Station Locations





Infrastructure

Alhambra's ability to provide and maintain public facilities such as a sewer, water delivery, and road systems directly affects the type, quality, and intensity of future development in the City as well as the quality of life for Alhambra residents. Established levels of service must be maintained and possibly improved if the overall standard and quality of life in the community is to stay the same or be enhanced.

WATER SERVICE AND INFRASTRUCTURE

The Water Division of the City's Utilities Department is responsible for the production, treatment, disinfection, storage, distribution,



Water service infrastructure reservoir storage tank

repair, and maintenance of the entire City-owned water system. This includes the installation of all new water lines, water main and service repairs, and all fire hydrant repairs. As of 2017, the Water Division maintains and operates nine operational wells, one standby/irrigation well, a Metropolitan Water District service connection, five booster pump stations, six reservoir locations (27.53 million gallons of storage), 27 miles of transmission mains, 128 miles of distribution mains ranging in size from 4 inches to 24 inches, 3731 valves, and 916 fire hydrants.

The City's municipal service area is "built-out." Thus, the citywide water use likely will not change dramatically over the life of this Plan. Large-scale development is limited to replacement of existing structures, and overall water use generally will not be substantially increased by new development.

Alhambra currently serves approximately 17,992 connections. The City maintains records of its water use and service connections by customer group. The City's main source of water (80%) comes from nine active wells that draw from the Main San Gabriel Basin. An additional source of water (20%) comes from a service connection with the Metropolitan Water District.

The City does not currently have opportunities to utilize desalinated water as a supply source. The groundwater, pumped from the Main Basin, is low in total dissolved solids and does not require desalination. The City does not currently utilize recycled water, but there may be opportunities to utilize recycled water for irrigation purposes in the future. The San Gabriel Valley Municipal Water District, Upper San Gabriel Valley Municipal Water District, and Main Basin Watermaster are working on a solution for the use of recycled water for basin recharge and other uses.



As a retail water supplier, the City uses a three-tiered, commodity water rate structure. Currently, the City distributes prepackaged conservation kits to new customers when they sign up for water service. Conservation kits are also distributed at events, such as the annual Eco-Fair held in May. Conservation articles are printed in the local newspaper on a regular basis, but other formal advertising must be purchased. The City does not sell water to any outside agencies.

Per California Water Code Division 6, Part 2.6 (the Urban Water Management Plan [UWMP] Act), every "urban water supplier" to prepare and adopt a UWMP at least once every five years. As a retail water supplier, the City of Alhambra is subject to this requirement and updates its UWMP every five years to identify water supply sources, including the groundwater basins that supply the City (Main San Gabriel Basin and the Raymond Basin), and the importation supplies available to the City; current and future population and water demands; water supply reliability; water supply programs; water conservation goals and programs; and water shortage contingencies. Despite recent drought conditions, the 2015 UWMP forecasts adequate water supplies through 2040 for average, single dry year, and multiple dry year scenarios.

WASTEWATER AND STORMWATER SERVICE AND INFRASTRUCTURE

The Sewer and Storm Drain Division of the Utilities Department maintains and operates the sewer collection system including storm drains, catch basins, and sewer lines. The Sewer Division maintains and operates the sanitary sewer collection system, which consists of 2,800 manholes and seven lift stations with main sewer lines ranging in size from 4 to 36 inches. Approximately 99% of the system is composed of vitrified clay pipe, with less than 1% being cast iron or reinforced concrete pipe.

The City does not operate its own wastewater treatment plant. All wastewater is conveyed through the City sewer system to the Sanitation Districts of Los Angeles County (the Sanitation Districts), from whose transmission lines waste is transferred to one of two reclamation plants. The Sanitation Districts manage wastewater and solid waste by means of 24 independent special districts serving about 5.5 million people.

The Los Angeles County Sanitation Districts' wastewater system includes approximately 1,400 miles of sewers, 48 active pumping plants, and 11 wastewater treatment plants that transport and treat about half the wastewater in Los Angeles County.

The City's stormwater system includes about 1,000 storm drains/catch basins. In accordance with federal and state requirements, the City's current approach to addressing stormwater control emphasizes low impact development (LID) techniques that use or mimic natural processes that result in the infiltration, evapo-transpiration, or use of stormwater to protect water quality. Also, referred to as term green infrastructure, LID employs principles such as preserving and recreating natural landscape features and minimizing effective imperviousness to create functional and appealing site drainage. Practices that have been used to adhere to these principles include bioretention facilities, rain gardens, vegetated rooftops, rain barrels and permeable pavements. An example of LID that the City is undertaking is a green street demonstration project on Main Street that includes four bioretention rain gardens in the road median designed to capture and treat stormwater runoff from the roadway and surrounding neighborhood.

SOLID WASTE MANAGEMENT

California law requires cities and counties to develop solid waste diversion and recycling



programs to meet gradually increasing performance standards. With decreasing capacity in local landfills, cities recognize that recycling and reusing waste materials becomes more cost-effective than traditional disposal practices. Recycling construction and demolition debris, curbside recycling, green waste collection, and other creative programs also translate into cost savings for manufacturers and consumers.

The City contracts with Republic Services to provide complete residential and commercial trash, solid waste, and recycling services, including residential curbside trash, recycling, and yard waste collection; pick up of bulky items; and electronic waste pick up for all single- and multi-family homes in Alhambra.

The City and Republic Services are partners with Recyclebank, members of which earn points each time they recycle, leading to discounts on products and services from local and national retailers.

Alhambra complies with all state recycling requirements, including legislation that imposes mandatory commercial recycling on all businesses that generate at least 4 cubic yards of trash per week, and on all multi-family dwelling with five or more units.

The City's waste haulers send both commercial and multi-family dwelling solid waste to a materials recovery facility where recyclable items are pulled out of the waste stream and recycled. Located in Anaheim, Republic's CVT Regional Material Recovery Facility processes an average of 5,500 tons of materials daily using automated and manual sorting systems.

The disposal of solid waste occurs at three designated disposal sites: Sunshine Canyon Landfill, Bel-Art Transfer Station, and East Los Angeles Transfer Station. The landfill handles approximately one-third of the daily waste for all of Los Angeles County and receives roughly

9,000 tons of waste per day, or more than 2.5 million tons annually. Sunshine Canyon is anticipated to operate through 2037.

TECHNOLOGICAL INFRASTRUCTURE

Telecommunications and technology services are provided by outside vendors and agencies. Currently, there are at least half a dozen wireless cell facilities for at least four service providers (Verizon, T-Mobile, Sprint, and AT&T) in the City. The City is also served by sites in adjacent cities. The City regulates where wireless phone towers and related facilities are located. Location may affect service quality.

Wireless phones are used extensively in Alhambra and are expected to increase as rate plans become more attractive and as wireless service improves and increases in scope.

Alhambra has a total of 20 internet providers, including one cable provider, four copper providers, four DSL providers, two fiber providers, two fixed wireless providers, five mobile providers, and two satellite providers. Broadband service (high-speed internet access) is available generally from the fixed-line telephone service provider (AT&T, which provides DSL) and by the cable operator (Charter Communications). There are mobile and satellite internet services in Alhambra. Providers include AT&T mobile, Metro PCS mobile, Sprint mobile, and Verizon mobile.

Publicly funded internet access is available at the Alhambra Civic Center Library, located at 101 South First Street.



Goals and Policies

The overarching purpose of the Services and Infrastructure chapter is to ensure that development occurs concurrent with the availability and/or funding of public facilities and services, in a timely manner, and consistent with the intent to maintain a high quality of life for Alhambra. The goals, objectives, policies, and actions that follow are meant to help achieve this goal, and are organized into eight issue areas: Fiscal Management, Library Service, Police Service, Fire Service, Water, Wastewater/Stormwater, Solid Waste, and Telecommunications and Technology.

FISCAL MANAGEMENT

Goal SI-1 Attraction of development that provides benefits to the community and expands the local tax base in a fiscally responsible manner.

Policy SI-1A Encourage new development that provides benefits to the community in balance with the costs of the provision of urban services.

Policy SI-1B Continue to promote the efficient and cost-effective use of public facilities and services.

Goal SI-2 A diversified, quality commercial base and area-wide recognition as a regional marketplace with uses that are appropriate to the Alhambra community.

Policy SI-2A Encourage and enhance the development of the City's commercial areas to capture a larger share of the regional retail market while serving the needs of the local community.

Goal SI-3 A safe, decent, and economically profitable environment in support of a strong local business community.

Policy SI-3A Provide for and encourage economic maintenance and revitalization of existing commercial areas.

Policy SI-3B Eliminate and prevent the spread of blight and deterioration in the City.



The Alhambra Place is a quality commercial venue in Alhambra



LIBRARY SERVICE

Goal SI-4 An Alhambra Public Library that provides high-quality service in a high-quality setting to Alhambra residents.

Policy SI-4A While continuing to provide traditional library services, adapt to current demands and anticipate the need to adapt to future innovations in technology.

Policy SI-4B Provide adequate space in the Alhambra Public Library for current and planned collections, users, staff, and services.

Policy SI-4C Maintain telecommunication systems at the Alhambra Public Library that allow for high-quality internet access.

Policy SI-4D Continue to meet building code requirements at the Alhambra Public Library and consider the latest trends in technology, ergonomics, lighting, etc. for a high-quality, functional, and comfortable library facility.

Goal SI-5 An Alhambra Public Library that is accessible to all users.

Policy SI-5A Ensure that the Alhambra Public Library is reasonably accessible, physically and electronically, to all users.

Policy SI-5B Ensure that the hours and days of operation of the Alhambra Public Library continue to meet the needs of the City's residents.

POLICE SERVICE

Goal SI-6 An environment safe from crime against persons and property.

Policy SI-6A Ensure that police service is provided in a manner that reflects and is sensitive to the characteristics and needs of Alhambra residents, businesses, and visitors.

Policy SI-6B Implement effective programs to attract and retain officers.

Policy SI-6C Provide neighborhood patrol to maintain rapid response times and to deter crime.

Policy SI-6D Provide staffing for special events in the community to ensure proper and orderly crowd control as needed.

Policy SI-6E Upgrade police facilities as necessary to meet Department needs and accommodate technological advances.

Goal SI-7 A positive relationship with and effective partnerships between the community and the Alhambra Police Department.

Policy SI-7A Maintain positive relationships with youth at Alhambra schools.

Policy SI-7B Work with the Chamber of Commerce and businesses to distribute important crime prevention information.

Policy SI-7C Educate the community on how to participate in improving safety.

Policy IS-7D Support Neighborhood Watch groups in their efforts to function and as they disseminate safety information to the community.

FIRE SERVICE

Goal SI-8 Fire and emergency medical response that meets the needs of residents, visitors, and businesses.

Policy SI-8A Maintain Fire Department staffing and equipment levels adequate to meet community fire and emergency medical response demands.

Policy SI-8B Ensure that existing and new development minimizes fire risk through application of appropriate fire code requirements.



See also Policy R-1F in Resources.

WATER

Goal SI-9 A reliable water supply, treatment, and distribution system that meets current and future water demand as affordably as possible, while considering the City's goals related to resource conservation.

Policy SI-9A Maintain, upgrade, and expand water supply, distribution, storage, and treatment facilities to ensure access to adequate water supplies.

Policy SI-9B Ensure that local drinking water meets or exceeds federal and state drinking water regulatory standards.

Policy SI-9C Explore opportunities to aid in recharge of local groundwater basins.

WASTEWATER/STORMWATER

Goal SI-10 A wastewater and stormwater collection and treatment system that meets the needs of existing and planned development.

Policy SI-10A Maintain, upgrade, and expand wastewater and stormwater collection facilities to ensure that wastewater and stormwater generated in Alhambra can be effectively managed.

Policy SI-10B Track regional treatment system capacity and, as necessary and appropriate, participate in efforts to upgrade or expand treatment capabilities.

Policy SI-10C Require that development be connected to the municipal sewer system and ensure that adequate capacity is available for the treatment of generated wastewater flows and safe disposal of generated sludge.

Policy SI-10D Explore ways in which gray water can be used to reduce demands on groundwater and other water supplies.

Policy SI-10E Require storm drain infrastructure that implements Low-Impact Development practices (bioretention areas, cisterns, and/or rain barrels) and incorporates state-of-the-art best management practices.

SOLID WASTE

Goal SI-11 Solid waste services that meet the demands of residents and businesses while meeting applicable solid waste diversion requirements.

Policy SI-11A Provide an adequate and orderly system for collection and disposal of solid waste for existing and future development.

Policy SI-11B As feasible, emphasize source reduction and recycling in order to maximize diversion of waste from area landfills.

Policy SI-11C As area landfills close, explore alternative strategies for minimizing waste generation and disposing of waste in an environmentally sensitive manner.

TELECOMMUNICATIONS AND TECHNOLOGY

Goal SI-12 A high-quality and consistently reliable telecommunications system accessible throughout the community.

Policy SI-12A Encourage access to telecommunications and high-speed data connectivity for residences and commercial areas at competitive rates in recognition of the fact that such services are an essential and significant part of life in the City.

Policy SI-12B Assure that high-quality fixed-line and wireless phone service is available to residents and businesses in the City.

Policy SI-12C Identify opportunities to co-locate telecommunications and technology equipment.



Alhambra

HEALTH & SAFETY

As required by California Government Code Sections 65302 (f) and (g), this chapter identifies and describes potential public health safety challenges such as earthquakes, hazardous material incidents, floods, and noise that can and may affect Alhambra, as well as the requirements and resources available to respond when a public health and safety incident or emergency occurs. As a built-out community in an urbanized area, Alhambra is not subject to substantial wildfire risk. One of the purposes of this chapter is to identify and outline proactive measures to minimize public safety challenges to community residents, structures, public facilities, and infrastructure, and to enable the City to expediently and efficiently respond in the event of a public safety challenge. The chapter therefore includes goals and policies to address foreseeable public safety challenges.

In addition to feeling safe, a sense of well-being is fostered by the opportunity to enjoy a healthy and active lifestyle with access to



opportunities for recreation, exercise, healthy food, and accessible and affordable health care. Therefore, another purpose of this chapter is to identify and outline proactive measures to achieve a healthy community, and this chapter includes goals, policies, and actions to achieve this purpose.

Geology and Seismicity

Several federal and state programs and regulations pertaining to public safety provide the legal framework for safety policies in this General Plan. They offer the minimum guidelines and criteria with which the City must comply.

SOILS

Although not necessarily sudden and catastrophic, potential geological hazards can cause extensive damage to structures if not recognized and mitigated properly. These hazards are specific to the soils that act as a foundation to buildings and infrastructure, and include collapsible and expansive soils. Collapsible soils are those unsaturated soils that can withstand relatively high pressure without showing significant change in volume, but upon wetting become susceptible to a large and sudden reduction in volume. Expansive soils are fine-grained and have variable amounts of clay that can undergo volumetric shifts as a result of changes in moisture content. The upward pressures induced by the swelling can have harmful effects upon structures and other surface improvements.

Alhambra lies on the western edge of the San Gabriel Valley, which is an alluvial plain created by the weathering of the San Gabriel Mountains. The plain slopes generally to the southeast at about 1.05 feet for every 100 feet. The mean elevation of the City is 460 feet above sea level, with a range in elevation from 380 feet in the southeastern portion of the City to 580 feet in the northwest corner. The City's topography is

relatively level in most areas, with no significant hillside areas or slopes other than those near the western and southern edges of the City, and the slopes created by San Pascual Wash and Alhambra Wash in the eastern part of the City.

Soils in the San Gabriel Valley consist of alluvial debris deposited from the weathering of the San Gabriel Mountains and generally consist of sand, gravel, and clay deposited in successive layers by runoff from the nearby mountains and hills. The major soil types in the City include gravelly loams, sandy loams, and clays. These soil types do not have a high potential for collapse or expansion.

The City Public Works Department, in conjunction with the Los Angeles County Flood Control District, the California Department of Water Resources, and the U.S. Army Corps of Engineers, maintains programs designed to monitor soil erosion in areas of the City experiencing problems of this type. The City also has a grading ordinance that has been effective in controlling erosion resulting from man-made soil disturbances. The absence of significant slopes and the developed nature of the City help to mitigate erosion. As a result, no significant soil erosion or subsidence problems are evident in Alhambra.

SEISMIC SETTING

No active faults are known or suspected to traverse Alhambra and the City is not included in a special seismic zone established by the Alquist-Priolo Special Studies Zones Act of 1972. The Montebello fault does cross into and end in the City, but is not considered an active fault in Alhambra. Therefore, surface rupture in the City is unlikely. Nevertheless, seismic activity from nearby faults, including those that form the Sierra Madre fault zone, the Whittier, East Montebello, Raymond Hill, and San Rafael faults, could cause significant damage from ground shaking in the event of a major earthquake. Several major faults in the



southern California region, including the San Andreas fault approximately 25 miles north of the City and the Newport-Inglewood fault to the southeast, would have the potential to cause substantial damage in the event of a major earthquake. The San Andreas fault is expected to be the source of major earthquake within the next 30 years, with a Richter magnitude exceeding 8.0. Faults closest to Alhambra are shown in Figure 20.

Because of the City's relatively level topography, the potential for seismic-induced landsliding in the City is limited. Figure 21 shows the small area in the western portion of the City that is identified as being in a landslide hazard zone.

Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during groundshaking. Alhambra is not located in an area with high liquefaction potential. Most of Alhambra is flat and not subject to landslides. However, some small hillside areas in the western and southwestern portions of the City are potentially subject to landslides.

Stormwater Management and Flooding

Flood-prone communities can experience flooded streets, mud flows, and debris flows at the mouths of canyons, swollen river channels, and other similar sites that can cause extensive damage to property, injury, and, in some cases, loss of life.

The Federal Emergency Management Agency (FEMA) defines the "base flood" or "100-year flood" as a flood that has a 1% or greater chance of being equaled or exceeded during any given year.

FEMA's National Flood Insurance Program offers federally subsidized flood insurance to property owners in those communities that

adopt and enforce floodplain management ordinances that meet minimum criteria.

Potential localized flooding can occur due to ponding caused by intense rainstorms and spillover from nearby flood control channels. However, flood control improvements locally and in the surrounding region have removed Alhambra from the 100-year flood zone. The City would not be directly affected by dam failure from any of the dams located in the area, such as Devil's Gate Reservoir on the Arroyo Seco six miles north of Alhambra, or the Eaton Wash Reservoir on Eaton Wash four miles north of Alhambra. Tsunamis and seiches are not a threat because Alhambra is not near the ocean or any other large body of water.

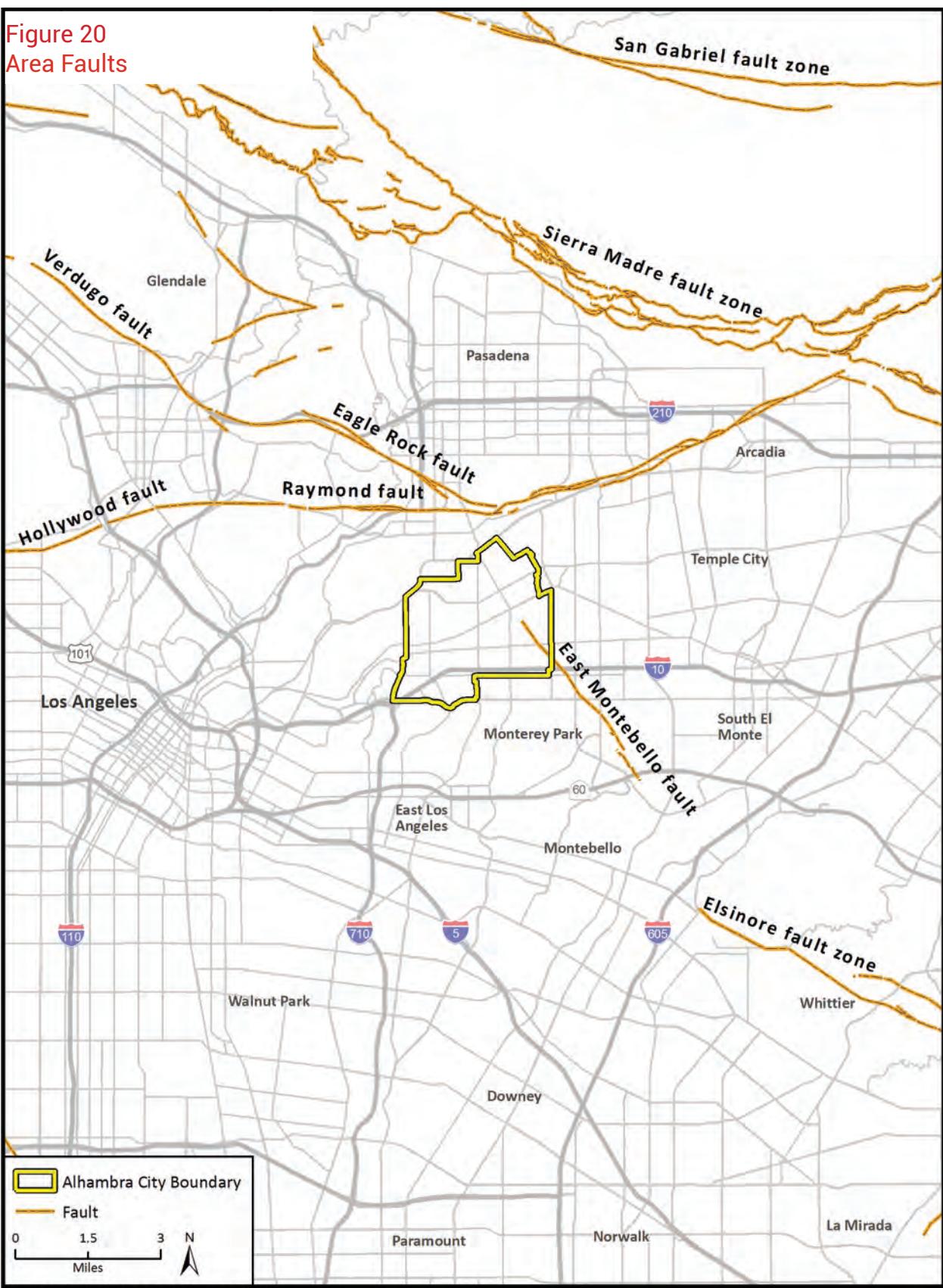
Flooding problems in the City are limited to localized problem areas where drainage systems lack capacity to handle intense rainfall events.

Hazardous Materials/Hazards Management

The United States Environmental Protection Agency (USEPA) defines a hazardous waste as a substance that 1) may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating reversible illness; and 2) that poses a substantial present or potential future hazard to human health or the environment when it is improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous waste also includes ignitable, corrosive, or reactive (explosive) compounds (USEPA 40 CFR 260.10). A material may also be classified as hazardous if it contains specified amounts of toxic chemicals. The USEPA has developed a list of specific hazardous wastes that includes solids, semi-solids, liquids, and gases.



Figure 20
Area Faults



Basemap data provided by Esri and its licensors © 2018.
Additional data provided by U.S. Geological Survey, 2010.



Figure 21
Landslide Potential



Basemap data provided by Esri and its licensors © 2018.
Additional data provided by Department of Conservation, 2016.



The state defines hazardous materials as substances that are toxic, ignitable, flammable, reactive, and/or corrosive. The state also defines an extremely hazardous material as a substance that shows high acute or chronic toxicity, carcinogenicity (causes cancer), bioaccumulative properties (accumulates in the body's tissues), persistence in the environment, or is water-reactive.

Hazardous materials are extensively regulated by federal, state, and local regulations, and new regulations are constantly being developed as more knowledge is acquired about the impact that these substances have on human health and the environment. The City's role in managing hazardous materials primarily involves enforcement of these regulations.

HAZARDOUS WASTE MANAGEMENT

The County of Los Angeles adopted a Hazardous Waste Management Plan with a primary goal of waste minimization. The Plan's purpose is to achieve a multifaceted, balanced, and effective system of hazardous waste management on a countywide basis, as a means of protecting citizens and the environment. The Plan and its policies are incorporated in this General Plan by reference, but incorporation of the County Plan does not limit the authority of the City to establish more stringent planning requirements with regard to hazardous waste management.

The County of Los Angeles Department of Public Works sponsors free household hazardous waste collection events at various locations throughout the greater Los Angeles area. Residents of Alhambra are able to participate in these events. Republic Services offers pickup of electronic waste for Alhambra residents as well.

RADON GAS

A colorless, odorless, radioactive element in the noble gas group, radon gas is produced by

the radioactive decay of radium and occurs in minute amounts in soil, rock, and the air near the ground. According to the Radon Potential Zone Map for Southern California, Los Angeles County, Alhambra has low potential for indoor radon levels above 4.0 picocuries per liter. However, there may be moderate potential for indoor radon levels above 4.0 picocuries per liter in the western portion of the City. This is illustrated in Figure 22.



Herbicides and rodenticides are examples of common household hazardous wastes

DRINKING WATER

The USEPA's National Primary Drinking Water Standards protect drinking water quality by limiting contaminants that can adversely affect public health. The USEPA and the California Department of Health Services (DHS) set the maximum contaminant levels for specific contaminants in ground water. These contaminants include organic and inorganic chemicals (minerals), substances that are known to cause cancer (carcinogens), radionuclides (such as uranium and radon), and microbial contaminants. Water purveyors are required to test their water for these contaminants on a fixed schedule and report their results to the DHS.



The City issues an annual Water Quality Report to provide information about the quality of local drinking water. The Utilities Department works to ensure that drinking water meets all USEPA and State Water Resources Control Board standards.

As discussed under the Water Resources Conservation section in the Resources chapter, the City does not use groundwater from the Raymond Basin because the basin's nitrate levels are above state standards.

Disaster Response

In the event of an emergency, communication and access to people, places, and resources may be limited. Therefore, it becomes critically important to develop emergency preparedness and contingency plans before a disaster occurs. The City has adopted the Comprehensive Emergency Management Plan (CEMP), consistent with local and state guidelines. The CEMP establishes a basis for the coordination, management, and operation of critical resources. It also describes the civil government's authority, responsibilities, and functions. During an emergency, the City will collaborate with the Governor's Office of Emergency Services, local, state, and federal law enforcement and fire agencies, emergency health providers, the Alhambra Unified School District, the American Red Cross, private industry, and the faith-based community. The Plan provides a basis for incorporating these various organizations into the City's emergency response. The CEMP also identifies contingency actions and City staff periodically engage in simulation training to ensure understanding of the CEMP.

Alhambra's Emergency Operations Center (EOC), operating out of the Police Department, is activated in an emergency. The EOC brings together resources and City of Alhambra personnel to make decisions and coordinate the

flow of information and strategies required to deal effectively with the crisis.

The Police and Fire departments have been active in the federal Homeland Security grant process. The Police Department has received grant funds to procure a new mobile Law Enforcement Mutual Aid Command Center for major disasters in Alhambra and the surrounding region.

The Fire Department has acquired an Urban Search and Rescue (US&R) vehicle with technical rescue tools and equipment to be used in the event of an earthquake or disaster. US&R is a specialty function of the Fire Department that involves locating, extricating, and providing immediate on-scene medical

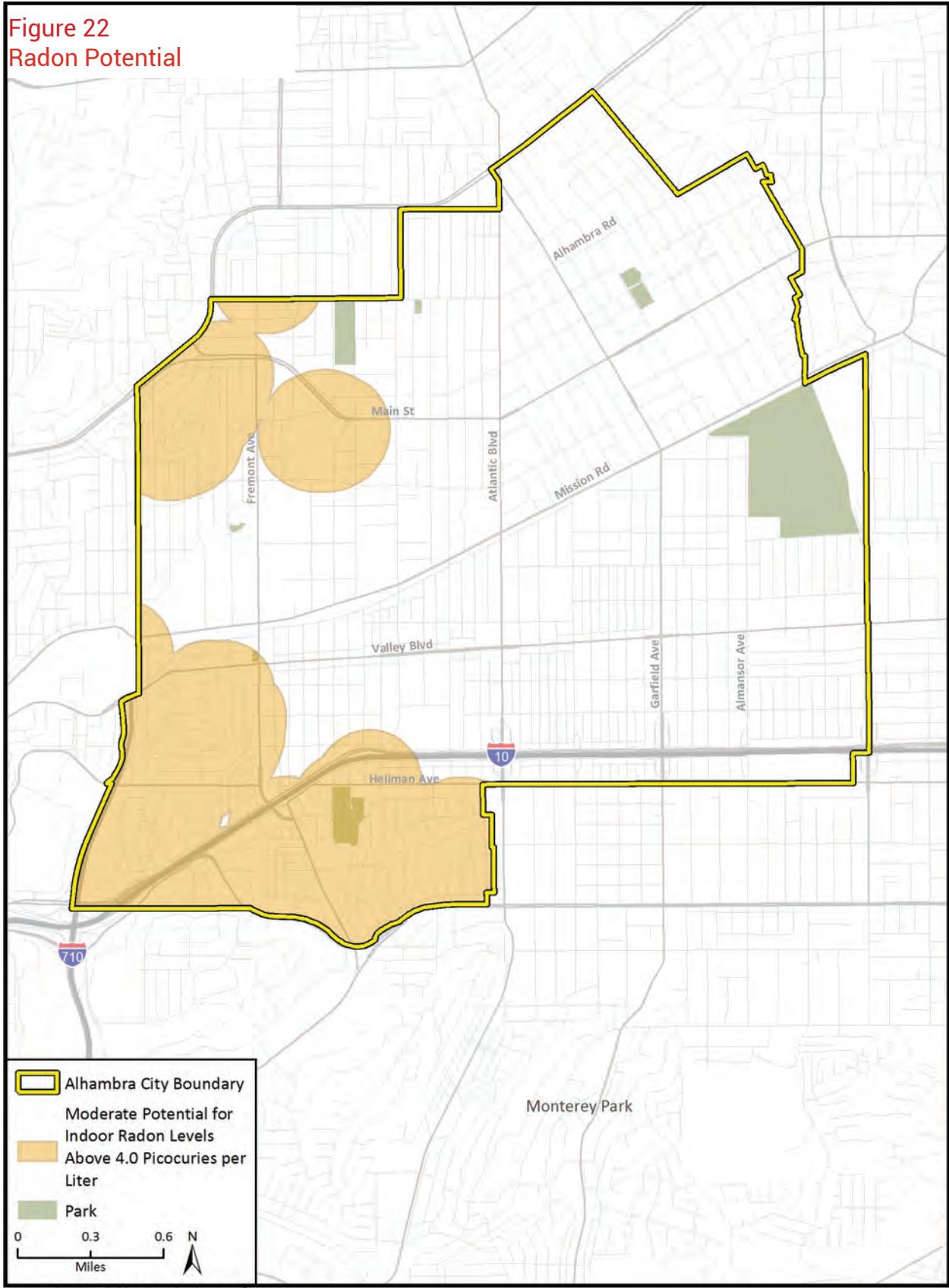


Example of a home emergency kit, described in the Family Disaster Preparedness Plan on the City's website

help to people who have become trapped in confined spaces because of structural collapses, transportation accidents, trench collapses, or natural disasters such as earthquakes, landslides, and severe storms. They also respond in case of a terrorist attack. US&R requires many different categories of equipment and training, and dedicated US&R personnel in the Department are on duty 24



Figure 22
Radon Potential





hours a day, seven days a week to handle many different kinds of emergency or technical rescue. The Fire Department currently operates the US&R vehicle housed at Fire Station 71.

The Fire Department has defined seven steps to earthquake safety, what to do if an earthquake occurs, and what to do after an earthquake. The Department also offers a Disaster Preparedness Guide on how to prepare for a potential emergency situation.

Alhambra has trained numerous residents as part of its Community Emergency Response Teams (CERT). These citizens are specially trained to provide immediate assistance in the event of an emergency, until agencies are able to respond. The training program includes sessions on disaster preparedness, first aid, communications, and good team work, fire safety, disaster medical operations, search and rescue, and more.

The City has a Family Disaster Preparedness Guide that can be found in Appendix J of the CEMP. This guide can also be found on the City's website and is designed to help residents survive until local, state, and federal government emergency services arrive on the scene. The Plan presents the most current information in easy steps with instructions to survive for seven days.

Noise

Noise is defined as unwanted sound that disturbs human activity. High levels of environmental noise are known to have adverse effects on people and general plans are required under state law to address existing and projected noise levels, their potential effects, and strategies to limit the community's exposure to excessive noise. This section addresses these requirements by identifying noise sources that may threaten community safety and comfort, and establishing policies

and programs to limit the community's exposure to excessive noise.

Environmental noise levels typically fluctuate over time, and different noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Community noise is generally not a steady state and varies with time. Under conditions of non-steady state noise, some type of statistical metric is necessary to quantify noise exposure over a long period of time. A number of noise scales have been developed to account for total acoustical energy exposure. These scales are the Equivalent Noise Level (Leq), the Day Night Noise Level (Ldn), and the Community Noise Equivalent Level (CNEL). Leq is essentially the average sound level over a given time period. Ldn is a 24-hour average noise level that includes a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. CNEL is the same as Ldn except it also includes a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m.

NOISE/LAND USE COMPATIBILITY

The California Department of Health, State Office of Noise Control published a recommended noise/land use compatibility matrix in its "Guidelines for the Preparation and Content of Noise Elements of the General Plan." Many jurisdictions have adopted this recommended matrix as a standard. A version of this noise/land use compatibility matrix for use in Alhambra is shown in Figure 23.



SOURCES OF NOISE

As required by California Government Code Section 65302 (f), major noise sources in the City are described below. Noise sources in Alhambra can be divided into two basic categories: transportation sources (primarily traffic) and non-transportation sources. A local government has little direct control of transportation noise at the source. State and federal agencies have the responsibility to control noise from the source through vehicle noise emission level standards. The City mitigates transportation noise most effectively through various measures such as land use planning, site design review, building code enforcement, and physical interventions such as noise barriers and setbacks.

The noise environment in Alhambra is typical of a community in a major urban area. The principal sources of noise in Alhambra are mobile ones, including those generated by motor vehicles and railroads. Two major freeways, a railroad, and a number of arterial roadways expose the community to noise. Noise mitigating barriers along sections of the San Bernardino Freeway and the fact that the railroad tracks have been placed in a trench below surrounding grade provide substantial noise reduction near these sources. No airports significantly contribute to the noise environment in Alhambra.

NOISE SENSITIVE RECEPTORS

Although noise affects all types of land uses and activities, some land uses are more sensitive to noise than others because lower noise levels are an important requirement for effectively carrying out the types of activities involved with that use. For example, residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks, and outdoor recreation areas are more sensitive to noise than are commercial and industrial land uses.

Land uses identified as noise sensitive include residences of all types, hospitals, rest homes, convalescent hospitals, places of worship, and schools. Examples of noise sensitive receptors in Alhambra include the following:

- » *Alhambra Civic Center Library: a public library with approximately 55,000 individual visits every month*
- » *Alhambra Hospital Medical Center: an acute care hospital*
- » *Brookdale: a senior living facility*
- » *Alhambra Park: a City park offering green space and public recreation, including swimming, basketball, and tennis*
- » *Alhambra High School: a public high school with approximately 2,800 students enrolled from ninth to twelfth grade*
- » *All Souls Church: a Catholic church located on Main Street just west of downtown Alhambra*



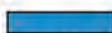
Rail tracks run below-grade to reduce noise

A number of noise-sensitive land uses are exposed to excessive noise levels. Typically these include older, established homes located along the major arterial routes of the City and a number of schools located in areas identified as high noise zones.



Figure 23
Land Use/Noise Compatibility Matrix

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE						
	Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES				70			
RESIDENTIAL - MULTI-FAMILY			70		75		
TRANSIENT LODGING - MOTELS, HOTELS					80		
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES			70		80		
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES		70					
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS					80		
PLAYGROUNDS, NEIGHBORHOOD PARKS					75		
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						80	
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL					75		
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE					80		



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.



COMMUNITY NOISE SURVEY

Measured in 2016, current noise levels in Alhambra are shown in Figure 24 on the following page. The noise measurement locations were selected based on several factors, including known significant noise sources in the community and input received from the public during the outreach process included as part of the General Plan development.

COMMUNITY NOISE CONTOURS

Noise contours are lines of equal noise level, shown on a map, extending out from a noise source (or sources). Figure 25 shows the existing traffic noise contours for the City. The results shown in these figures represent an estimate of CNEL noise levels as modeled from the centerline of the given roadway segment. These contours are to be used for planning purposes only and do not account for the site-specific conditions that may greatly affect local noise levels.

Healthy Community

The health and well-being of Alhambra's residents are fundamental to the community's quality of life and economic vitality. Key ingredients for a healthy life include nourishing food; safe water; affordable places to live; safe places to walk, bike, and be active; and clean air indoors and out. Research shows that while access to health services is important, social, environmental, and economic factors also influence health outcomes and the built environment is a key component.

Adding the consideration of health to planning decisions can lead to better health outcomes. Many planning policies already promote healthy lifestyles. For example, complete streets (see the Mobility chapter) encourage physical activity by creating safer places to walk with

improved connectivity to destinations. Other ways community health can be enhanced include access to clean air and water, healthy food, and health care.

Maintaining the health and well-being of Alhambra residents involves an integrated approach that considers land use patterns, transportation choices, education, and management of resources. As such, in addition to the policies contained in this chapter, key policies of the Land Use and Community Design, Mobility, Quality of Life, and Resources chapters must also be considered in determining the effects of future choices on public health.

Climate Adaptation

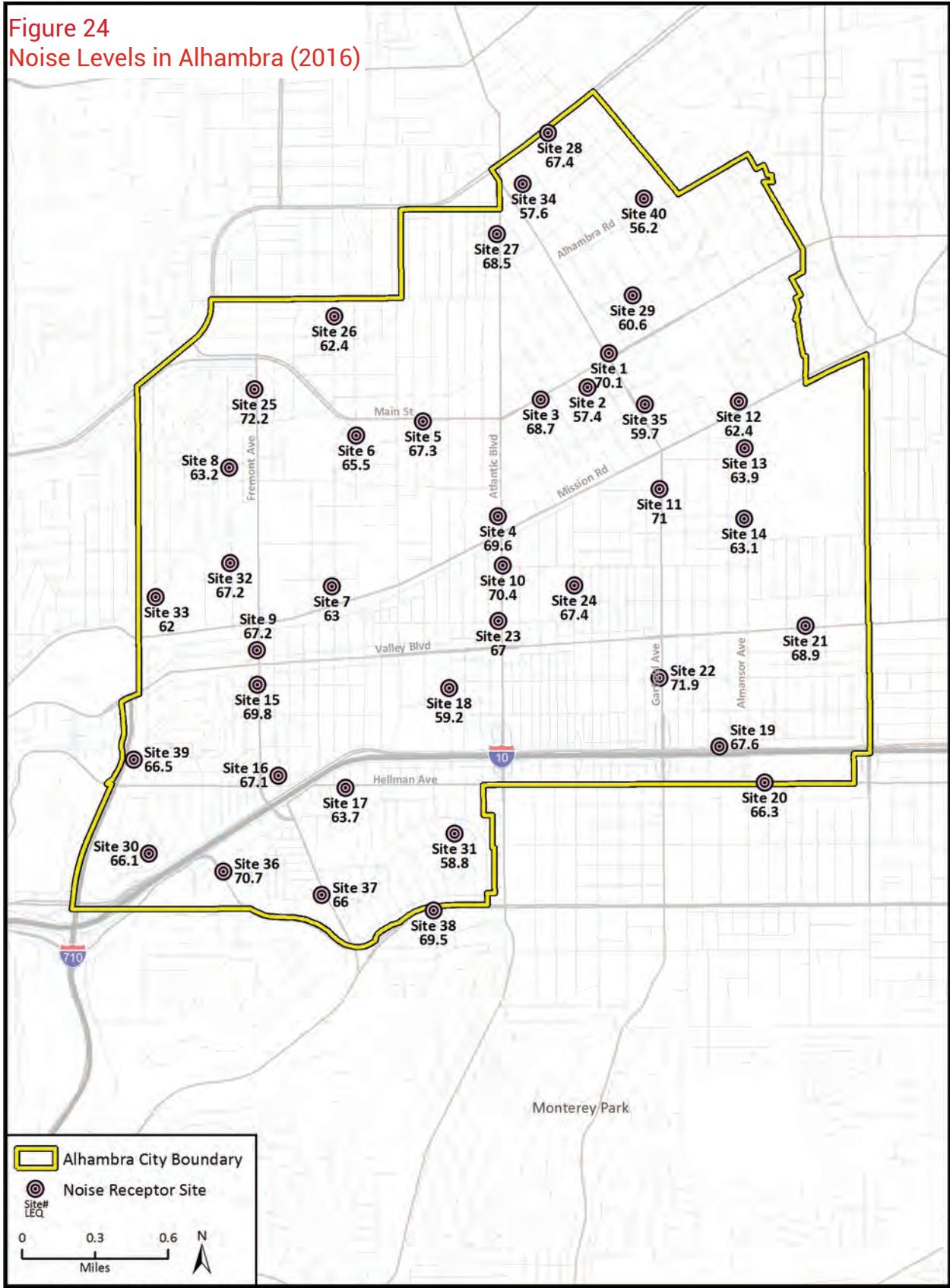
PURPOSE

Climate change is already affecting California cities, as seen by the rise in sea levels, increase in average temperatures, and the number of extreme hot days. These climate-driven changes have many consequences that affect California's health and prosperity such as increased frequency of wildfires, pressure on water supplies, shifts in growing seasons, and the increase in populations that will be exposed to intense heat waves. To this end, Section 65302 (g)(u) of the California Government Code requires general plans to address climate adaptation and resiliency strategies.

The City of Alhambra recognizes that understanding its vulnerability and planning for the increased effects of climate change are crucial to the safety of its residents. This climate change section provides a brief overview of the leading climate factors that affect Alhambra and details the City's vulnerability to each. The intent of this section is to reinforce the City's concern for the protection of all Alhambra residents and visitors from the adverse impacts of climate change



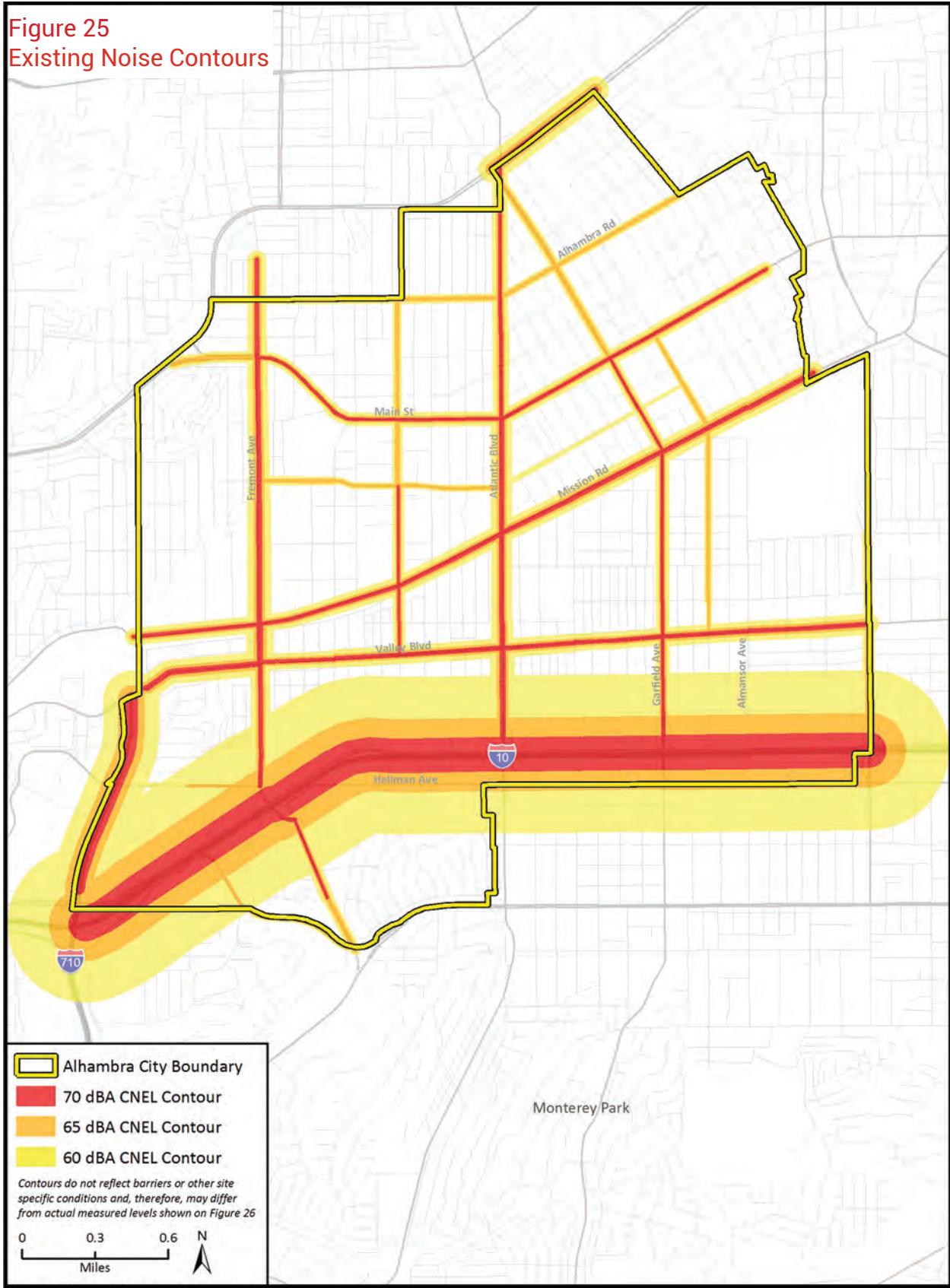
Figure 24
Noise Levels in Alhambra (2016)



Basemap data provided by Esri and its licensors © 2018.
Additional data provided by Department of Conservation, 2016.



Figure 25
Existing Noise Contours





and to set forth goals, policies, and programs that will help the City to adapt to these changes.

BACKGROUND

The City of Alhambra is already subject to high temperatures and low precipitation levels, and the intensity of these conditions will only increase with ongoing climate change. The two major climate factors that will impact Alhambra in the future are temperature and precipitation.

TEMPERATURE

Average Temperature

Overall temperatures are expected to rise throughout this century. During the next few decades, scenarios project average temperature to rise between 1°F and 2.3°F. Temperatures in Alhambra are expected to increase by 2°F by 2040 (Cal-Adapt). Currently, the average annual temperature for Alhambra is approximately 65°F. The temperature can get as low as 21°F in the winter and over 100°F in the summer (The Weather Channel).

Extreme Heat Days

The most serious climate-driven threats to the public health of Californians will stem primarily from the higher frequency of extreme conditions, principally more frequent, more intense, and longer heat waves. An increase in heat waves may increase the risk of directly related conditions such as heat stroke and dehydration. An extreme heat day for Alhambra is when the temperature exceeds 95 °F. From 1981 to 2000, the San Gabriel Valley experienced 32 extreme heat days. This number is predicted to increase more than twofold over the next 40 years. Even though the number of heat days varies from year to year, the average number is projected to increase in

the future. As the number of heat days per year steadily increases over time, Alhambra must be prepared to protect the health and safety.

PRECIPITATION

Changes in precipitation patterns will affect public health primarily through extreme events such as floods, droughts, and wildfires. In addition, higher temperatures combine with changes in precipitation patterns to create conditions that are more conducive to the occurrence and spread of infectious diseases. On average, projections show little change in precipitation in California. Furthermore, precipitation projections do not show a consistent trend during the next century.

Alhambra, like most of Southern California, has a semi-arid climate, with rainfall concentrated in the winter and spring. Annual average rainfall in Alhambra over the last 44 years is 18.9 inches, 45 percent less than the national average, and 18 percent less than the average for California. Average rainfall in Alhambra is predicted to decline approximately 5 inches by 2040. This decrease in annual precipitation is not expected to have a significant impact on Alhambra, due to the limited amount of precipitation it already receives.



Goals and Policies

The overarching purpose of the Health & Safety chapter is to achieve and maintain an environment in Alhambra that is conducive to and protects the health and safety of its residents and visitors. The goals, policies, and actions that follow are organized into seven issue areas: Soil and Seismic Hazards, Stormwater Management and Flooding, Hazardous Materials, Emergency Management, Noise, Healthy Community, and Climate Change.

SOIL AND SEISMIC HAZARDS

Goal HS-1 Minimization of impacts to people and property due to soil instability.

Policy HS-1A Minimize the risk to life or limb, and property damage resulting from soil and related hazards.

Policy HS-1B Continue to enforce building code requirements to minimize exposure to geologic hazards.

Policy HS-1C Continue to participate in regional programs designed to protect the groundwater resources of the Raymond Basin from overdraft and avoid the hazard of regional ground subsidence.

Goal HS-2 Minimization of impacts to people and property due to seismic threats.

Policy HS-2A Minimize the loss of life, serious injuries, and major social and economic disruption caused by damage to vulnerable buildings in an earthquake.

Policy HS-2B Require new developments and existing public facilities to comply with established seismic safety standards and consider location-specific seismic hazards.

Policy HS-2C Promote the upgrade of seismically hazardous buildings for the protection of health and safety.

Policy HS-2D Ensure that current geologic knowledge and state-certified professional review are incorporated into the design, planning, and construction stages of development projects, and that site-specific data are applied to each project.

Policy HS-2E Ensure to the fullest extent possible that, in the event of a major disaster, essential structures and facilities remain safe and functional, as required by current law. Essential facilities include hospitals, police stations, fire stations, emergency operation centers, communication centers, generators and substations, and reservoirs.

Policy HS-2F Ensure to the fullest extent possible that, in the event of a major disaster, dependent care and high-occupancy facilities will remain safe.

Policy HS-2G Educate the public on the hazards that seismic activities can pose to the City and its residents.

STORMWATER MANAGEMENT AND FLOODING

Goal HS-3 Proper management of stormwater to minimize the potential effects of flooding on people and property.

Policy HS-3A Minimize injury, loss of life, property damage, and economic and social disruption caused by stormwater, flooding, and other forms of inundation.

Policy HS-3B Address site-specific flood issues through improvements to storm drain infrastructure.

Policy HS-3C Strengthen the City's maintenance program for stormwater detention basins, culverts, and storm drains to minimize future flooding events.



HAZARDOUS MATERIALS

Goal HS-4 Minimization of injury, loss of life, property damage, and economic and social disruption caused by hazardous materials.

Policy HS-4A Prevent and plan for response to hazardous materials releases.

Policy HS-4B Encourage and support enforcement of state and federal laws and regulations pertaining to the generation, use, handling, storage, and transport of hazardous materials.

Policy HS-4C Encourage and support participation in regional, state, and federal emergency preparedness actions.

Policy HS-4D Coordinate as appropriate with the Department of Transportation and the California Highway Patrol to regulate the routing of vehicles carrying potentially hazardous materials along transportation corridors that reduce public exposure to risk.

Policy HS-4E Coordinate as appropriate with the Los Angeles County Fire Department Health Hazardous Materials Division to regulate the siting and operation of establishments handling, generating, recycling, and/or disposing of hazardous waste.

EMERGENCY MANAGEMENT

Goal HS-5 Prevention and minimization of the adverse effects of emergencies.

Policy HS-5A Plan for emergency response and recovery from urban disasters such as earthquake and terrorist threats.

Policy HS-5B Make the public aware of City emergency response plans, procedures, resources, risk reduction strategies, and mitigation measures.

NOISE

Goal HS-6 Minimization of exposure to excessive noise.

Policy HS-6A Avoid or reduce excessive noise impacts on noise-sensitive receptors through land use planning, review of new development proposals, and physical interventions such as noise insulation in building design, setbacks, or noise barriers when necessary.

Policy HS-6B Comply with and enforce applicable City Municipal Code standards related to noise.

Policy HS-6C Use the land use/noise compatibility matrix on page 94 to determine the compatibility of proposed new development in the City with ambient noise levels.

Policy HS-6D Ensure that the potential impacts of transportation noise sources (including non-roadway sources such as helicopter operations and train movement) are analyzed and, when necessary, mitigated through the environmental review process.

Policy HS-6E Establish and maintain coordination among City departments and other relevant agencies involved in noise abatement.

HEALTHY COMMUNITY

Goal HS-7 Healthy lifestyles for Alhambra residents.

Policy HS-7A Facilitate development and operation of fitness centers such as gyms, yoga and dance studios, martial arts centers, and rock climbing facilities.

Policy HS-7B Encourage safe, high-quality, and affordable childcare services for residents and workers in or near housing, transportation, and employment centers.



Policy HS-7C Encourage community design that facilitates active transportation such as walking and bicycling.

Goal HS-8 Access to basic health services.

Policy HS-8A Facilitate development and operation of local health care facilities that meet the needs of Alhambra residents.

Policy HS-8B Promote preventive treatment and broad access to health care in coordination with local health care providers.

Policy HS-8C Support high-quality, affordable, and convenient health care options.

Goal HS-9 Accessibility to affordable and nutritious foods.

Policy HS-9A Facilitate a range of choices for accessible, affordable, and nutritious foods.

Policy HS-9B Encourage restaurants that provide a healthy dining experience for customers.

Policy HS-9C Support community education programs on healthy eating habits and lifestyles, including addressing topics such as nutrition, physical activity, and vegetable gardening.

Policy HS-9D Promote healthy lifestyles, activities, and food choices at City offices and City-organized events.

CLIMATE ADAPTATION

Goal HS-10 Protection of residents, businesses, and visitors from the adverse effects of climate change.

Policy HS-10A Identify and periodically reassess local climate change vulnerabilities.

Policy HS-10B Develop adaptation measures that address the impacts of climate change on Alhambra's residents, businesses, and visitors.

Policy HS-10C Support initiatives, legislation, and actions to respond to climate change and consider potential climate change impacts in planning and decision-making processes.

Policy HS-10D Work with local organizations to raise awareness about climate change impacts.