



City of Rosemead

GENERAL PLAN UPDATE

Adopted by Rosemead City Council on
April 13, 2010
via Resolution 2010-23

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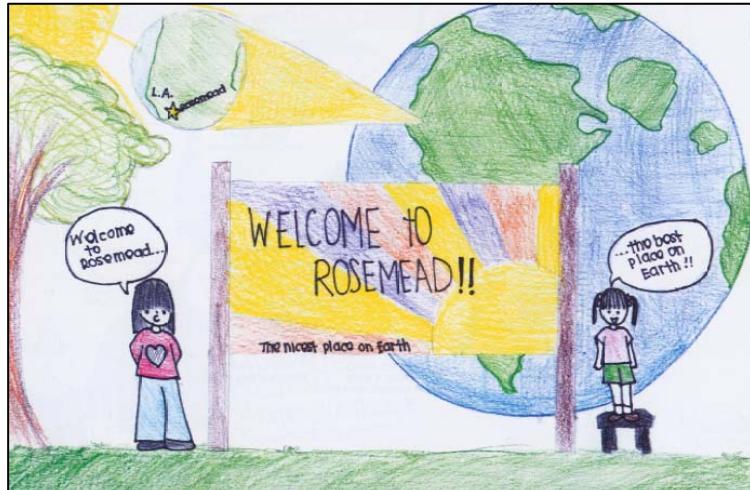
Chapter 1

INTRODUCTION

ROSEMEAD GENERAL PLAN

Envision Rosemead as a city where people have many options for housing, employment, shopping, and recreation. Envision a city where businesses create a strong economic foundation for high-quality municipal services, and where parks and recreational facilities offer opportunities for a diverse population to exercise and interact. Envision a city where schools and teachers educate and inspire youth, and where the natural environment is protected and enhanced. This is the vision for Rosemead; the General Plan will help the City realize this vision.

Since its incorporation in 1959, Rosemead has become an increasingly racially and ethnically diverse community. According to the 2000 U.S. Census, the City's population was approximately 49 percent Asian and 41 percent Hispanic, which is significantly higher than the State population percentage for both groups. An important component of this General Plan will be to address specific issues to meet the needs of Rosemead's diverse population.



Drawing by Caryn Yip, Muscatel Intermediate School student



General Plan Visions

With this General Plan, the City seeks to:

- Enhance the commercial areas along key corridors, and most specifically Garvey Avenue and Valley Boulevard;
- Create an economically viable downtown that blends retail, office, and residential uses in a walkable, attractive setting;
- Enhance parks and recreational space in underserved neighborhoods;
- Accommodate the demand for quality mixed-use development that can contribute to commercial growth and enhance opportunities for higher-density residential development;
- Protect homeowner investments and the availability of well-maintained, relatively affordable housing units;
- Minimize the impact of traffic associated with growth within the San Gabriel Valley and broader region.

Adopted by City Council on October 14, 2008, the General Plan establishes the framework for moving from the Rosemead of today toward the desired community of the future. This General Plan guides the City to the year 2025 by establishing goals and policies that address land use, circulation, safety, and open space. Each of these issues affects quality of life in Rosemead and the economic health of the community. Incorporating input from community leaders and businesses into the General Plan works to retain the qualities that make the City unique, responds to the dynamics of growth in the Los Angeles region, and meets the changing needs of residents. Implementation of the General Plan will ensure that future development projects in the City are consistent with the community's goals, and that adequate urban services are available to meet the needs of all new development. As Rosemead moves towards 2025, the City, its residents, and the business community are committed to implementing a long-range plan that enhances the physical, economic, and human resources of this diverse and community-oriented City.

Rosemead's Planning Area

The City of Rosemead is 5.2 square miles in size and located in the San Gabriel Valley, approximately 11 miles east of downtown Los Angeles. Rosemead has easy accessibility to several freeways that connect it to the City of Los Angeles and the larger Los Angeles metropolitan region. The San Bernardino Freeway (Interstate 10) runs east-west through the City, and the Pomona Freeway (State Route 60) runs through the southern portion (see **Figure 1-1 and Figure 1-2**). Interstate 710 to the west provides direct access to Long Beach, and Interstate 605 to the east connects to Huntington Beach. Interstate 210 to the north provides east-west connection to the San Fernando Valley and the Inland Empire.

History of Rosemead

The Rosemead area was settled by Gabrieleno Native Americans prior to the arrival of the Spanish, who established the first mission in the San Gabriel Valley in 1771. The area that is now considered the City of Rosemead was part of the San Gabriel Mission during the Spanish colonial period until the early 1850s. Twenty-four ranchos made up the Mission; Native Americans associated with the San Gabriel Mission settled on the ranchos and raised cattle and planted grain and grapes.¹ John and Harriet Guess arrived in the area in 1852 and were one of early white American settlers in Rosemead. Their property included the Savannah Ranch, which is located on the current Savannah School site. Leonard J. and Amanda Rose were other early settlers, who established Rose's Meadow (Rosemead Ranch) as a winery, as well as a breeding and training area for horses. The Rosemead area included these two ranches, as well as Potrero Ranch, which was owned by Richard Garvey. The area was known for small farms, as well as chicken and rabbit ranches. The City was incorporated in 1959 with a population of 15,476. Forty-seven years after incorporation, the City of Rosemead had an estimated population of 57,144.²



Early settlers: The Guess family

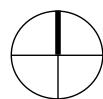
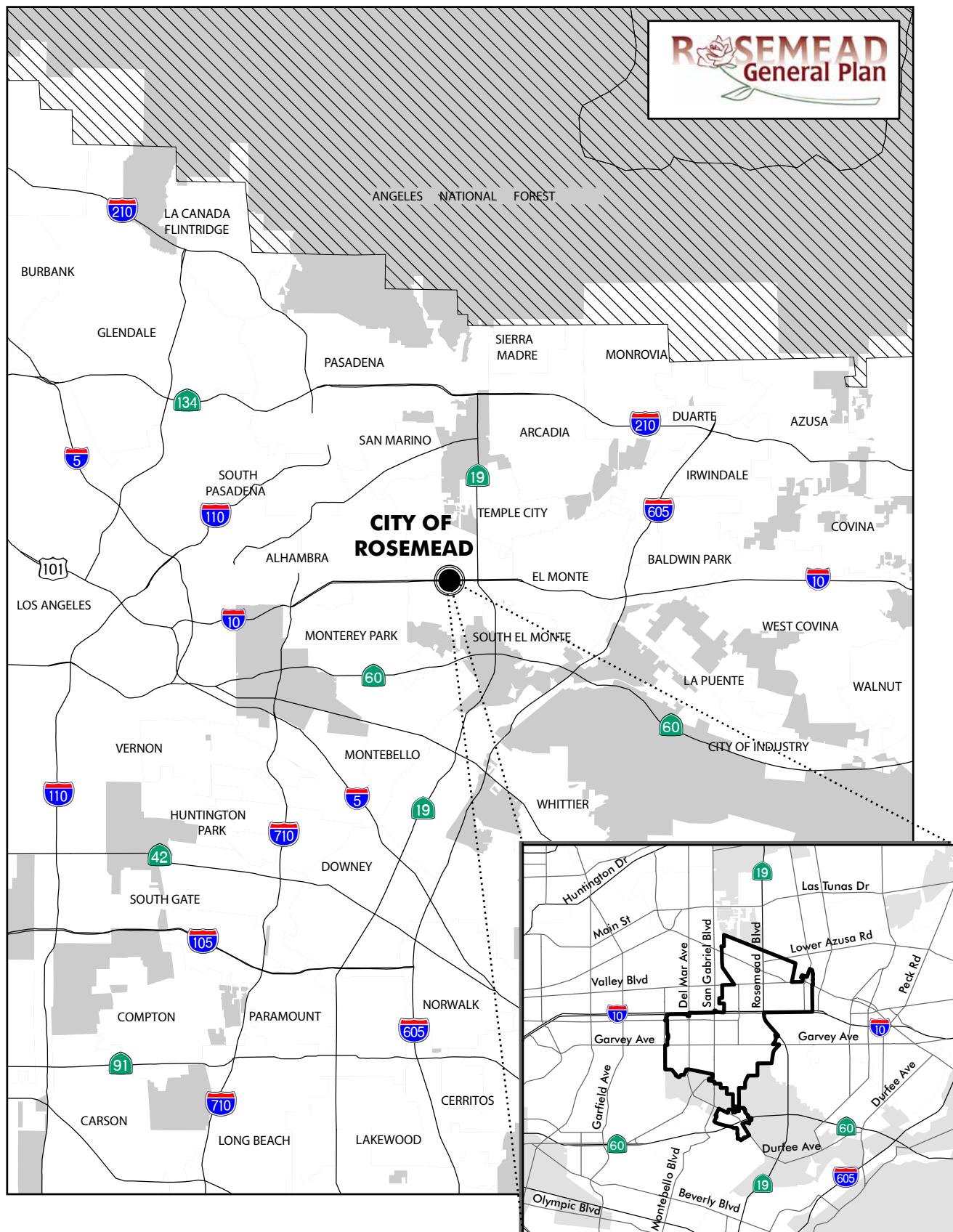
¹ Wyckoff, Beth and Joan Walton, The City of Rosemead: An Historical Sketchbook: 1984, Page 5

² California Department of Finance, 2006 Estimate.



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Sources: City of Rosemead, DMP Inc.

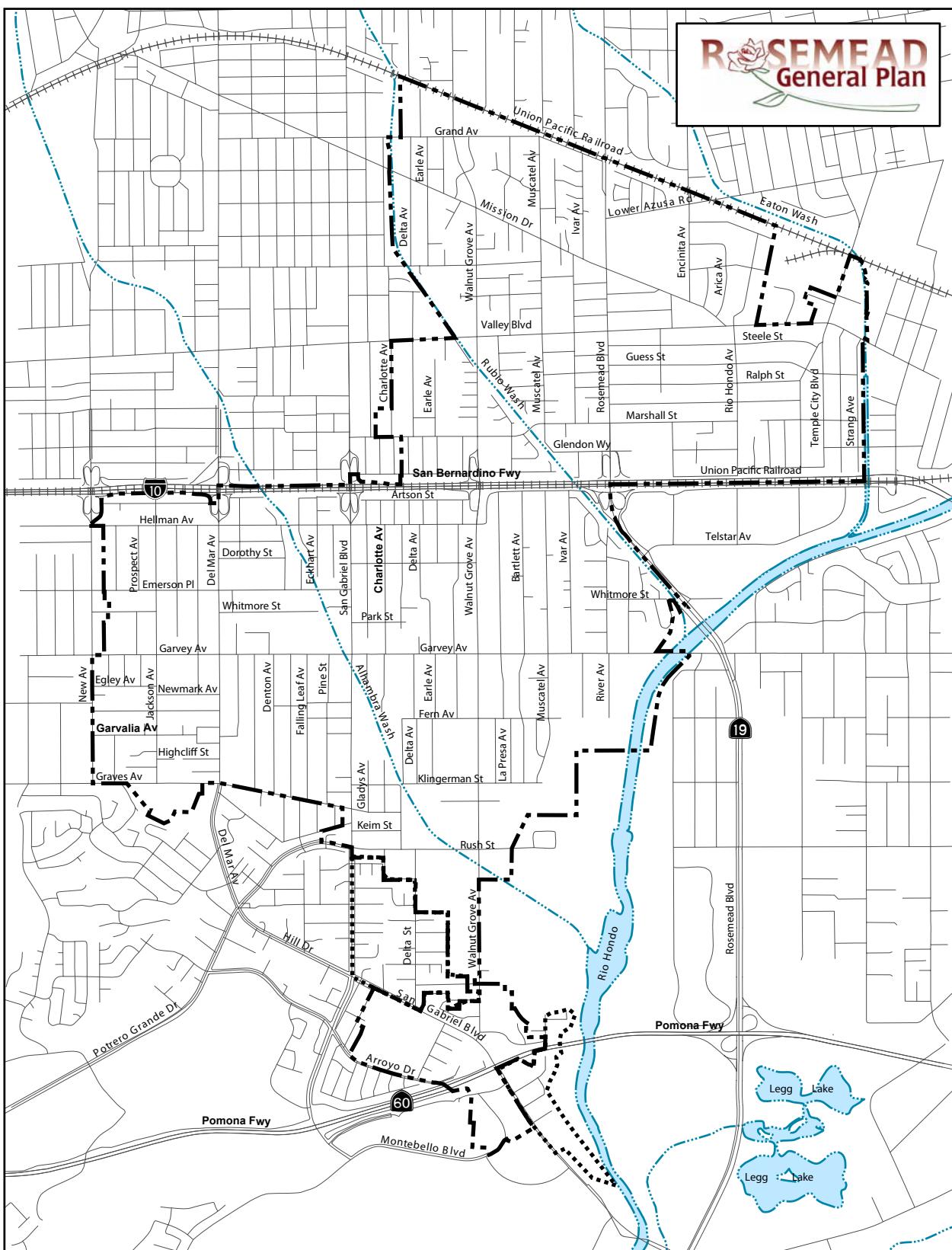
0 10,000 20,000 30,000 40,000 Feet

Figure 1-1
Regional Location Map

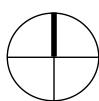
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ROSEMEAD General Plan



- Rosemead City Boundary
- Sphere of Influence Boundary
- Major Roads
- ||||| Railroad
- River/Wash



Source: City of Rosemead, DMP Inc.

0 1,200 2,400 3,600 4,800 Feet

Figure 1-2
Planning Area

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General Plan Purpose and Scope

Every jurisdiction in California is required to adopt a general plan and update this plan at regular intervals. The purpose of the general plan is to anticipate and plan for “the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (California Government Code §65300).

Rosemead’s General Plan might be compared to a roadmap, in that this plan sets a course for the future. This “map” first describes the issues facing Rosemead today, and then sets the course, expressed through goals, policies, and implementation programs, to achieve the desired Rosemead of the future. The primary benefit of long-range planning is that such planning enhances the City’s ability to control how Rosemead will look and function as time passes. Many of the goals and policies contained in this plan will improve and sustain neighborhoods, foster a better business climate, and enhance the natural environment. The links forged within the plan between land uses and the transportation, infrastructure, and public services networks will provide the flexibility needed to accommodate growth and change over the life of the plan. The General Plan also focuses on the connections between residential neighborhoods and adjacent commercial centers that may lead to a healthier lifestyle for residents by creating opportunities to walk within the City that did not exist before.

To be considered comprehensive, this General Plan must address many issues that are related to and influence land use decisions. Specifically, in addition to land use, State law requires that the General Plan address circulation, housing, the conservation of natural resources, the preservation of open space, the noise environment, and the protection of public safety (Government Code §65302). Jurisdictions may prepare and adopt any other General Plan element or address any other topics of particular relevance or interest to that community, with the understanding that these optional elements must be



Memorial near City Hall



implemented with the same vigor – and are subject to the same legal scrutiny – as the mandatory elements or topics.

The Rosemead General Plan discusses these issues in five chapters, called elements. These elements are:

- The **Land Use Element**, which focuses on the built environment and pulls together issues and goals from the other elements, laying out the framework for balancing development with broader community aims.
- The **Circulation Element**, which addresses issues related to vehicular circulation, parking management, public transit, walking, biking, and trails.
- The **Resource Management Element**, which examines both the natural and human-made environments, and establishes policies to protect those resources that distinguish and define Rosemead. Topics addressed in this element include parks, recreation, open space, community facilities, air quality, water resources and conservation, and energy conservation.
- The **Public Safety Element**, which identifies hazards present in the community and defines ways for proper planning and emergency response services to mitigate the hazards including flooding.
- The **Noise Element** identifies community noise concerns and includes policies and programs to minimize noise impacts in Rosemead.
- The **Housing Element** identifies current and future housing. Rosemead's Housing Element is updated every five years as required by State law. The City currently has an adopted and certified Housing Element dated 2000. This element is due to be revised in 2010.



Walkable Rosemead Boulevard

Table 1-1 shows the relationship between the six elements of the Rosemead General Plan and the State-mandated elements.

Table 1-1
Relationship between Rosemead General Plan
and State Mandated Elements

Rosemead General Plan Elements	State Mandated General Plan Elements						
	Land Use	Circulation	Housing	Noise	Safety	Conservation	Open Space
Land Use	•						
Circulation		•					
Community Resources					•	•	
Safety				•			
Noise							
Housing			•				

The General Plan also includes Implementation Actions, located within each element, identifying the specific actions the City will undertake to implement goals and policies. Ongoing review of these Implementation Programs allows the City to adjust programs and planned actions to respond to new or refocused priorities, to address annual budget constraints and/or opportunities, and to account for changes in the physical conditions or economic circumstances of the community (for example, occurrence of a natural disaster).

Element Structure

Each of the five elements is organized according to the following format:

- Introduction
- Issues, Goals, and Policies
- Policy Map and Plan

The *Introduction* of each element describes the focus and the purpose of the element. The relationship of the element to other General Plan elements is also specified.



The *Issues, Goals, and Policies* section is based on input received from the community, members of the City Council and Planning Commission, and City staff. *Issues* represent the needs or concerns important to the community. *Goals* are overall statements of community desires and consist of broad statements of purpose or direction. *Policies* serve as guides to the City Council and City staff in reviewing development proposals and making other decisions that affects future growth and development in Rosemead.

The *Policy Map and Plan* section provides an overview of the City's course of action to implement identified goals and policies. This section also includes *Implementation Actions*, which identifies specific actions to achieve the goals and plans identified in each General Plan element.

Community Participation

During the General Plan update process that began in 2003, the City created a four-page survey that asked residents and business owners in Rosemead what they think is special about Rosemead, and what changes they would like to see in the next 15 to 20 years. The survey was also available for downloading on the City's website. Respondents were asked to complete the survey and email or mail it to the City of Rosemead, or drop it off at City Hall. The City received 95 completed surveys. In addition, the Mayor and City Council members were interviewed to provide direction for the Plan, and to identify the issues and opportunities that will enhance the quality of life in Rosemead. Their responses were used to draft goals and policies for each General Plan element.

Public meetings were conducted before the Planning Commission and City Council during the spring and summer of 2007, with many residents attending to share their ideas and comments.

In 2009, the City initiated a minor General Plan update to re-address the mixed-use corridor designations. As part of the 2009 update, a City Council subcommittee comprised of two City Council representatives met with Planning Division staff and planning professionals to consider changing the land use designations for some areas along Rosemead's corridors. The subcommittee evaluated a number of land use options and



Example of Rosemead's single family residential areas

ultimately presented the findings at a joint Planning Commission – City Council study session on September 22, 2009. Both the Planning Commission and the City Council endorsed a concept and directed the Planning staff to modify the General Plan in accordance with the concept. A public hearing was conducted for the Draft General Plan on March 1, 2010 before the City of Rosemead Planning Commission and on April 13, 2010 before the City of Rosemead City Council.

Related Plans and Programs

State law places the General Plan at the top of the land use planning regulation hierarchy. Several local ordinances and other City plans must conform to General Plan policy and work to implement the Plan. Also, regional governmental agencies, such as the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD), have been established to address regional planning issues such as air quality, transportation, affordable housing, and habitat conservation. These regional government agencies have prepared a number of regional policy documents and plans that effect Rosemead. The following section describes ordinances, plans, and programs that must be consulted in association with the General Plan in development and planning decisions.

Rosemead Zoning Ordinance

The Zoning Ordinance, the primary tool used to implement the General Plan, regulates development type and intensity citywide. Development regulations imposed include those setting limits on building height, requiring setbacks, and specifying the percentage of a site that must be landscaped.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedure are described in the CEQA Law and Guidelines. CEQA is the instrument for ensuring that environmental impacts of local development projects are appropriately assessed and mitigated.

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) undertakes regional planning for the six-county SCAG region of



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Los Angeles, Orange, Riverside, San Bernardino, Imperial and Ventura counties. SCAG's efforts focus on developing regional strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing. The *Regional Comprehensive Plan and Guide* sets forth broad goals intended to be implemented by participating local and regional jurisdictions and the SCAQMD. SCAG has adopted companion documents to the *Regional Comprehensive Plan and Guide*, most notably the *Regional Transportation Plan*.

California Clean Air Act

In 1988, the California Legislature enacted the California Clean Air Act that requires the SCAQMD to prepare a plan to attain state ambient air quality standards in the South Coast Air Basin. State air standards are generally more stringent than their federal equivalents, and attaining them will require encompassing and effective plan measures. The Clean Air Act requires reductions from all sources of pollution: large and small industry, mobile sources, household use of polluting products, and the transportation sector. The Act also requires the Basin Plan to be revised and updated every three years.

The Clean Air Act grants new authority to the State's local air pollution control districts to adopt and enforce transportation control measures. In accordance with the Clean Air Act, areas with "severe" air pollution, which are defined as those that cannot reach State standards by 1999 and include the South Coast Air Basin, are required to include transportation control measures to achieve an average vehicle ridership of 1.5 persons or more during weekday commute hours (Refer to the Circulation Element for discussion of the City policy with respect to average vehicle ridership.).

Similarly, the Clean Air Act calls for no net increases in vehicle emissions after 1997 and requires the SCAQMD to develop programs to control emissions from indirect sources or traffic attractors such as housing developments, office parks, and shopping centers. The mitigation of traffic-generated air pollution from these sources will need to be closely linked with land use decisions.

Congestion Management Plan

The Congestion Management Plan (CMP) is a program adopted by the State Legislature and approved by the State voters in 1990 through Proposition 111. The CMP was created for the following purposes:

- To link land use, transportation, and air quality decisions;

- To develop a partnership among transportation decision-makers that devises appropriate transportation solutions including all modes of travel; and
- To propose transportation projects that are eligible to compete for state gas tax funds.

The Los Angeles County Metropolitan Transportation Authority (MTA) is responsible for preparing the County's CMP. The MTA is required by State law to monitor local implementation of all CMP elements. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, and implement an adopted trip reduction ordinance and land use analysis program. In addition, jurisdictions are required to track and report all new development activity.

Regional Transportation Plan

The *Regional Transportation Plan* (RTP) is a component of the *Regional Comprehensive Plan and Guide* prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the twenty-first century. The RTP, which SCAG periodically updates to address changing conditions in the southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility. In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the RTP parallel those used to prepare the Air Quality Management Plan.

Air Quality Management Plan

The South Coast Air Quality Management Plan (AQMP) is a comprehensive program designed to bring the South Coast Air Basin, of which Rosemead is a part, into compliance with all federal and state air quality standards. The AQMP was prepared and adopted by the SCAG and SCAQMD. Since motor vehicles are a major source of air pollution, the AQMP places substantial emphasis on reducing motor vehicle miles traveled. The AQMP foresees cities taking an increasing role in solving air pollution problems through adoption of trip reduction ordinances at the local level. The cities can take an increasing role through the adoption and implementation of Air Quality Elements and the implementation of land use policies that reduce individual vehicle use.



National Pollutant Discharge Elimination System

As part of a multi-pronged effort to improve the quality of water resources nationwide, the federal government authorized the State Regional Water Quality Control Board and its regional offices, such as the Los Angeles Regional Water Quality Control Board, to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and Rosemead as co-permittees, most new development projects in the City are required to incorporate measures to minimize pollutant levels in stormwater runoff. Compliance is required at the time that construction permits are issued, as well as over the long term through periodic inspections. NPDES requirements are adopted as part of the Rosemead Municipal Code, and are enforced by Los Angeles County, the State Water Resource Control Board, and the City's Public Works Department.

Chapter 2

LAND USE

ROSEMEAD GENERAL PLAN

Introduction

Rosemead accommodates a diversity of land uses to maintain a balanced community with vibrant residential neighborhoods, a healthy economic base, and quality services for residents and visitors. The Land Use Element establishes policies for the types and location of land uses citywide. The Zoning Ordinance implements these policies by establishing detailed use regulations and development standards for all properties.

State planning law requires that the Land Use Element designate "the proposed general distribution and general location and extent of the uses of the land" for a variety of purposes (Government Code Section 65302[a]). Through maps and text, this Element defines the distribution and intensity of development for residential, commercial, industrial, parks/open space, and public facility land uses within Rosemead and its sphere of influence areas. Finally, the Element describes the relationship between General Plan land use policy, zoning, and other plans.



Relationship to Other Elements and Plans

The Land Use Element provides the framework for all other General Plan elements, as the manner in which land is used in Rosemead affects:

- The location and design of roadways, bicycle paths, and pedestrian walkways;
- The location, type, and design of new housing development (Housing Element); and
- Park location and use, and environmental resource protection and use (Resources Management Element).

Although the Land Use Element is often the most referred element in the General Plan, it represents only one part of the General Plan. Coordination between and among all of the General Plan Elements is required to comprehensively address long-range community goals.

According to State law as revised in 2007 (AB162), land use elements shall identify and annually review the areas covered by the General Plan that are subject to flooding as identified by floodplain mapping by either the Federal Emergency Management Agency (FEMA) or the Department of Water Resources (DWR). This is accomplished by reference to the Public Safety Element, where flooding is discussed in further detail.

Zoning Ordinance

The City's zoning ordinance, which is part of the Municipal Code, divides the City into areas called zoning districts. The zoning ordinance establishes regulations for each district with respect to permitted uses, allowable density, building height, development character, etc. The zoning ordinance consists of a map that delineates the district boundaries, plus text that explains each district's purpose, specifies permitted and conditional uses, and establishes development, maintenance, and performance standards. The zoning ordinance serves as the primary implementation tool for the Land Use Element. Under California law, the zoning ordinance must be consistent with the General Plan.

Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) undertakes regional planning efforts for the six-county SCAG region consisting of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. SCAG's planning efforts focus on developing strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing throughout the region. The Regional Comprehensive Plan and Guide – developed with active participation from local agencies, elected officials, the business community, community groups, private institutions, and private citizens – sets forth broad goals and objectives intended to be implemented by participating jurisdictions and agencies such as the South Coast Air Quality Management District and Los Angeles County Metropolitan Transportation Authority.

Rosemead Downtown Vision Plan

The City is currently considering a Rosemead Downtown Vision Plan. This plan focuses on urban design opportunities on Valley Boulevard. The Plan calls for:

- Enhancing existing resources – add landscaping and streetscape along Valley Boulevard and encouraging “focal point” buildings at opportunity sites or parcels.
- Creating potential districts – identify opportunity parcels along Valley Boulevard near Walnut Grove Avenue and Temple City Boulevard to create image-making public spaces and focal point buildings.
- Emphasizing public space – expand the use of public space including the use of courtyards, plazas, outdoor dining, and pedestrian friendly retail.
- Enhance Wayfinding – improve signage and placemaking images to encourage the feel of separate districts and distinct places along Valley Boulevard.

Measuring Density and Intensity

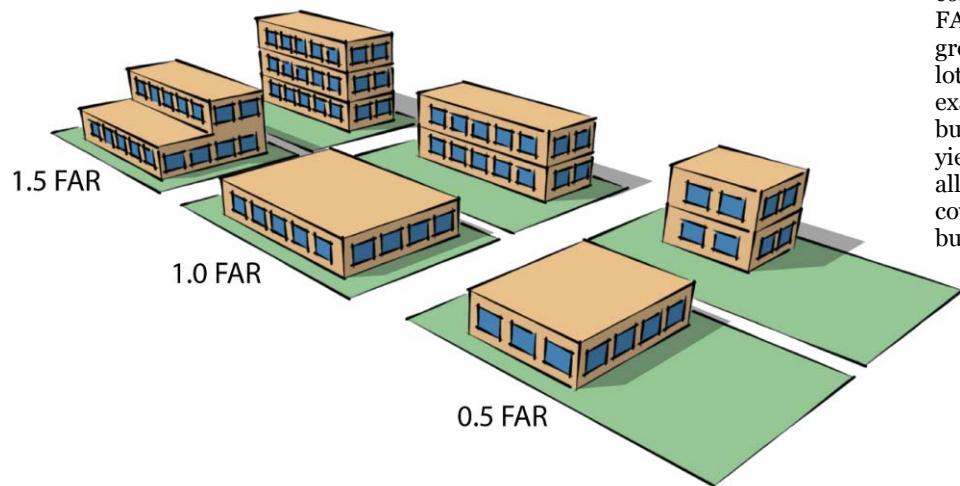
While people generally understand land use terms like “residential,” “commercial,” and “industrial,” State law requires a clear and concise description of these categories. In addition,



population and intensity standards must be specified. To describe the intensity of use – how much development exists on a property – land use planners have developed the quantitative measures of *density* and *intensity*.

The term *density* describes the development capacity of residential land. The General Plan describes density in terms of dwelling units per net acre of land (du/ac), exclusive of present or planned streets and other public rights-of-way. Density is also used to describe population density in terms of the number of persons per net acre.

Development *intensity* refers to the extent of development on a parcel of land or lot. Intensity may be calculated using several measures, such as the total building floor area, building height, floor-area ratio, or the percent of lot coverage. The General Plan uses floor-area ratio, or FAR, as a measure of non-residential intensity. The floor-area ratio is the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. This measure does not include area within parking structures.



This diagram illustrates how FAR controls the intensity of use on a lot. FAR is determined by dividing the gross floor area of all buildings on a lot by the land area of that lot. For example, a 20,000 square foot building on a 40,000 square foot lot yields an FAR of 0.5:1. A 0.5:1 FAR allows a single-story building which covers half the lot, or a two-story building with reduced lot coverage.

Land Use Plan

This Land Use Element addresses how properties will be developed over time and the extent to which private and public redevelopment efforts will change, intensify, or otherwise modify uses of property citywide. This section describes the planned distribution and development intensities of all land uses, and identifies specific goals the City will pursue relative to each designated use.

Land Use Policy Map

To maintain the desired balance of uses in the community and achieve goals regarding housing, economic development, parks, and education, the City will make land use decisions in conformance with the Land Use Policy Map, illustrated in **Figure 2-1**. The Land Use Policy Map provides a two-dimensional description of land use policy, indicating the preferred location and types of permitted uses throughout the City.

Land Use Categories

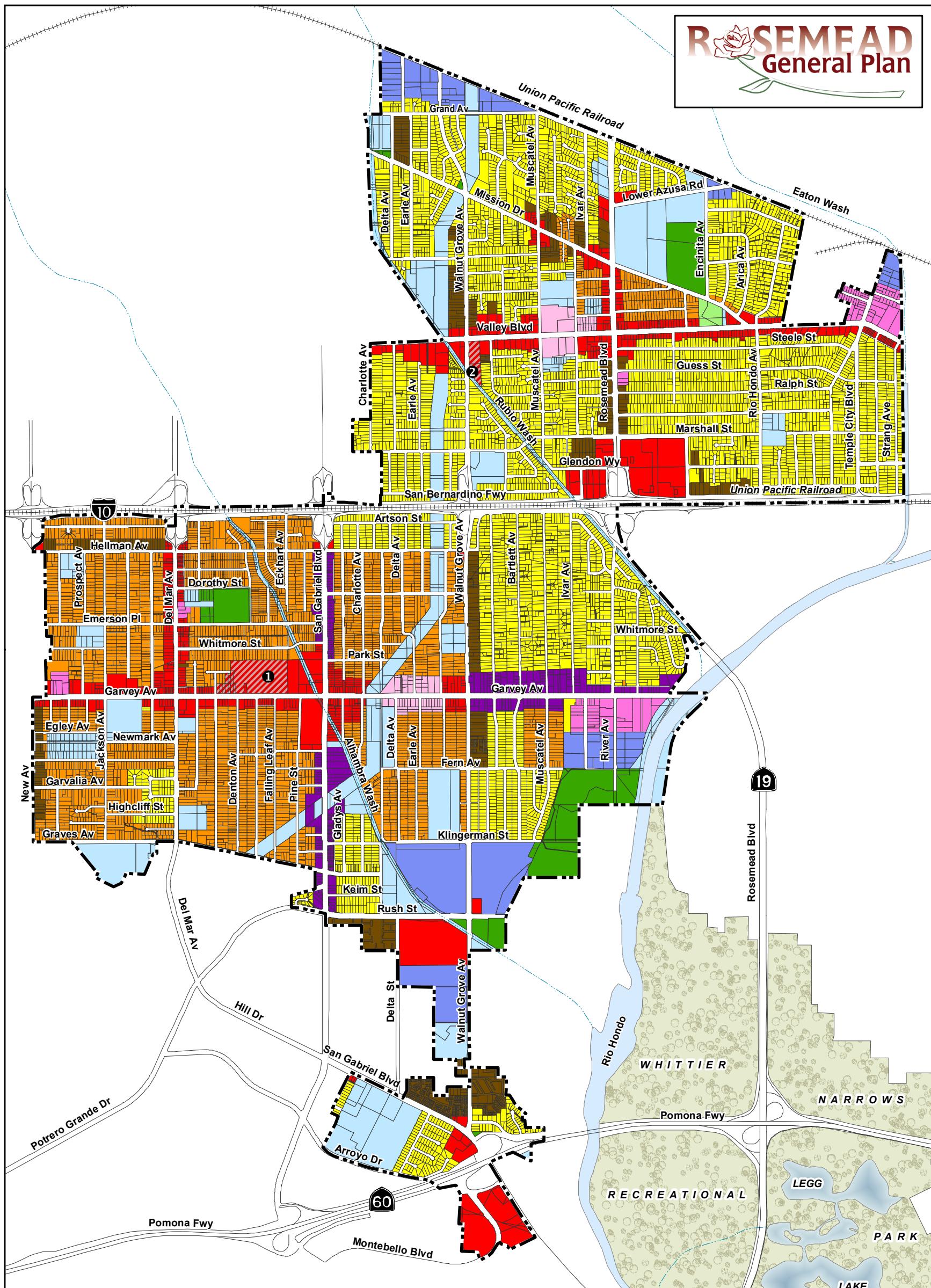
This Land Use Element designates five major categories of land use: (1) residential, (2) commercial, (3) office/light industrial, (4) mixed-use, and (5) public facilities. The residential designation is further subdivided into three density ranges: Low, Medium, and High. To provide for a diversity of mixed-use approaches, the Mixed-Use designation includes three subcategories: Residential/Commercial, High Density Residential/ Commercial, and Industrial/Commercial.

Table 2-1 summarizes the density and intensity associated with each land use category and the aggregate acreage for each. The table indicates a maximum density or intensity for each category, which indicates the maximum development potential of any individual parcel. However, not every parcel in Rosemead will be developed to the maximum density or intensity due to physical and other constraints such as public right-of-way needs, placement of buildings, zoning requirements, market desires, and other factors. Also, many residential neighborhoods in Rosemead are fully developed and not expected to experience any significant new development or “recycling” where an existing structure is removed and a new structure is built in its place. Thus, Table 2-1 also indicates typical densities and intensities that can be expected over the life of this General Plan. Altogether, these factors are used to estimate the possible buildout capacity of the City in terms of population, housing units, and square feet of commercial, industrial, and other nonresidential uses. The typical densities and intensities are for planning purposes only. Any development proposal involving a density/intensity in excess of the minimum but equal to or below the maximum should not require a General Plan Amendment.



L A N D U S E

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Legend

Yellow	Low Density Residential (0-6 du/ac)	Pink	Mixed Use: Residential/Commercial (30 du/ac; 3 Stories)	Blue	Office/Light Industrial
Orange	Medium Density Residential (0-12 du/ac)	Purple	Mixed Use: Residential/Commercial (60 du/ac; 4 Stories)	Cyan	Public Facilities
Brown	High Density Residential (0-30 du/ac)	Dark Purple	Mixed Use: Industrial/Commercial	Green	Open Space
Red	Commercial	Diagonal Stripes	High Intensity Commercial	Light Green	Cemetery

High Intensity Commercial Areas

- ① High Intensity Commercial Area 1
- ② High Intensity Commercial Area 2



Source: City of Rosemead

0 2,000 4,000 Feet

Figure 2-1
Land Use Plan

L A N D U S E

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Table 2-1
Land Use Categories
and Buildout Potential

Land Use Categories		Maximum DUs/AC (a) or FAR (b)	Typical DUs/AC (a) or FAR (b)	Typical Population Density (c)
Residential Categories				
LDR	Low Density Residential	7 DU/AC	7 DU/AC	28 Persons/AC
MDR	Medium Density Residential	12 DU/AC	8.5 DU/AC	34 Persons/AC
HDR	High Density Residential	30 DU/AC	19.8 DU/AC	79 Persons/AC
Commercial / Business Categories				
C	Commercial (d)	0.35:1 FAR	0.33:1 FAR	N/A
HIC	High Intensity Commercial	0.35:1 FAR	0.33:1 FAR	N/A
OLI	Office/Light Industrial	0.5:1 FAR	0.42:1 FAR	N/A
Mixed-Use Category				
MRC	Mixed-Use Residential/Commercial (e)	25-30 DU/AC 1.6:1 FAR	30 DU/Acre and 1.6:1 FAR	119 Persons/AC
MHRC	Mixed-Use High Density Residential/Commercial (f)	40-60 DU/AC 2.0:1 FAR	48 DU/Acre and 2.0:1 FAR	191 Persons/AC
MIC	Mixed-Use Industrial/Commercial	2.5:1 FAR	1.0:1 FAR	N/A
Public/Institutional Category				
PF	Public Facilities	N/A	N/A	N/A
Open Space Categories				
OS	Open Space/Natural Resources	N/A	N/A	N/A
CEM	Cemetery	N/A	N/A	N/A

Notes:

- a) DUs/AC: Dwelling Units Per Net Acre (net acres does not include public streets or right-of-ways)
- b) FAR: Floor-Area Ratio
- c) Population Density is estimated based on an average household size of 3.981 persons per household and a vacancy rate of 3.02% according to the 2009 California Department of Finance, Demographic Unit.
- d) Maximum of 1.0:1 FAR allowed for hotel uses that meet the requirements in Table 2-2.
- e) Mixed-Use Residential/Commercial assumes a 67% residential, 33% commercial land use mix.
- f) Mixed-Use High Density Residential/Commercial assumes a 75% residential, 25% commercial land use mix.

Residential Categories

Three land use categories are established to accommodate a range of housing types and densities. Preservation and enhancement of single-family residential neighborhoods is a key goal. New development must be compatible with and complement established residential neighborhoods. In residential areas, in addition to the primary residential use,



L A N D U S E

accessory structures, group homes, religious and charitable organizations are permitted consistent with State law and zoning ordinance requirements.

Low Density Residential

The Low Density Residential (LDR) land use category is characterized by low-density residential neighborhoods consisting primarily of detached single-family dwellings on individual lots. The minimum permitted density is 0 dwelling units per acre. The maximum permitted density is 7.0 dwelling units per acre. The typical population density is approximately 28 persons per acre.

Medium Density Residential

The Medium Density Residential (MDR) land use category allows for densities of up to 12 units per acre with a minimum of 0 dwelling units per acre. Housing types within this density range include single-family detached homes on smaller lots, duplexes, and attached units. The typical population density is approximately 34 persons per acre.

High Density Residential

The High Density Residential (HDR) category accommodates many forms of attached housing – triplexes, fourplexes, apartments, and condominiums/ townhouses – and small-lot or clustered detached units. The maximum permitted density is 30 units per acre with a minimum of 0 dwelling units per acre, and the typical population density is 79 persons per acre.



Low Density Single Family Residential Development

Commercial Categories

Businesses in Rosemead's commercial districts provide important services to residents and contribute substantially to the City's tax revenue base. The three Commercial categories are intended to support business activity and to provide incentives to property owners to improve areas that function below their economic potential.

Commercial

The Commercial designation applies to retail and service commercial centers located along major arterials in the City: (1) Valley Boulevard west of



Southern California Edison building



Commercial properties

Muscatel, (2) Valley Boulevard near and east of Rosemead Boulevard, , (3) Garvey Avenue between New Avenue and Charlotte Avenue, (4) San Gabriel Boulevard between Park Street and Newark Avenue, (5) just west of the Walnut Grove and Garvey Avenue intersection, (6) along Rosemead Boulevard from Mission Drive to Valley Boulevard, and (7) Del Mar from the I-10 freeway interchange to Garvey Avenue.

Permitted uses include a broad range of retail, office, and service uses that serve local and regional needs. Prohibited uses include warehousing, manufacturing, industrial uses, and similar uses. The maximum permitted FAR is 0.35:1.

Overnight accommodations, such as hotels, may be developed up to maximum permitted FAR of 1.0:1 if their projects include higher design standards, the “required hotel amenities” and a minimum of two “additional hotel amenities” as identified in **Table 2-2**. If a hotel project does not meet the amenities in Table 2-2, they can only build up to 0.35:1 FAR.

Table 2-2
Required Hotel Amenities (a)

Required Hotel Amenities	Additional Hotel Amenities
<ul style="list-style-type: none"> ▪ Ballroom ▪ Business center services ▪ Meeting rooms ▪ Restaurant, bar, and lounge 	<ul style="list-style-type: none"> ▪ Concierge desk ▪ Convenience store/ snack shop ▪ Daycare services ▪ Day spa ▪ Fitness center ▪ Florist and gift shop ▪ Laundry service ▪ Pavilion lounge ▪ Pool or spa/jacuzzi ▪ Valet parking

Note:

- a) To obtain higher FAR standard (maximum permitted 1.0:1 FAR), projects must provide all of the amenities listed under the Required Hotel Amenities column and a minimum of two amenities listed under the Additional Hotel Amenities column.

Development approaches for Commercial designations include multi-story structures with underground or structured parking. Where commercial development abuts residential neighborhoods, new projects must be designed with sensitivities to the residential uses in terms of massing, siting of parking and loading facilities, and lighting.



High Intensity Commercial

The High Intensity Commercial designation consists of approximately 19.2 acres within the following two project areas:

- **The High Intensity Commercial Area 1.** This area consists of 10 parcels of land totaling approximately 15.6 acres, located on the north side Garvey Avenue between Del Mar Avenue and San Gabriel Avenue. This site is bounded by Garvey Avenue to the south, Strathmore Avenue to the west, single-family residential land uses to the north, and Paradise Trailer Park and Apartments to the east.
- **High Intensity Commercial Area 2.** This area is located on the southeast corner of Valley Boulevard and Walnut Grove Avenue, includes three parcels totaling approximately 3.3 acres. Rubio Wash is located just south of site and a combination of commercial and single-family residential land uses are located to the east.

The High Intensity Commercial provides up to 270,000 square feet of commercial retail and restaurant-related uses. The plan envisions complimentary mix of land uses and building sizes as identified in **Table 2-3 and Table 2-4**.

Table 2-3
High Intensity Commercial/Commercial Designation
Land Use and Building Size Requirements
For High Intensity Commercial Area 1

**The primary use of the site shall have a major anchor tenant
(75,000-140,000 square feet) and/or an overnight
accommodation use**

Allowed Land Uses	Allowable Building Pad Sizes
Large Retail Center with Anchor Tenants Consumer electronics and appliances retail, department store, discount and variety retail, home improvement, and hardware store	75,000-140,000 square feet
General Retail Outlets Home furnishing and housewares retail; music, video, book and entertainment retail; office products retail; sporting and recreational equipment retail; hobby and craft retail; and other specialty retail	15,000 – 35,000 square feet
Restaurant-Related Uses Casual dining restaurants, specialty eateries, and upscale dining	5,000 – 10,000 square feet
Overnight Accommodations: Overnight accommodations, such as hotels, shall have the following minimum amenities: a restaurant, bar, lounge, meeting room(s), and business center.	100 guest rooms (minimum)
Ancillary Uses	As outlined in Zoning Ordinance

The minimum site area requirement within High Intensity Commercial Area 1 shall be 15 acres. The minimum site area requirement within High Intensity Commercial Area 2 shall be 3 acres. The mix of land uses and building sizes for each of the project areas are outlined in Table 2-3 and Table 2-4.



Table 2-4
High Intensity Commercial/Commercial Designation
Land Use and Building Size Requirements
For High Intensity Commercial Area 2

The primary use of the site shall have a minimum of one general retail outlet and/or an overnight accommodation

Allowed Land Uses	Allowable Building Pad Sizes
General Retail Outlets Home furnishing and housewares retail; music, video, book and entertainment retail; office products retail; sporting and recreational equipment retail; hobby and craft retail; and other specialty retail	15,000 – 35,000 square feet
Restaurant-Related Uses Casual dining restaurants, specialty eateries, and upscale dining	5,000 – 10,000 square feet
Overnight Accommodations: Overnight accommodations, such as hotels, shall have the following minimum amenities: a restaurant, bar, lounge, meeting room(s), and business center.	100 guest rooms (minimum)
Ancillary Uses	As outlined in Zoning Ordinance

Office/Light Industrial

The Office/Light Industrial (O/LI) designation applies to properties generally located at the north and south edges of the City. This category provides suitable locations for manufacturing, assembly, and limited food processing uses, as well as office buildings and business parks. Zoning regulations specify the uses permitted and performance standards for industrial uses. The maximum permitted FAR is 0.5:1.



Industrial Use

Mixed-Use Categories

Rosemead has established three Mixed-Use categories to provide options for innovative approaches to land use and development. These categories allow for a mix of land uses in the same building, on the same parcel of land, or side by side within the same area. Such complementary use stimulates business activity, encourages pedestrian patronage, and provides a broader range of options to property owners to facilitate the preservation, re-use and redevelopment of structures.

Mixed-Use Residential/Commercial

Generally mixed-use development performs best when it is located near other mixed-use development. This configuration gives the residents more retail and office choices located and designed for pedestrian activity. Similarly, business may prefer to locate near each other to gain the synergistic benefits of serving the same clientele. As such, the mixed-use designations are located in such a manner to maximize or capitalize on that synergy.

The Mixed-Use Residential/Commercial category allows vertically or horizontally mixed commercial, office, and residential uses, with an emphasis on retail uses along the ground floor. Pedestrian connections among the uses, and as appropriate to surrounding neighborhoods, should be provided. The Mixed-Use designation will allow for mixed use and commercial infill development. Further, parcels may be assembled and consolidated to create larger, integrated development sites. All mixed-use projects are also subject to review and compliance with the City's adopted mixed-use design guidelines.

This designation applies to areas of Rosemead with historically less intensive commercial and office development. The Mixed-Use Residential/Commercial category is located on Valley Boulevard between Muscatel Avenue and Valley Boulevard, and on Garvey Avenue between Charlotte Avenue and Walnut Grove Avenue. Residential densities are limited to a maximum of 25 to 30 units per acre. For stand-alone commercial use and integrated mixed-use projects, the maximum permitted FAR is 1.6:1. The typical population density is approximately 119 persons per acre.



Office Development



Mixed-Use High Density Residential/Commercial

Similar to the Mixed-Use Residential/Commercial category, the Mixed-Use High Density Residential/Commercial category permits vertically or horizontally mixed-use commercial, office, and residential uses, but greater residential densities are permitted and encouraged. Retail uses shall be emphasized along the ground floor of street frontages, and pedestrian connections among the uses and surrounding neighborhoods should be provided.

This designation applies to the eastern end of Valley Boulevard and south of Garvey Avenue, just west of the eastern boundary. Residential densities are limited to a maximum of 36 to 60 units per acre. For stand-alone commercial use and integrated mixed-use projects, the maximum permitted FAR is 2:1. The typical population density is approximately 191 persons per acre.

Mixed-Use Industrial/Commercial

The Mixed-Use Industrial/Commercial category accommodates light industry, research and development, and office uses. The emphasis is on businesses that provide career-oriented and trade jobs. Commercial uses should be limited to those that support the primary industrial and office uses.

Areas designated for Mixed-Use Industrial/Commercial are limited to properties along San Gabriel Boulevard south of Hellman Avenue to Park Street, along San Gabriel Avenue south of the SCE easement to Rush Street, and on Garvey Avenue from Walnut Grove to Muscatel Avenue (south side of Garvey Avenue) or City limit (north side of Garvey Avenue). The maximum FAR is 2.5:1. Site design shall take into consideration any adjacent residential neighborhoods with regard to parking lot entrances, location of parking and loading facilities, building massing, and lighting.

Public Facilities Category

The Public Facilities designation applies to those land uses that are operated and maintained for public benefit. Public facilities include educational facilities, parks, utilities, and buildings or areas that support government activities. This land use category also includes quasi-public uses such as private utilities easements, private schools, and institutional activities.



Los Angeles County Public Library:
Rosemead Branch

Open Space Categories

Open Space /Natural Resources

This category applies to public properties set aside for diverse recreational interests, including parks, baseball/soccer fields, and picnicking areas, as well as open lands required for resource protection.



Rosemead City Hall

Cemetery

This category applies to the Savannah Memorial Park Cemetery (aka El Monte Cemetery) property located along Valley Boulevard. Permitted uses are limited to those ordinarily associated with a cemetery, as defined specifically in the zoning ordinance.

Goals and Policies

These Land Use Element goals and policies address four citywide issues that include: (1) enhancing and maintaining existing single-family neighborhoods; (2) providing housing opportunities for all segments of the population; (3) preserving and encouraging a variety of commercial and industrial activities; and (4) revitalizing underperforming commercial corridors.



Open Space

Single-Family Neighborhoods

In some neighborhoods, apartments and townhomes have replaced older single-family residences. This transition has generally improved neighborhoods with the introduction of higher-quality housing. However, it has also created neighborhoods where single-family residences are directly adjacent to apartments and condominiums, and residents have



expressed concern regarding privacy and the change in neighborhood character.

Maintaining housing conditions and protecting the privacy of single-story homes are key challenges in established single-family residential neighborhoods. House sizes and heights have increased over time, leading to inconsistency within neighborhoods when newer homes are constructed adjacent to or between older homes. Many of the larger, multi-story homes have a line of sight into an adjacent home or back yard. The City is committed to preserving established single-family neighborhoods by regulating development and encouraging both property maintenance and rehabilitation. The City has adopted Ordinance No. 851, commonly known as the anti-mansionization ordinance, which amended the zoning code to limit FAR and include design standards to eliminate the looks of excessive density. The City has also adopted and will promote guidelines for new development that encourages high quality site and building design compatibility with surrounding uses.

Goal 1: Maintain stable and attractive single-family residential neighborhoods.

Policy 1.1: Discourage the entitlement and construction of multiple-family units in neighborhoods that are predominately single-family.



Policy 1.2: Provide guidelines and standards to ensure adequate buffering and screening between lower density residential uses and adjacent higher density residential or non-residential uses to mitigate potential land use conflicts.

Policy 1.3: Actively promote the maintenance of properties and buildings through code enforcement.

Policy 1.4: Through the Conditional Use Permit process, Design Review process, residential design guidelines, or zoning enforcement, regulate new and large residential structures that compromise neighborhood quality.

Policy 1.5: Require that new single-family residential construction, additions, and renovations be designed to protect the privacy of adjacent residential properties and the quality of established neighborhoods.

-
- Policy 1.6:** Where the housing stock and neighborhood design are of high quality, maintain and provide the foundation for strong neighborhood interaction, and ensure that the bulk and mass of new single-family residential buildings or additions be of the same scale as surrounding units within established residential neighborhoods.
-
- Policy 1.7:** Foster housing stock and neighborhood revitalization, renovation, and good site/architectural design.
-
- Policy 1.8:** Require that new single-family units utilize detailed architectural articulations to promote the visual character of neighborhoods and comply with the adopted single family design guidelines.

Commercial and Industrial Districts

Commercial and industrial districts in Rosemead and the jobs and tax revenues they provide contribute significantly to the City's financial well-being. Economically viable commercial and industrial businesses generate tax revenue, provide a variety of shopping and commercial activities, and ensure the long-term fiscal health of the City. Preserving, retaining, and building the City's sales tax base through diverse and successful commercial and industrial uses allow Rosemead to continue to provide high level of public services, and to construct public improvements that enhance the community.

The Land Use Element and Plan will maintain, enhance, and invigorate commercial development by:

- Concentrating commercial and industrial businesses in established commercial, office, and industrial districts;
- Minimizing the "commercial sprawl" of strip commercial development; and
- Enhancing high quality commercial building and site design while allowing for increased intensities of use.



Commercial development

With regard to industrial uses, limited areas in Rosemead are designated for such businesses, and the City's focus is on



retaining and attracting clean industrial uses that have minimal impact on surrounding residential neighborhoods, that provide quality jobs, and that contribute to the tax base.

Goal 2: Expanded opportunities for concentrated commercial and industrial uses that contribute jobs and tax revenues to the community

- Policy 2.1: Establish a well-balanced and carefully planned collection of signature retail anchors, general retail outlets, casual to upscale restaurants, and upscale overnight accommodations which can take advantage of the High Intensity Commercial designated sites' accessibility to major roadway corridors.
- Policy 2.2: Revitalize commercial strip corridors by creating attractive and dynamic pedestrian-friendly activity nodes and commercial centers.
- Policy 2.3: Encourage continued development of self sustaining commercial uses within centers located at strategic intersections.
- Policy 2.4: Discourage further strip commercial development along major arterials.
- Policy 2.5: Discourage the rezoning of commercial and industrial districts to residential uses.
- Policy 2.6: Rigorously enforce property maintenance standards for commercial and industrial properties.
- Policy 2.7: Establish and apply architectural design review to additions, remodel of existing buildings and new commercial and industrial development.
- Policy 2.8: Encourage the reconfiguration and development of neighborhood shopping centers by offering modified development standards, more intense floor-area ratios, and other tools.

Mixed-Use

The City of Rosemead encourages mixed uses at key locations as discussed on pages 2-15 to 2-16 and shown on Figure 2-1. The Mixed-Use land use designations will promote stronger

and enhanced commercial business districts. Enhanced features should include a livelier streetscape, pedestrian-friendly street frontages for new buildings, revitalization of building facades, creation of active and attractive public spaces, street furniture, and other improvements.

A key opportunity exists to revitalize commercial corridors with mixed-use developments that provide both needed housing and commercial retail services. Mixed-use development has several tangible benefits, most importantly:

- attracting private investment that can help revitalize older commercial uses;
- increasing patronage within the area, which translates to economic benefits to businesses and the community;
- bringing residential and commercial uses within walking distance to each other; and
- promoting pedestrian-friendly mixed-use projects with public spaces and lively street fronts where people can meet and interact.

For residential and commercial mixed-use projects, tax-generating restaurants, retail uses, and services are required on the ground floor street frontages to create a lively street front.

Mixed-use projects often revitalize older commercial districts, but it is important that the design of new mixed-use developments reflect the established character of Rosemead. New mixed-use buildings should be compatible with the scale and massing of adjacent buildings and respect a site's context within the overall community. The City has adopted design guidelines for mixed-use development that provide design criteria to assist developers and City staff on the review of such projects, and to ensure that development is of high quality and reflective of Rosemead's goals.



Goal 3: Creation of vibrant, attractive mixed-use development

-
- Policy 3.1: Encourage mixed-use development as a means of upgrading established uses and developing vacant parcels along arterials and providing new commercial, residential, and employment opportunities.
-
- Policy 3.2: Use the Mixed-Use High Density Residential/Commercial land use designation as a vehicle to help strengthen and revitalize Rosemead's central business district.
-
- Policy 3.3: Provide adequate buffering between existing residential and commercial or light industrial uses within designated Mixed-Use areas, as well as in adjacent areas.
-
- Policy 3.4: Encourage pedestrian friendly commercial and residential planned developments wherever possible.
-
- Policy 3.5: Promote lively and attractive ground-floor retail uses that will create public revenues needed to provide for City services and the City's tax base.

Economic Development and Revitalization

Creating business and employment opportunities will strengthen the City's economic health and provide funds necessary to provide desired public facilities and services. Spending money locally increases the success of local businesses and employers, and improves private investment in the community. Proactive economic development strategies will facilitate and encourage the revitalization of the City's commercial and industrial corridors. Economic development activities include facilitating mixed-use development along commercial corridors to increase the quality of commercial offerings for residents, retaining important industrial districts, and focusing regional commercial activity at key locations that are easily accessible.

Goal 4: A financially healthy City that can meet residents' desires for public services and facilities

Policy 4.1: Retain and attract commercial and industrial businesses that contribute positively to the overall tax base.

Policy 4.2: Continue to attract industrial businesses that provide quality jobs for skilled workers.

Policy 4.3: Exclude commercial and industrial activities that adversely impact the City and its residents without providing corresponding benefits.



Goal 5: Targeted land use changes that improve housing and economic opportunities for residents and businesses and achieve City fiscal and environmental objectives.

Policy 5.1: Encourage revitalization of Garvey Avenue east of the SCE easement by promoting mixed-use development that integrates commercial uses with higher-density multiple-family residential uses.

Policy 5.2: Encourage revitalization of the San Gabriel Boulevard corridor south of Hellman Avenue to Park Street and then again south of the SCE easement to Rush Street by promoting mixed-use development that integrates light industrial and office/business park uses.

Policy 5.3: Preserve the established Central Business District along Valley Boulevard, and establish opportunities for large commercial and residential mixed-use developments.

Policy 5.4: Establish a specific plan to create a "downtown" Rosemead between Walnut Grove Avenue and Rosemead Boulevard.



Policy 5.5: Continue to support development of Rosemead Place as a commercial center, placing emphasis on improved freeway access and visibility and high quality landscaping design.

Policy 5.6: Require that future commercial projects adjacent to the San Bernardino Freeway, south of Marshall Street, be developed in a manner that:

- complements established commercial uses;
- capitalizes on the high visibility provided by the adjacent freeway through high quality design and signage; and
- incorporates the highest construction standards possible.

Policy 5.7: Encourage development of high quality commercial or mixed-use center in the vicinity of the intersection of Valley Boulevard and Temple City Boulevard.

Zoning and Land Use Policy

The City's zoning ordinance serves as the primary tool to implement General Plan land use policies. Under California law, the zoning ordinance must be consistent with the General Plan, meaning that each land use category must have one or more corresponding zone districts, and development standards and land use regulations in the zoning ordinance must reflect the policies in the General Plan. While General Plan discussion of permitted land uses and development intensities is by nature somewhat general, the zoning ordinance provides the specificity property owners and developers seek in identifying how particular properties can be used and developed. **Table 2-5** identifies the relationships between land use categories and zone districts in Rosemead. The Zoning Ordinance will be amended to include the mixed-use land use categories.

Table 2-5
General Plan and Zoning Ordinance Consistency

General Plan Land Use Category (a)		Corresponding Zone Districts (b)	
LDR	Low Density Residential	R-1 P-D	
MDR	Medium Density Residential	R-2 P-D	
HDR	High Density Residential	R-3 P-D P-O D-O	
C	Commercial	C-1 C-3 CBD	P-D P D-O
HIC	High Intensity Commercial	C-4	
MRC	Mixed-Use Residential/Commercial	CBD RC-MUDO P-D	P D-O C-3
MHRC	Mixed-Use High Density Residential/Commercial	CBD RC-MUDO P-D	P D-O C-3
MIC	Mixed-Use Industrial/Commercial	P-D P C-3	D-O M-1
OLI	Office/Light Industrial	C-3 P-O M-1	P-D D-O
PF	Public Facilities	All Zones	
OS	Open Space/Natural Resources	O-S	
CEM	Cemetery	O-S	

Notes:

a) This table compares the General Plan land use categories with the zoning districts and overlay districts. It is anticipated that the Zoning Ordinance will be updated and these zoning districts, shown here, may be changed.

b) **Zone Districts:** R-1: Single Family

Residential

R-2: Medium Multi-Density Residential

R-3: Medium Multiple Residential

C-1: Neighborhood Commercial

C-3: Medium Commercial

C-4: Regional Commercial

CBD: Central Business District

P-O: Professional Office

M-1: Light Manufacturing

RC-MUDO: Residential/Commercial Mixed-Use Development Overlay

CI-M: Commercial/Industrial Mixed

OS: Open Space

P-D: Planned Development

D-O: Design Overlay



Development Capacity

Table 2-6 identifies the planned distribution of land uses resulting from implementation of the Land Use Plan. Over time, as properties transition from one use to another or property owners rebuild, land uses and intensities will gradually shift to align with the intent of this Land Use Element. Table 2-6 summarizes the land use distribution, typical level of development anticipated, and the resultant residential and nonresidential levels of development that can be expected from full implementation of land use policies established by this General Plan. Given the almost built-out character of Rosemead, significant redevelopment activities may not occur over the life of this General Plan. Average development densities and potential presented in Table 2-3 reflect primarily established densities, with limited opportunities for recycling to more intensified development. As shown in the Table 2-5, the estimated population for Rosemead is approximately 61,480 in approximately 15,924 housing units.

Table 2-6
Land Use and Population Estimates
for General Plan Buildout

General Plan Land Use Category		Net Acres	Estimated Density/Intensity (a)	Estimated Dwelling Units	Estimated Population (b)	Estimated Potential Square Feet
LDR	Low Density Residential	965	7.0 DU/AC	6,756	26,084	0
MDR	Medium Density Residential	582	8.5 DU/AC	4,947	19,100	0
HDR	High Density Residential	116	19.8 DU/AC	2,297	8,869	0
C	Commercial	244	0.33 FAR	0	0	3,500,000
HIC	High Intensity Commercial	19	0.33 FAR	0	0	270,000
OLI	Office/Light Industrial	132	0.42 FAR	0	0	2,400,000
MRC	Mixed-Use Residential/Commercial (c)	25	30.0 DU/AC; 1.60 FAR	509	1,965	580,000
MHR C	Mixed-Use High Density Residential/ Commercial (d)	39	48.0 DU/AC; 2.00 FAR	1,415	5,462	850,000
MIC	Mixed-Use Industrial/Commercial	61	1.00 FAR	0	0	2,660,000
PF	Public Facilities	368	N/A	0	0	0
OS	Open Space/Natural Resources	83	N/A	0	0	0
CEM	Cemetery	4	N/A	0	0	0
Total		2,638		15,924	61,480	10,260,000

Notes:

- a) DU/AC: Dwelling Unit Per Acre, FAR: Floor Area Ratio.
- b) Population is estimated based on an average household size of 3.981 persons per household and a vacancy rate of 3.02% according to the 2009 California Department of Finance, Demographic Unit.
- c) Mixed-Use Residential/Commercial category assumes 67% residential and 33% commercial mix.
- d) Mixed-Use High Density Residential/Commercial category assumes 75% residential and 25% commercial mix.

Table 2-7 summarizes the projected dwelling units, estimated population, and estimated square footage for existing conditions in 2009, and what the Land Use Plan of the General Plan will yield at buildout.



Table 2-7
Development and Population –
2009 Conditions and
General Plan

	Dwelling Units	Population	Square Feet of Nonresidential
Existing 2009 Development (a)	14,758	57,594	7,010,000
General Plan Land Use Policy	15,924	61,480	10,260,000
Estimated Increase in Development	1,166	3,886	3,250,000

Notes:

- a) Dwelling units and population estimates are from the 2009 California Department of Finance, Demographic Unit. Square Feet of Nonresidential is based on GIS data.

Implementation Actions

The following actions will implement Land Use Element policies and provide guidance to City decision makers, staff, and the public. Each action relates directly to one or more policies.

Goal 1: Stable and attractive single-family residential neighborhoods.

- Action 1.1 Revise the Zoning Map and zoning ordinance to provide consistency between the map and the General Plan.
- Action 1.2 Enhance code enforcement program to require property owners to maintain their homes and property.
- Action 1.3 Use zoning regulations, and design guidelines, and design review to require new residential development use detailed architectural articulations and to provide adequate buffering

between lower density residential uses and non-residential uses.

Action 1.4 Conduct a housing and neighborhood survey to determine those areas that:

- Are strong and should be maintained as they exist today. Typically in these areas the housing is well maintained and has good architectural design and site design; the neighborhood has sidewalks, landscaping, and is pedestrian friendly and safe. These neighborhoods should be maintained through continued code enforcement; new development should be designed to respect existing setbacks, neighborhood character, architectural style and materials, etc.
- Are encouraged to revitalize through the introduction of new or renovated housing stock that is designed to promote a higher quality of architectural and site design. This may include improving housing materials, architectural design, site orientation, parking and garage location, setbacks, landscape requirements, etc.

Action 1.5 Develop a series of design guidelines and standards to facilitate strong housing and neighborhood maintenance for the appropriate neighborhoods as determined by Action 1.4.

Action 1.6 Develop housing and neighborhood design guidelines and standards for those areas (as determined by Action 1.4) that should be encouraged to be revitalized, renovated, and remodeled. In addition, establish new design guidelines that restrict mansionization.

Action 1.7 Consult with the AQMD when siting new facilities with dust, odor emissions to avoid siting those facilities near sensitive receptors and avoiding siting sensitive receptors near sources of air pollution.

Goal 2: **Expanded opportunity for concentrated commercial and industrial uses that contribute jobs and tax revenues to the community**



L A N D U S E

- Action 2.1 Prepare a specific plan, development standards, and/or design guidelines to plan for future development and for both private and public realm design features in the High Intensity Commercial areas.
- Action 2.2 Create incentive programs to encourage the renovation and rehabilitation of older commercial areas.
- Action 2.3 Prepare a specific plan, design guidelines, and/or development standards to plan for existing development's revitalization and for future development and to plan for both private and public realm design features in the Mixed-Use area located on Valley Boulevard between Walnut Grove and Rosemead Boulevard.
- Action 2.4 Implement the Rosemead Downtown Vision Plan or other urban design plans, if adopted by the City Council, for new projects and the rehabilitation and revitalization of existing development on Valley Boulevard.
- Action 2.5 Prepare development standards encouraging the inclusion of public plazas and spaces in new and existing commercial areas.
- Action 2.6 Develop a marketing program that identifies needed commercial goods and services; actively pursue such businesses to locate within existing commercial and new mixed-use areas.

Goal 3 Creation of vibrant, attractive mixed-use development

- Action 3.1 Encourage, whenever appropriate, land use conversion from marginal commercial, industrial or residential uses to mixed-use development along major arterials in areas of the City designated for Mixed-Use Residential/Commercial. Mixed-use development of this type should be encouraged when a proposal will result in the following:
- The assembling of existing lots;
 - A reduction of the number of access points or "curb cuts" along an arterial;
 - No negative impact on surrounding land uses.

Criteria for evaluating a proposal within these guidelines could include:

- Conformance to Residential/Commercial Mixed-Use development standards and adopted Mixed-Use Design Guidelines.

Action 3.2 Require an integrally-colored decorative six foot tall CMU block wall, landscaped buffers with mature landscaping, and/or a vine-covered wall, on those sides abutting a residentially zoned area. Agreements between property owners should be encouraged whereby the applicant installs the wall and/or landscaping and the adjacent property owner maintains it because the wall is on their property. The landscaped buffer strip will have a minimum width of three feet between the property line wall and adjacent property.

Action 3.3 Encourage land use conversions to commercial uses, particularly along major arterials, only when a proposal:

- Assembles contiguous lots;
- Limits the number of curb cuts along major arterials;
- Provides adequate on-site parking and on-site circulation;
- Operates in conformance with the City's Noise Ordinance and other applicable environmental regulations; and
- Will not negatively impact surrounding land uses.

Action 3.4 Whenever and wherever possible, encourage the grouping of certain types of commercial activities that would benefit from this type of a development.

Action 3.5 To maximize commercial synergy and to minimize the development of small, stand alone commercial buildings, such as mini-malls, direct new commercial development smaller than 5,000 square feet of gross floor area to shopping centers with a combined floor area of at least 15,000 square feet. This implementation action shall not preclude the development of or



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discriminate against small businesses in established commercial areas.

- Action 3.6 Require owners to maintain their property according to current codes and ordinances.
 - Action 3.7 Apply design standards for industrial and commercial uses Citywide.
 - Action 3.8 During the site development review process, require attractive and revenue generating ground-floor retail uses for all mixed-use projects.
-

Goal 4: A financially healthy City that can meet residents' desires for public services and facilities

- Action 4.1 Inventory structures and parcels in industrial areas available for redevelopment, and incorporate this information into a guide or book to be distributed to industrial real estate brokers and developers.
 - Action 4.2 The City will restrict industrial activities that may result in significant and detrimental environmental impacts to the City and its residents. The significance will be determined through the preparation of a CEQA Initial Study (IS) and any subsequent environmental analysis.
-

Goal 5: Targeted land use changes that improve housing and economic opportunities for residents and businesses and achieve City fiscal and environmental objectives.

- Action 5.1 Develop design standards for the Rosemead Square site that enhance freeway visibility and access.
- Action 5.2 Underground utilities in commercial areas and require developers to contribute.
- Action 5.3 Promote art in public places and require developers to contribute.
- Action 5.4 Ensure that new developments incorporate both local and regional transit measures into project design that promote the use of alternative modes

- of transportation and/or construct, contribute or dedicate land for the provision of on-site bicycle trails linking the facility to designated bicycle commuting routes.
- Action 5.5 Ensure that new developments construct buildings that exceed minimum statewide energy construction requirements beyond Title 24 energy requirements.
- Action 5.6 In new residential developments, promote and/or provide incentives for the use of Energy-Star rated appliances.
- Action 5.7 Promote the use of shade producing trees, particularly those that shade paved surfaces such as streets and parking lots and buildings. These strategies will minimize the heat island effect and thereby reduce the amount of air conditioning required.
- Action 5.8 Encourage new development to employ passive heating and cooling design strategies to the extent feasible. Strategies to be considered include orientation; natural ventilation, including cross-ventilation in residential units; high insulation values, energy efficient windows including: high performance glass; light-colored or high-albedo (reflective) roofing and exterior walls; window shading; and landscaping that provides shading during appropriate seasons.
- Action 5.9 Encourage new developments to implement U.S. EPA Certified WaterSense labeled or equivalent faucets and high-efficiency toilets (HETs) in residential uses, and implement water conserving shower heads to the extent feasible.
- Action 5.10 Consider targeting local funds, including redevelopment, Community Development Block Grant, and HOME Investment Partnerships funds, to assist affordable housing developers in incorporating energy efficient designs and features.
- Action 5.11 Strengthen local building codes for new construction and renovation to require a higher level of energy efficiency.



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- Action 5.12 Encourage all new government buildings, and all major renovations and additions, meet identified green building standards.
- Action 5.13 Consider adopting a “Green Building Program” requiring or encouraging green building practices and materials. The program could be implemented through, e.g., a set of green building ordinances.
- Action 5.14 Encourage the orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight. Orientation should optimize opportunities for on-site solar generation.
- Action 5.15 Consider to provide permitting-related and other incentives for energy efficient building projects, e.g., by giving green projects priority in plan review, processing and field inspection services.
- Action 5.16 Consider adopting a “heat island” mitigation plan that requires cool roofs, cool pavements, and strategically placed shade trees.
- Action 5.17 Consider expanding building permit enforcement to include re-roofing thereby ensuring compliance with existing state building requirements for cool roofs on non-residential buildings.
- Action 5.18 Strengthen local building codes for new construction and implement a program to renovate existing buildings to require a higher level of water efficiency.
- Action 5.19 Consider adopting energy and water efficiency retrofit ordinances that require upgrades as a condition of issuing permits for renovations or additions, and on the sale of residences and buildings.
- Action 5.20 Discourage projects that impede bicycle and walking access, e.g., large parking areas that cannot be crossed by non-motorized vehicles, and new residential communities that block through access on existing or potential bicycle and pedestrian routes.

3

Chapter 3

CIRCULATION

ROSEMEAD GENERAL PLAN

The Circulation Element addresses anticipated mobility needs, and the ability of the roadway network and the various transportation modes to meet future travel demands through the buildout year of the Land Use Element (2025). Incremental increases in development intensity increase the use of local and regional roadways by passenger vehicles and trucks. The plan and policies presented in this Element identify strategies that the City will pursue to maintain good service levels wherever possible.

As local roadway facilities are linked to regional roadways, the policies within this Element highlight Rosemead's continued need to work within the region and with neighboring jurisdictions to alleviate traffic congestion. Reduced dependency on the automobile for typical trips supports these objectives and improves overall environmental quality in terms of noise and air quality. As there are alternatives to the passenger vehicle, this Element examines the transportation options available to Rosemead residents and establishes appropriate policies to promote diverse trip modes.

California State law requires that each city undertake a periodic review of its General Plan. The law also requires an update of the Circulation Element as part of the overall process. The



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specific code sections and the related requirements are as follows:

- *Government Code Section 65302 (b)*: (The general plan shall include) a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.
- *Government Code Section 95303*: The general plan may address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the county or city.

Relationship to Other Elements

According to California planning law, the Circulation Element must be independent but consistent with other elements. The Circulation Element is most closely related to the Land Use Element, as changes in trip patterns and increases in local trip generation are caused by increases in land use intensity over time.

The planned development areas identified in the Land Use Element served as the basis for the analysis of future traffic levels, and then needed roadway improvements were identified. Implementation of the Circulation Element ensures that existing transportation facilities will be improved to adequately serve traffic generated by future development, where the improvements are both warranted and feasible. Additionally, projected noise contours from transportation sources are included in the Noise Element.

Other Plans

Regional Transportation Plan

The *Regional Transportation Plan* is a component of the *Regional Comprehensive Plan and Guide* prepared by the Southern California Association of Governments (SCAG) to address regional issues, goals, objectives, and policies into the middle of the 21st century. The Plan, which SCAG periodically updates to address changing conditions, has been developed

with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The Plan sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (LACMTA or officially known as “Metro”) is responsible for planning and operating regional transit facilities and services in Los Angeles County. As required by State law, Metro prepares a Congestion Management Plan (CMP) for Los Angeles County. The CMP identifies the future regional transportation network, establishes acceptable service levels for network routes, and identifies strategies to reduce congestion. Local jurisdictions within the County are responsible for implementing the CMP. The CMP roadway network includes the following roadways that serve Rosemead:

- San Bernardino Freeway (Interstate 10)
- Pomona Freeway (State Route 60)
- Rosemead Boulevard (State Route 19)

In addition, the intersection of Rosemead Boulevard at Valley Boulevard is classified as a CMP arterial monitoring station. The performance of this intersection is regularly tracked for CMP report updates.

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area (A non-attainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting State or federal standards for a given pollutant). The plan must outline specific programs, strategies, and timelines for bringing the area into compliance with air quality standards. The *Air Quality Management Plan* prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and State standards for healthier air quality in the South Coast Air Basin. Many of the programs address circulation improvements, since fossil-fuel-powered vehicles account for more than 60 percent of the nitrogen oxide emissions and 70 percent of the carbon monoxide emissions within the Basin.



Roadway Classifications

Roadways within Rosemead, as in any typical urbanized area, are defined using a hierarchical classification system. Each type of roadway is generally described by purpose and capacity. Rosemead's circulation system is defined by five types of roadway facilities, for which the general standards are described below.

Freeways

Freeways are controlled access, high-speed roadways with grade-separated interchanges. They are intended to carry high volumes of traffic from region to region. The planning, design, construction, and maintenance of freeways in California are the responsibility of the California Department of Transportation (Caltrans).

Interstate 10 – The San Bernardino Freeway is a six-lane freeway with high-occupancy vehicle lanes in both directions. The facility bisects the commercial/retail areas of the city. Interstate 10 provides a full-access interchange with Interstate 710 (Long Beach Freeway) approximately four miles to the west, and also with Interstate 605 (San Gabriel River Freeway) approximately four miles to the east. Via Interstate 10, direct access is provided to Los Angeles on the west and San Bernardino County on the east.

State Route 60 – The Pomona Freeway traverses the southern end of Rosemead, with an interchange at San Gabriel Boulevard. The facility generally parallels the San Bernardino Freeway and has nearby interchanges with the Interstate 710 and Interstate 605 freeways.

Major Arterials

The function of a Major Arterial is to connect traffic from minor arterials and collectors to other parts of the city, freeway interchanges, and adjacent major land uses. They are the principal urban thoroughfares and provide a linkage between activity centers in the City and to adjacent communities. Major Arterials are designed to move large volumes of traffic, typically in the range of 40,000 to 60,000 vehicles per day. They are generally served by regional transit routes and are the primary truck routes in the community.

There are currently four Major Arterials within the City of Rosemead: Valley Boulevard, Garvey Avenue, San Gabriel Boulevard, and Rosemead Boulevard.

Minor Arterials

The primary purpose of Minor Arterials is to serve as an intermediate route carrying traffic between local streets and major arterials. They are designed to carry moderate levels of traffic, generally in the range of 15,000 to 25,000 vehicles per day. Within Rosemead, these roadway facilities were previously referred to as Secondary Arterials. The roadway plan within this Element introduces the Minor Arterial designation, as it is a more descriptive name for the function of these facilities.

Minor Arterials within the City include Del Mar Avenue, Graves Avenue, New Avenue, Rush Street, Temple City Boulevard, Lower Azusa Road, Mission Drive, and Walnut Grove Avenue. These well-placed streets complete the well-balanced arterial circulation system, which the City has constructed to provide an efficient flow of traffic to places of importance while protecting residential neighborhoods.

Collector Roads

The primary function of a collector street is to connect a neighborhood area with nearby arterials. Collector roads are intended to move traffic between local streets and arterials and commonly carry less than 15,000 vehicles per day.

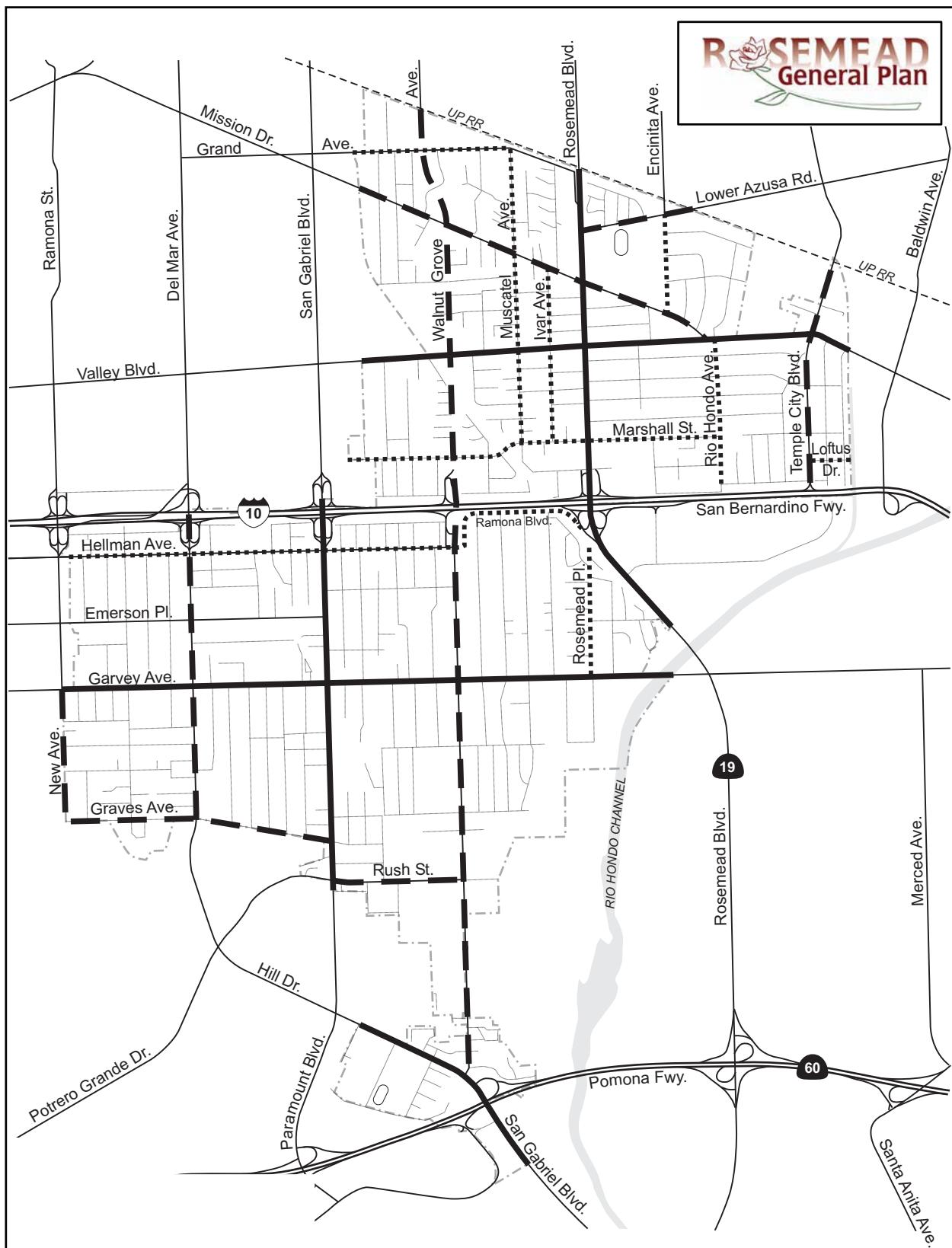
Roadways classified as collector streets include Encinita Avenue, Grand Avenue, Hellman Avenue, Ivar Avenue, Loftus Drive, Marshall Street, Muscatel Avenue, Ramona Boulevard, Rio Hondo Avenue, and Rosemead Place.

Local Streets

Local streets are designed to principally provide vehicular, pedestrian, and bicycle access to individual parcels throughout the City. They are intended to carry low volumes of traffic, and are typically two-lane roadways.

The established hierarchy of roadway facilities within Rosemead is illustrated within **Figure 3-1**.





NOT TO SCALE

Source: KOA Corporation, 2010.

Figure 3-1
Existing Roadway Classifications

Measurement of Traffic Flow

The traffic study for this element was primarily based on two traffic engineering concepts – Intersection Capacity Utilization (ICU) values and Level of Service (LOS) values. Both of these are used to measure the adequacy of roadway facilities, but the ICU methodology was specifically developed to gauge the operations at signalized roadway intersections. The ICU methodology is based on specific calculations that include the number of approach lanes and approach volumes by turning movement.

The ICU output value correlates directly with a more common term in traffic engineering, the volume to capacity (V/C) ratio.

Traffic volumes for existing conditions at the analyzed locations are defined by traffic counts, conducted manually at roadway intersections or by automatic tube counters at mid-block roadway segments. Traffic volumes for future or forecast conditions are defined by annual increases in ambient/area traffic and specific traffic increases calculated for planned land use intensity/use changes under the Land Use Element.

Capacity refers to the maximum vehicle carrying ability of a roadway, and is a critical component of roadway design. A roadway that carries 16,000 vehicles per day, with the capacity to accommodate 20,000 vehicles within the same timeframe, has a V/C value of 0.80 for the analyzed time period.

The V/C value is used in turn to establish Level of Service (LOS) categories describing the performance of roadways and intersections throughout the community. Six categories of LOS – the letter designations A to F – are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F representing extreme congestion. For roadways, the LOS designations are based on V/C ratios calculated based on the roadway's capacity at the LOS E/LOS F threshold of 1.00. **Table 3-1** provides V/C ranges, the corresponding LOS, and a description of expected traffic conditions for roadway segments.

For intersections, LOS is based on Intersection Capacity Utilization (ICU) ratios, which take into account the volume-to-capacity ratios of all of the critical turning movements that take place at an intersection. **Table 3-2** provides ranges of ICU values (equivalent to V/C values), the corresponding LOS, and a description of expected traffic conditions for intersections.



Table 3-1
Level of Service Descriptions for Roadways

Level of Service	Flow Conditions	Volume to Capacity Ratio
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays at signalized intersections are minimal.	0-0.60
B	LOS B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.	0.61-0.70
C	LOS C represents stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.	0.71-0.80
D	LOS D borders on a range in which small increases in flow may cause a substantial increase in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.	0.81-0.90
E	LOS E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	0.91-1.00
F	LOS F characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.	Over 1.00

Table 3-2
Level of Service Descriptions for Signalized Intersections

Level of Service	Description	Intersection Capacity Utilization (ICU) Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-0.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.61-0.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71-0.80
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.81-0.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.91-1.00
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982.



Future Circulation Issues

The local circulation system within Rosemead has evolved over time to provide travel routes for both local and regional trips. Major roadways provide access to the I-10 freeway and the State Route (SR) 60 freeway. The I-10 and SR-60 freeways are both east-west trending facilities within the city that have access ramps at major north-south roadways. These freeways link Rosemead residents and businesses to destinations throughout the Los Angeles area and the Southern California region.

Rosemead Boulevard, Walnut Grove Avenue, San Gabriel Boulevard, and Del Mar Avenue are the major north-south roadways within the City. All four major north-south roads provide connections to Interstate 10. In addition, San Gabriel Boulevard connects to SR-60 within the southern area of the city. Valley Boulevard, Garvey Avenue, Graves Avenue, and Rush Street are the major east-west roadways within the City. Although these arterials often act as relief valves to the freeways during peak commute periods, they also provide good alternative travel routes to destinations throughout the San Gabriel Valley.

A safe and convenient circulation system is needed to support the variety of land uses in Rosemead and to manage through traffic that originates in and is destined for locations outside the City.

Four major issues are addressed by the goals, policies, and implementation actions of the Circulation Element:

- (1) Efficient movement of vehicles and pedestrians throughout the city;
- (2) Promoting alternative modes of travel;
- (3) Separating traffic associated with commercial and industrial uses from residential neighborhoods; and
- (4) Ensuring that adequate parking exists for all commercial and industrial development.

Future Land Use Intensification

Development outside of the City limits will generate additional increases in area traffic volumes. Such development has been incorporated into the ambient annual growth rate within the Circulation Element traffic analysis, added to existing volumes and compounded over the period between existing (year 2009) and future buildout (year 2025) conditions. Traffic generated from developments envisioned under the updated Land Use Element was added to the analysis after the creation of future ambient growth volumes.

Relationship of Trip Generation to Land Use Makeup

All development creates vehicle trips of some measurable total per unit of intensity (floor area increment or residential unit). The trip generation methodology used within the traffic study, and the assumptions utilized for trip reductions, are discussed below. The potential for increased use of transit, bicycles, or other trip modes was not included in the analysis in order to provide a conservative estimate of impacts.

Conservative Nature of Development Analysis

The trip generation totals used within the traffic analysis prepared for the Circulation Element update were conservative, both by design and by necessity. The traffic analysis methodology was designed to plan for a conservative level of trip generation from each area of intensified development that would be allowed under the updated Land Use Element. It is also necessary to provide this conservative analysis, as additional trip generation reductions, beyond those taken for mixed-use developments (discussed below) cannot be substantiated without intense transit service levels or established and active trip reduction programs.

With increasing land use densities that commonly occur during the maturation of an urban-area city, there is an increasing potential for higher transit use or an increasing potential for higher percentage shares of walking trips and bicycle trips. Infrastructure and programs must support these changes in trip patterns, however.

As Rosemead is entering a new phase of urbanization through establishment of major mixed-use centers within the updated Land Use Element and the current predominant makeup of the City is lower density, single-use developments, credits were only taken for internal trip capture between uses within mixed-



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use projects and for pass-by or linked trips. These deductions, typical to traffic studies, are based on national standards for related trip reductions and characteristics.

Pass-by reductions were taken for commercial retail trips during the p.m. peak hour only. These reductions were based on typical percentages of these occurrences (unplanned side trips that take place between a planned or regular daily origin and destination). These primary trips already exist on the area roadways, and the pass-by trips would become an additional linked trip along the route of the overall primary trip, so these are not included in the impact calculations.

Additional reductions were taken for internal trip capture within mixed-use developments. There are multiple mixed-use project zones envisioned within the updated Land Use Element. These mixed-use developments – most typically consisting of retail and residential uses in one building – capture some residential-to-commercial trip demand internally and such trips are therefore not generated on area roadways.

Further trip reductions were not taken. A methodology that established trip reduction estimates for developments along transit corridors are provided within the CMP document. However, existing transit levels within Rosemead, and transit levels envisioned for the near future, would not support the use of these additional trip reductions in the analysis.

Potential Trip Generation Intensity Reductions

The synergy that is possible between multiple mixed-use and higher-density development projects has not been factored into the trip generation calculations. When this synergy occurs, more walking trips occur between different nearby developments and more non-auto trips can be generated. These aspects, however, are difficult to estimate at the level of analysis undertaken for the city-wide traffic study conducted for this Element. In addition, estimates for such reductions can only be defined through surveys at similar uses which were not conducted for this macro-level analysis. As trip reductions for these types of trips were not taken, the analysis provides a conservative (or worst-case) estimate of potential traffic impacts.

Traffic Circulation Analysis

According to the Circulation Element Update traffic impact study report, completed by KOA Corporation on February 19, 2010, multiple roadway segments and major intersections would operate at LOS values of E or F in the year 2025 with

implementation of land use intensification that would be allowed by the updated Land Use Element of the General Plan.

Table 3-3 provides a summary of future conditions with the projected General Plan land use development, without the proposed circulation roadway network improvements, as analyzed within the traffic study. Within the table headings, the term “V/C” refers to the calculated volume-to-capacity ratio provided by the Intersection Capacity Utilization (ICU) analysis methodology. Values of 1.000 or greater define at-capacity operations. The term “LOS” refers to the related level of service values, ranging from A to F.



Table 3-3
Future (year 2025) Area Intersection Levels of Service *

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
1 Walnut Grove Ave at Mission Dr.	0.858	D	0.871	D
2 Rosemead Blvd. at Lower Azusa Rd.	0.889	D	0.942	E
3 Rosemead Blvd. at Mission Dr.	1.220	F	1.155	F
4 Walnut Grove Ave, at Valley Blvd.	1.132	F	1.171	F
5 Rosemead Blvd. at Valley Blvd.	1.155	F	1.123	F
6 Valley Blvd. at Mission Dr.	0.615	B	0.614	B
7 Valley Blvd. at Rio Hondo Ave.	0.631	B	0.929	E
8 Valley Blvd. at Temple City Blvd.	1.079	F	0.942	E
9 Walnut Grove Ave. at Marshall St.	1.432	F	1.586	F
10 Rosemead Blvd. at Marshall St.	1.051	F	1.107	F
11 Rosemead Blvd. at Glendon Way	1.005	F	0.898	D
12 Temple City Blvd. at Loftus Dr.	0.799	C	0.952	E
13 Del Mar Ave. at Hellman Ave.	0.958	E	0.898	D
14 San Gabriel Blvd. at Hellman Ave.	1.014	F	0.906	E
15 Walnut Grove Ave. at Hellman/Ramona	0.989	E	1.207	F
16 Rosemead Blvd. at Telstar Ave.	0.931	E	1.056	F
17 Rosemead Blvd. at Whitmore St.	0.742	C	0.831	D
18 New Ave. at Garvey Ave.	0.916	E	1.013	F
19 Del Mar Ave. at Garvey Ave.	0.948	E	1.084	F
20 San Gabriel Blvd. at Garvey Ave.	1.078	F	1.123	F
21 Walnut Grove Ave. at Garvey Ave.	1.009	F	1.143	F
22 San Gabriel Blvd. at Rush St./Potrero Grande	0.587	A	0.776	C
23 Walnut Grove Ave. at Rush St.	0.641	B	0.741	C
24 Walnut Grove Ave. at Landis View Ln.	0.490	A	0.507	A
25 Walnut Grove Ave. at San Gabriel Blvd.	0.923	E	1.069	F
26 San Gabriel Blvd. at SR-60 WB Ramps	0.945	E	0.921	E
27 Town Center Dr. at SR-60 EB Ramps	0.628	B	0.649	B
28 San Gabriel Blvd. at Town Center Dr.	0.750	C	0.778	C

* Projected General Plan land use development without General Plan circulation roadway network improvements.

The following degradations in intersection peak-hour LOS values would occur with full implementation of the updated Land Use Element:

- Valley Blvd. at Rio Hondo Ave. – Operations would worsen from LOS D to E within the p.m. peak hour.
- Walnut Grove Ave. at Marshall St. – Operations would worsen from LOS E to F within the a.m. peak hour.
- Rosemead Blvd. at Marshall St. – Operations would worsen from LOS E to F within the a.m. peak hour.
- Rosemead Blvd. at Glendon Wy. – Operations would worsen from LOS E to F within the a.m. peak hour.
- San Gabriel Blvd. at Hellman Ave. – Operations would worsen from LOS E to F within the a.m. peak hour and from LOS D to E in the p.m. peak hour.
- Walnut Grove Ave. at Hellman Ave./Ramona Ave. – Operations would worsen from LOS D to E within the a.m. peak hour.
- Rosemead Blvd. at Telstar Ave. – Operations would worsen from LOS D to E within the a.m. peak hour.
- New Ave. at Garvey Ave. – Operations would worsen from LOS D to E within the a.m. peak hour and from LOS E to F within the pm. peak hour.
- Del Mar Ave. at Garvey Ave. – Operations would worsen from LOS D to E within the a.m. peak hour.
- Walnut Grove Ave. at Garvey Ave. – Operations would worsen from LOS E to F within the a.m. peak hour.
- Walnut Grove Ave. at San Gabriel Blvd. – Operations would worsen from LOS D to E within the a.m. peak hour.
- San Gabriel Blvd. at SR-60 westbound ramps – Operations would worsen from LOS D to E within the p.m. peak hour.

Figure 3-2 illustrates the level of service values at the study intersections during the a.m. and p.m. peak hour for the future with General Plan development scenario without roadway improvements.

Table 3-4 provides the results of the level of service calculations for each of the study roadway segments, based on this analysis scenario. LOS values of E or F are displayed in bold text on the right side of the table.



C I R C U L A T I O N

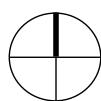
Table 3-4
Future (year 2025) Area Roadway Segment Levels of Service *

	Primary Street	N/E End of Segment	S/W End of Segment	Roadway Class	No. of Lanes	Roadway Capacity	Future (2025) w/ Development		
							Volume	V/C	LOS
1	Walnut Grove Av	Grand Ave	Mission Drive	Secondary	4	30,000	15,608	0.520	A
2	Walnut Grove Av	Wells/Edmond	Valley Blvd	Secondary	4	30,000	21,710	0.724	C
3	Walnut Grove Av	Valley Blvd	Marshall St	Secondary	4	30,000	30,614	1.020	F
4	Walnut Grove Av	Hellman Ave	Garvey Ave	Secondary	4	30,000	29,107	0.970	E
5	Walnut Grove Av	Fern Ave	Klingerman St	Secondary	4	30,000	22,982	0.766	C
6	Walnut Grove Av	Rush St	Landis View Lane	Secondary	4	30,000	20,322	0.677	B
7	San Gabriel Blvd	Hellman Ave	Emerson Place	Major	4	40,000	36,520	0.913	E
8	San Gabriel Blvd	Garvey Ave	Klingerman St	Major	4	40,000	26,000	0.650	B
9	San Gabriel Blvd	Delta Ave	Walnut Grove Ave	Major	4	40,000	20,525	0.513	A
10	Del Mar Ave	Hellman Ave	Emerson Place	Secondary	4	30,000	27,137	0.905	E
11	Del Mar Ave	Garvey Ave	Newmark Ave	Collector	2	15,000	19,273	1.285	F
12	New Ave	Newmark Ave	Graves Ave	Collector	2	15,000	9,467	0.631	B
13	Valley Blvd	Muscatel Ave	Ivar Ave	Major	4	40,000	33,212	0.830	D
14	Valley Blvd	Hart Ave	Mission Drive	Major	4	40,000	21,519	0.538	A
15	Valley Blvd	Rio Hondo Ave	Temple City Blvd	Major	4	40,000	31,573	0.789	C
16	Temple City Blvd	Valley Blvd	Marshall St	Secondary	4	30,000	25,000	0.833	D
17	Garvey Ave	New Ave	Del Mar Ave	Major	4	40,000	36,095	0.902	E
18	Garvey Ave	Del Mar Ave	San Gabriel Blvd	Major	4	40,000	35,744	0.894	D
19	Garvey Ave	San Gabriel Blvd	Walnut Grove Ave	Major	4	40,000	37,381	0.935	E
20	Garvey Ave	Walnut Grove Ave	Rosemead Blvd	Major	4	40,000	32,728	0.818	D
21	Rosemead Blvd	Lower Azusa Road	Mission Drive	Major	5	50,000	56,505	1.130	F
22	Rosemead Blvd	Valley Blvd	Marshall St	Major	4	40,000	60,035	1.501	F
23	Rosemead Blvd	Telstar Ave	Whitmore St	Major	6	60,000	71,215	1.187	F

* Projected General Plan land use development without General Plan circulation roadway network improvements.



- · — City Boundary
- Study Intersection
- - - Railroad
- X/X AM/PM Peak Intersection Levels of Service
- X Intersection Reference Number



NOT TO SCALE
Source: KOA Corporation, 2010.

Figure 3-2

Level of Service Values - Study Intersections, Future with General Plan Development

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The following degradations in roadway segment daily LOS values would occur with full implementation of the updated Land Use Element:

- Walnut Grove Ave., between Valley Blvd. and Marshall St. – LOS would worsen from E to F
- Walnut Grove Ave., between Hellman Ave. and Garvey Ave. – LOS would worsen from D to E
- Garvey Ave., between New Ave. and Del Mar Ave. -LOS would worsen from C to E.
- Garvey Ave., between San Gabriel Blvd. and Walnut Grove Ave. -LOS would worsen from D to E.

Figure 3-3 illustrates the levels of service based on the analyzed daily volumes at the study roadway segments, for the future with General Plan development scenario.

Traffic Incursion onto Residential Roadways

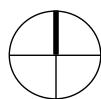
In residential neighborhoods, there is a growing trend to design and implement traffic control measures to enhance the livability for residents that live along local streets. Some of the control measures include speed humps, speed cushions, curb extensions, traffic diverters, chokers, and traffic circles. The intent of such measures is to slow traffic or prevent through traffic, which should remain on collector or arterial streets and not infiltrate residential neighborhoods.

This Element acknowledges the potential for significant traffic increases on residential roadways due to nearby intensification of corridor commercial or industrial development.





- City Boundary
- - - Railroad
- X Roadway Level of Service



NOT TO SCALE
Source: KOA Corporation, 2010.

ROSEMEAD
General Plan

Figure 3-3
Level of Service Values -
Study Roadway Segment,
Future with General Plan Development

Circulation Plan

The goals and policies in this Element emphasize the need for a circulation system capable of serving the travel traffic needs within Rosemead. These needs are discussed within this section.

General Plan Roadway System

The updated roadway plan for the city is illustrated on **Figure 3-4**. The updates to the roadway plan are based on needs for increased roadway corridor capacity in the future analysis period with General Plan development, as identified by the Circulation Element update traffic study.

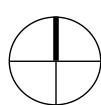
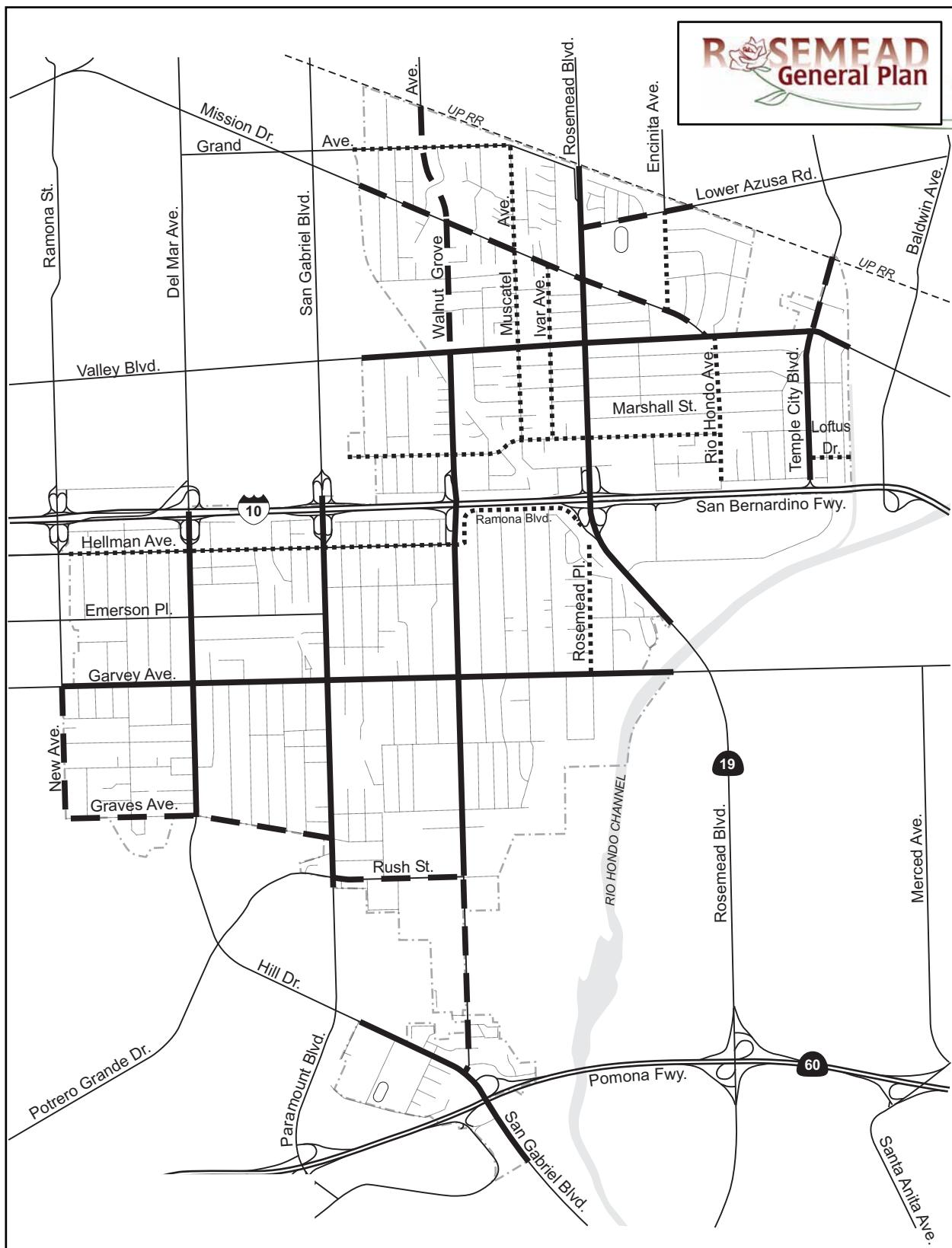
Roadway improvements, outside of those required as mitigation for individual development projects, are prioritized, funded, and completed using the City's Capital Improvement Plan process. Many of the recommended mitigations for significant impacts of the Circulation Element update would need to be provided by individual developments as they trigger impacts, or otherwise would need to be funded through the Capital Improvement Plan or another source.

The Circulation Policy Plan for Rosemead is illustrated in Figure 3-4. This Plan includes the following roadway classification updates, for certain segments of these roadways, based on the recommended addition of lanes within this section:

- Walnut Grove Avenue, from the I-10 freeway north to Valley Boulevard – Reclassified from Minor Arterial to Major Arterial.

For some roadways, an increase in the number of lanes does not translate to a change in classification (for example, a four-lane major arterial upgraded to a six-lane major arterial stays at the same classification).





NOT TO SCALE
Source: KOA Corporation, 2010.

Figure 3-4
Circulation Plan for
Major Rosemead Roadways

Addressing Traffic Congestion

Although many of the policies within this Element concentrate on reducing trips and promoting alternate modes of travel within Rosemead, the base of any urban circulation system is a roadway network that provides enough capacity to avoid peak-period gridlock and allow for economic functions, resident/visitor and commercial customer access, and emergency access to continue in as efficient a manner as possible.

The land area within Rosemead has not been developed within a vacuum. The city has grown up and urbanized along with the surrounding communities and the Southern California region as a whole. Traffic volumes will continue to increase on Rosemead roadways whether local development is intensified or not. Capacity enhancements will be necessary to accommodate both regional trips that traverse Rosemead and for trips generated by new development within the city.

Traffic congestion continues to be a key issue affecting the quality of life in Rosemead. Although Rosemead will experience limited growth outside of planned mixed-use project areas, regional influences will continue to contribute to traffic congestion. Over time, the City will pursue two primary courses of action to improve congestion:

- (1) Focused physical improvements that enhance the capacity of roadways and intersections; and
- (2) Creative programmatic solutions to manage trip generation and congestion.

These two sets of actions are discussed further within the remainder of this section.

Physical Capacity Improvements

The first set of physical capacity improvements that were evaluated for the Circulation Element update were aimed at reducing traffic congestion at major intersection approaches. Identified capacity improvements at major intersections, for implementation through the buildout analysis year of 2025, are listed within **Table 3-5** below.



Table 3-5
Identified Intersection Approach Improvements

Intersection		Recommended Intersection Improvement
3	Rosemead Blvd. at Mission Dr.	NB & SB thru lane; EB additional left turn lane
4	Walnut Grove Ave. at Valley Blvd.	EB & WB thru lane
5	Rosemead Blvd. at Valley Blvd.	NB & SB thru lane
9	Walnut Grove Ave. at Marshall St.	EB & WB left turn lane; NB right turn lane
10	Rosemead Blvd. at Marshall St.	NB & SB thru lane
11	Rosemead Blvd. at Glendon Way	SB shared thru-right lane (near I-10 on & off ramps)
14	San Gabriel Blvd. at Hellman Ave.	Restripe SB shared thru-right lane to new thru lane and right turn lane
15	Walnut Grove Ave. at Hellman/Ramona	Restripe right turn lane to EB shared left-thru-right, and exclusive left turn
16	Rosemead Blvd. at Telstar Ave.	NB thru lane
18	New Ave. at Garvey Ave.	WB thru lane
19	Del Mar Ave. at Garvey Ave.	Restrict parking providing an additional EB & WB thru lane
20	San Gabriel Blvd. at Garvey Ave.	EB & WB thru lane
21	Walnut Grove Ave. at Garvey Ave.	WB thru lane
25	Walnut Grove Ave. at San Gabriel Blvd.	SB all-way into thru-right turn lane; new second left turn

Also included in the analysis was the configuration of mid-block segments of major roadways. These also represent capacity increases for the reduction of congestion. The identified physical improvements to major roadway corridors, for implementation through the buildout analysis year of 2025, are listed within **Table 3-6** below.

Table 3-6
Identified Roadway Segment Improvements

Primary Street	N/E End of Segment	S/W End of Segment	Roadway Class	No. of Lanes	IMPROVEMENT	
					Description	No. of Lanes
3	Walnut Grove Av	Valley Blvd	Marshall St	Secondary	4	On-street parking removal would likely be required.
21	Rosemead Blvd	Lower Azusa Road	Mission Drive	Major	5	On-street parking removal on west curb would likely be required.
22	Rosemead Blvd	Valley Blvd	Marshall St	Major	4	Widening and on-street parking removal would likely be required.
23	Rosemead Blvd	Telstar Ave	Whitmore St	Major	6	Widening would likely be required.

Additional Potential Capacity Improvements

Other general operational improvements were identified for the study intersections that focus on turn lane configurations. Improvements can be made at these locations as operational improvements, but they are not required to mitigate study intersection impacts. The improvements are based on general traffic engineering standards. It is general traffic engineering practice to consider a separate right-turn lane when movement traffic volumes exceed 200 vehicles in the peak hour, and a single left-turn lane is considered when traffic volumes exceed 100 vehicles during the peak hour. For dual turn lanes, the standard is to consider additional turn lanes when the movement traffic volumes exceed 300 vehicles in either peak hour.

Based on these additional potential improvements, widening would likely occur at most intersections. Land dedications should be considered to implement these measures as new adjacent development occurs.

Table 3-7 provides a summary of additional potential capacity improvements based on the turn volumes at the study intersections.

Alternative Capacity Enhancements

An alternate strategy for traffic improvement is the implementation of corridor traffic signal synchronization with adaptive control technology. Adaptive signal control technologies have the goals of reducing travel times, vehicle delay, and overall congestion. According to studies conducted by the City of Los Angeles Department of Transportation (LADOT), increases in roadway capacity by as much as ten percent can be achieved through the implementation of these signal system technologies. This gain appears in the form of less congestion, delays, and stops at the included roadway intersections.



Table 3-7
Additional Potential Capacity Improvements

Intersection	Potential Mitigation Measure			
	Right-turn lane	Additional right-turn lane	Left-turn lane	Additional left-turn lane
I Walnut Grove Ave at Mission Dr.	NB			
2 Rosemead Blvd. at Lower Azusa Rd.	WB	NB *		WB *
3 Rosemead Blvd. at Mission Dr.	EB/SB			
4 Walnut Grove Ave, at Valley Blvd.	NB/SB			
5 Rosemead Blvd. at Valley Blvd.		SB		WB
6 Valley Blvd. at Mission Dr.		WB		
7 Valley Blvd. at Rio Hondo Ave.	NB		NB	
8 Valley Blvd. at Temple City Blvd.	SB/VB			
9 Walnut Grove Ave. at Marshall St.	NB	NB	WB	WB
10 Rosemead Blvd. at Marshall St.		EB		
11 Rosemead Blvd. at Glendon Way	NB/SB *			
12 Temple City Blvd. at Loftus Dr.		NB/WB		
13 Del Mar Ave. at Hellman Ave.				
14 San Gabriel Blvd. at Hellman Ave. *	SB			
15 Walnut Grove Ave. at Hellman/Ramona	SB	WB		
16 Rosemead Blvd. at Telstar Ave.				SB/VB
17 Rosemead Blvd. at Whitmore St.				
18 New Ave. at Garvey Ave.	WB			SB
19 Del Mar Ave. at Garvey Ave.	SB/VB			SB
20 San Gabriel Blvd. at Garvey Ave.				SB
21 Walnut Grove Ave. at Garvey Ave.	SB/VB			
22 San Gabriel Blvd. at Rush St./Potrero Grande	SB/VB			
23 Walnut Grove Ave. at Rush St.	NB/SB	SB		EB
24 Walnut Grove Ave. at Landis View Ln.				
25 Walnut Grove Ave. at San Gabriel Blvd. *				SB
26 San Gabriel Blvd. at SR-60 WB Ramps	NB	WB		
27 Town Center Dr. at SR-60 EB Ramps		WB		
28 San Gabriel Blvd. at Town Center Dr.		EB/SB		

* - Overlaps with recommended mitigation measures for identified impacts

Notes:

EB - Eastbound

NB - Northbound

SB - Southbound

WB - Westbound

Corridor synchronization improvements, however, can only be effective in implementation where there are multiple traffic signals along a corridor that can facilitate movements of platoons of vehicles while minimizing delay on the major street.

Figure 3-5 provides an illustration of the corridors recommended for traffic signal coordination and centralized control within the traffic study for this Element.

The post-improvement operations at the study intersection are provided within **Table 3-8** (a.m. peak) and **Table 3-9** (p.m. peak). The analyzed improvements include operational benefits for those intersections within the recommended synchronization corridors, and approach capacity improvements for locations outside of those corridors.

With the implementation of signal synchronization and adaptive control within the recommended corridors, the following intersections within the corridors would continue to have significant impacts and would require traditional widening improvements:

- Walnut Grove Ave. at Marshall St. – a.m. peak and p.m. peak hours
- Walnut Grove Ave. at San Gabriel Blvd. – p.m. peak hour

Implementation of a centralized and adaptive traffic signal control system, while not eliminating the need for physical capacity increases at all major area intersections, will provide alternative remedy for traffic impacts of the Land Use Element update at many local intersections.

Local implementation of such a system in Rosemead can be implemented as an extension of the Intelligent Transportation System (ITS) projects currently being planned and implemented by the County of Los Angeles Department of Public Works. Rosemead will become part of the San Gabriel Valley ITS system, and would potentially have the ability (with additional funding sources) to build upon the initial sub-regional system set up by the County.

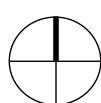


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- · — City Boundary
- · — Railroad
- Study Intersection
- X/X AM/PM Peak Intersection Levels of Service
- X Intersection Reference Number



NOT TO SCALE
Source: KOA Corporation, 2010.

Figure 3-5
**Corridors Recommended
for Signal Synchronization**

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Table 3-8
Post-Synchronization and Roadway Improvement
Operations at Study Intersections – AM Peak

Intersection	Recommended Mitigation Measure	Future With Mitigation Conditions Year (2025)		Diff.	V/C Impact?
		V/C	LOS		
I Walnut Grove Ave at Mission Dr.	Corridor Signal Synchronization and Adaptive Control	0.758	C	-0.074	No
2 Rosemead Blvd. at Lower Azusa Rd.	Corridor Signal Synchronization and Adaptive Control	0.789	C	-0.087	No
3 Rosemead Blvd. at Mission Dr.	Corridor Signal Synchronization and Adaptive Control	1.120	F	-0.059	No
4 Walnut Grove Ave, at Valley Blvd.	Corridor Signal Synchronization and Adaptive Control	1.032	F	-0.040	No
5 Rosemead Blvd. at Valley Blvd.	Corridor Signal Synchronization and Adaptive Control	1.055	F	-0.055	No
6 Valley Blvd. at Mission Dr.	Corridor Signal Synchronization and Adaptive Control	0.515	A	*	No
7 Valley Blvd. at Rio Hondo Ave.	Corridor Signal Synchronization and Adaptive Control	0.531	A	*	No
8 Valley Blvd. at Temple City Blvd.	Corridor Signal Synchronization and Adaptive Control	0.979	E	-0.082	No
9 Walnut Grove Ave. at Marshall St.	Corridor Signal Synchronization and Adaptive Control	1.332	F	0.348	Yes
10 Rosemead Blvd. at Marshall St.	Corridor Signal Synchronization and Adaptive Control	0.951	E	-0.048	No
11 Rosemead Blvd. at Glendon Way	Corridor Signal Synchronization and Adaptive Control	0.905	E	-0.047	No
12 Temple City Blvd. at Loftus Dr.	N/A	0.799	C	**	No
13 Del Mar Ave. at Hellman Ave.	Corridor Signal Synchronization and Adaptive Control	0.858	D	-0.074	No
14 San Gabriel Blvd. at Hellman Ave.	Corridor Signal Synchronization and Adaptive Control	0.914	E	-0.071	No
15 Walnut Grove Ave. at Hellman/Ramona	Corridor Signal Synchronization and Adaptive Control	0.889	D	-0.006	No
16 Rosemead Blvd. at Telstar Ave.	Corridor Signal Synchronization and Adaptive Control	0.831	D	-0.046	No
17 Rosemead Blvd. at Whitmore St.	Corridor Signal Synchronization and Adaptive Control	0.642	C	*	No
18 New Ave. at Garvey Ave.	Corridor Signal Synchronization and Adaptive Control	0.816	D	-0.063	No
19 Del Mar Ave. at Garvey Ave.	Corridor Signal Synchronization and Adaptive Control	0.848	D	-0.045	No
20 San Gabriel Blvd. at Garvey Ave.	Corridor Signal Synchronization and Adaptive Control	0.978	E	-0.071	No
21 Walnut Grove Ave. at Garvey Ave.	Corridor Signal Synchronization and Adaptive Control	0.909	E	-0.002	No
22 San Gabriel Blvd. at Rush St./Potrero Grande	N/A	0.587	A	**	No
23 Walnut Grove Ave. at Rush St.	N/A	0.641	B	**	No
24 Walnut Grove Ave. at Landis View Ln.	N/A	0.490	A	**	No
25 Walnut Grove Ave. at San Gabriel Blvd.	No feasible mitigation	0.923	E	0.091	No
26 San Gabriel Blvd. at SR-60 WB Ramps	N/A	0.945	E	**	No
27 Town Center Dr. at SR-60 EB Ramps	N/A	0.628	B	**	No
28 San Gabriel Blvd. at Town Center Dr.	N/A	0.750	D	**	No

* These intersections would not have significant traffic impacts. These locations would be included in the synchronized corridors, for necessity of corridor completeness. There would continue to be an absence of impacts at these locations after implementation

** These intersections would not require mitigation measures, and they would not be included within the recommended synchronization corridors.



Table 3-9
Post-Synchronization and Roadway Improvement
Operations at Study Intersections – PM Peak

Intersection	Recommended Mitigation Measure	Future With Mitigation Conditions Year (2025)		Diff.	V/C Impact?
		V/C	LOS		
1 Walnut Grove Ave at Mission Dr.	Corridor Signal Synchronization and Adaptive Control	0.771	C	-0.051	No
2 Rosemead Blvd. at Lower Azusa Rd.	Corridor Signal Synchronization and Adaptive Control	0.842	D	-0.078	No
3 Rosemead Blvd. at Mission Dr.	Corridor Signal Synchronization and Adaptive Control	1.055	F	-0.017	No
4 Walnut Grove Ave, at Valley Blvd.	Corridor Signal Synchronization and Adaptive Control	1.071	F	-0.007	No
5 Rosemead Blvd. at Valley Blvd.	Corridor Signal Synchronization and Adaptive Control	1.023	F	-0.017	No
6 Valley Blvd. at Mission Dr.	Corridor Signal Synchronization and Adaptive Control	0.514	B	*	No
7 Valley Blvd. at Rio Hondo Ave.	Corridor Signal Synchronization and Adaptive Control	0.829	D	*	No
8 Valley Blvd. at Temple City Blvd.	Corridor Signal Synchronization and Adaptive Control	0.842	D	-0.065	No
9 Walnut Grove Ave. at Marshall St.	Corridor Signal Synchronization and Adaptive Control	1.486	F	0.452	Yes
10 Rosemead Blvd. at Marshall St.	Corridor Signal Synchronization and Adaptive Control	1.007	F	-0.012	No
11 Rosemead Blvd. at Glendon Way	Corridor Signal Synchronization and Adaptive Control	0.798	C	-0.055	No
12 Temple City Blvd. at Loftus Dr.	SB <u>left</u> turn lane	0.952	E	**	No
13 Del Mar Ave. at Hellman Ave.	Corridor Signal Synchronization and Adaptive Control	0.798	C	-0.072	No
14 San Gabriel Blvd. at Hellman Ave.	Corridor Signal Synchronization and Adaptive Control	0.806	D	-0.086	No
15 Walnut Grove Ave. at Hellman/Ramona	Corridor Signal Synchronization and Adaptive Control	1.107	F	-0.001	No
16 Rosemead Blvd. at Telstar Ave.	Corridor Signal Synchronization and Adaptive Control	0.956	E	-0.069	No
17 Rosemead Blvd. at Whitmore St.	Corridor Signal Synchronization and Adaptive Control	0.731	D	*	No
18 New Ave. at Garvey Ave.	Corridor Signal Synchronization and Adaptive Control	0.913	E	-0.009	No
19 Del Mar Ave. at Garvey Ave.	Corridor Signal Synchronization and Adaptive Control	0.984	E	-0.022	No
20 San Gabriel Blvd. at Garvey Ave.	Corridor Signal Synchronization and Adaptive Control	1.023	F	-0.087	No
21 Walnut Grove Ave. at Garvey Ave.	Corridor Signal Synchronization and Adaptive Control	1.043	F	0.008	No
22 San Gabriel Blvd. at Rush St./Potrero Grande	N/A	0.776	C	**	No
23 Walnut Grove Ave. at Rush St.	N/A	0.741	C	**	No
24 Walnut Grove Ave. at Landis View Ln.	N/A	0.507	A	**	No
25 Walnut Grove Ave. at San Gabriel Blvd.	No feasible mitigation	1.069	F	0.066	Yes
26 San Gabriel Blvd. at SR-60 WB Ramps	N/A	0.921	E	**	No
27 Town Center Dr. at SR-60 EB Ramps	N/A	0.649	B	**	No
28 San Gabriel Blvd. at Town Center Dr.	N/A	0.778	C	**	No

* These intersections would not have significant traffic impacts. These locations would be included in the synchronized corridors, for necessity of corridor completeness. There would continue to be an absence of impacts at these locations after implementation

** These intersections would not require mitigation measures, and they would not be included within the recommended synchronization corridors.

Demand and Alternative Mode Enhancements

As an alternative to physical roadway improvements, Rosemead must begin actively promoting a diversity of trip modes to and from local developments, the use of transit for a higher proportion of local and commuter trips, and encouragement of trip management programs at the individual development level. Such actions have been included in the list of implementation goals and policies within this Element.

The potential for the reduction of vehicle trip generation from commercial developments is described below for each of these categories:

- **Promoting a diversity of trip modes:** All potential trip modes including passenger vehicles, walking, bicycling, and transit must be considered in the evaluation of major development projects within Rosemead. As major roadway projects are considered in the future, the provision of bicycle lanes should be considered where additional lanes or on-street parking would normally be provided. Provision of these facilities must be balanced, however, with the management of congestion and the parking needs of adjacent land uses.
- **Promoting higher use of transit:** Rosemead is served by a basic network of regional transit lines and the local shuttle lines operated by the City. A movement of transit's role within Rosemead into a viable mode of local and commuter travel must occur. The City should develop a centralized transit center that includes a bus transfer center that links local routes with commuter routes to downtown Los Angeles and other major job centers. A park-and-ride facility could also be a part of the larger transit center development. In-lieu mitigation measures should be considered for major developments, where contributions would be made toward the establishment or frequency increase of transit service to and from those developments, providing support to transit development as new development occurs.
- **Promoting the use of trip management programs:** Trip generation can often only be effectively managed at the source. Transportation Demand Management (TDM) programs have been used for many years in local jurisdictions as an avenue to provide in-lieu mitigation measures for commercial developments. Resources are allocated by the developer to subsidization of transit passes, the promotion of carpooling and alternate trip modes, and the infusion of transit awareness into the workplace. The City should begin requiring TDM



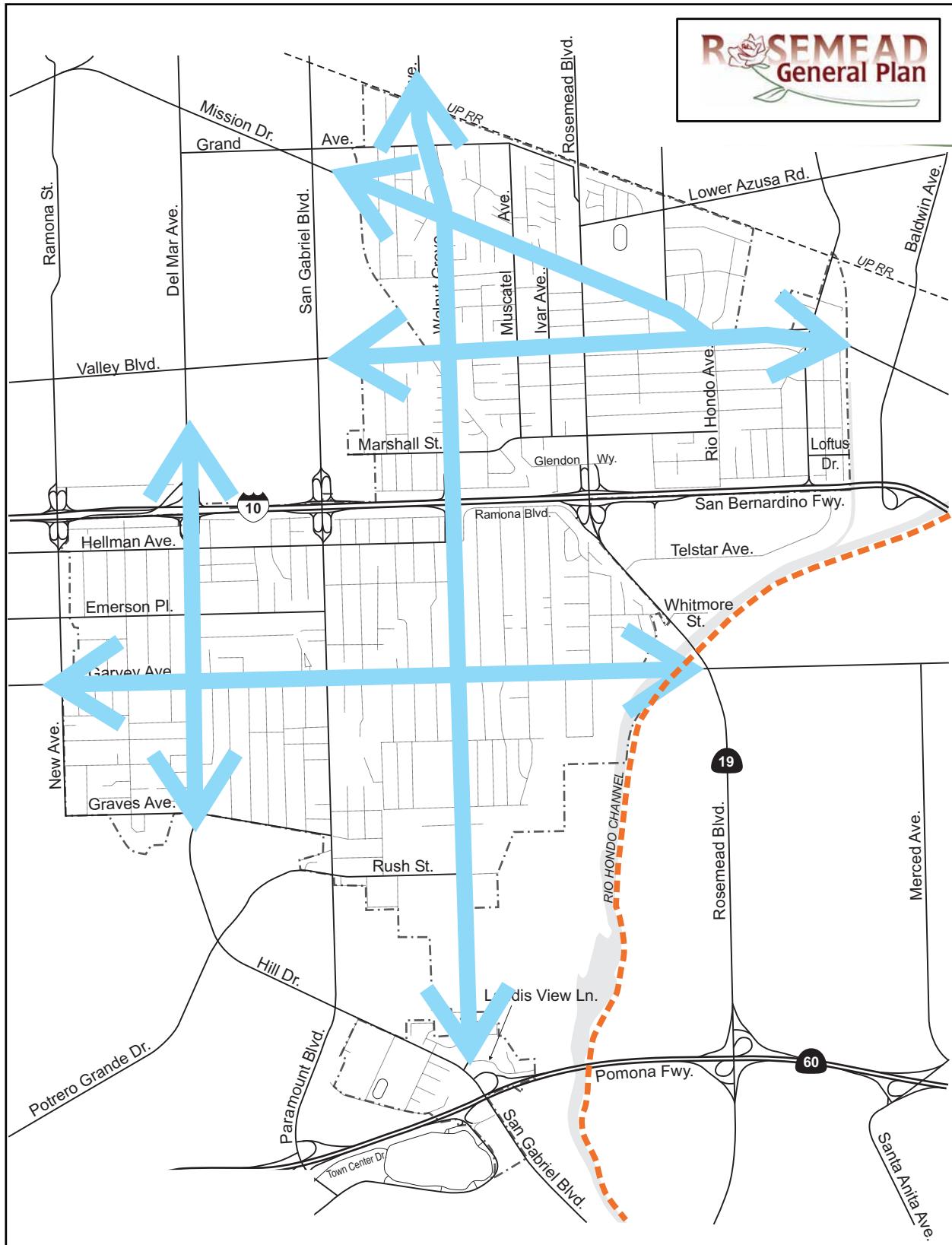
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programs where physical traffic mitigation measures are infeasible or where roadway widening at the associated loss of parking or sidewalk areas would be undesirable. Post-implementation monitoring of trip reduction targets must be tied to development approvals when TDM plans are involved.

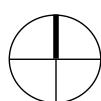
Trips by bicycle can be encouraged by both on-street and off-street facilities. On-street facilities would include striped and signed (Class II) bicycles lanes on cross-town routes that overlap with major roadways and bicycle loops/sensors at traffic lights. Off-street facilities can include bicycle racks and kiosks with bicycle route maps at small public facilities or private developments, up to bicycle enclosures, showers/lockers, and bicycle rentals at large facilities.

The existing bicycle route network within Rosemead, and the potential future bicycle network, is illustrated within **Figure 3-6**. This potential bicycle lane network is for illustrative purposes only, but provides an example of how a bicycle network can be spaced across the city while providing access to most residential neighborhoods and commercial districts. Ideally, bicycle lanes would be placed on low-volume roadways that traverse the City.

The potential routes would need further study, to determine if parking or travel lanes can be removed or adjusted to provide for the bicycle facilities, or if future roadway widening and improvements can include such facilities in the approved cross-sections. The study would examine whether arterials or continuous but lower-volume collector roadways would be appropriate for the provision of bicycle facilities.



----- City Boundary
 - - - - Railroad
 - - - Potential New Bike Lanes



NOT TO SCALE
Source: KOA Corporation, 2010.

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Controlling Truck Traffic Through Routes

The existing truck route network within Rosemead provides for truck access to local businesses, and to some extent, provides routes for trucks to travel through the City to other destinations.

Where truck traffic is intruding on areas where walking trips and other modes are being promoted, it should be prohibited. Where truck traffic is impeding resident access to neighborhoods, other roadway facilities, or the freeways, access routes should be reconsidered.

Truck route locations and the potential adverse traffic impacts that would result from a consolidation of routes on specific corridors should be examined in more detail in a special study, which on completion would serve as an update to the Circulation Element. Truck route signage should also be studied and updated as necessary as part of the special study.

Goals and Policies

Based on the issues and potential solutions presented within this Circulation Element update document, the following goals and policies were developed to guide implementation of the identified solutions.

Goal 1: Maintain efficient vehicular and pedestrian movements throughout the City.

Policy 1.1: Annually monitor and review the function of Rosemead's primary roadway system to identify any major capacity bottlenecks.

Policy 1.2: Annually review and update, via special study, truck route designations within the City.

Policy 1.3: Assure that traffic studies for individual developments, and traffic studies conducted for sectors of the community and specific plans by the City, make every effort to provide LOS D operations or better on arterial roadways and collector roadways if a nexus to the project exists.

Policy 1.4: Preparation of a traffic impact report shall be required for major development projects located



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in designated mixed-use areas, which generate trips that would meet a predetermined trip threshold.

-
- Policy 1.5: Encourage the development of Transportation Demand Management (TDM) programs for all major office and commercial developments.
- Policy 1.6: Cooperate with neighboring jurisdictions to craft resolutions to regional traffic problems. Special emphasis should be devoted to Rosemead Boulevard, Valley Boulevard, Garvey Avenue, and San Gabriel Boulevard.
- Policy 1.7: Identify appropriate improvements to the Del Mar Avenue at Garvey Avenue intersection for the relief of congestion, while supporting transit use and walking, as individual area mixed-use developments are reviewed.
-

Goal 2: Development of infrastructure and service to support alternatives modes of travel.

-
- Policy 2.1: To identify areas of traffic spillover as new developments occur, monitor traffic patterns in residential neighborhoods that are adjacent to commercial or industrial corridors.
- Policy 2.2: The provision of Class II (striped and signed) bicycle lanes along minor arterial or collector roadway corridors during roadway reconstruction projects should be evaluated and implemented if feasible.
- Policy 2.3: Formal transit improvements should be considered when bus stops are adjacent to development projects and within roadway reconstruction corridors. Amenities such as shelters, lighting, bus schedule kiosks, and similar amenities should be considered and implemented as feasible.
-
- Policy 2.4: Transportation Demand Management (TDM) programs should be actively promoted for major projects as in-lieu mitigation measures, where physical traffic mitigations are either infeasible or undesirable to the City.

Policy 2.5: All site plans for new commercial or industrial development shall be reviewed for the provision of pedestrian connectivity to sidewalks and nearby bus stops, and the provision of bicycle racks and transit information for larger projects.

Policy 2.6: Walkable areas of the city, such as in the downtown area or the proposed mixed-use districts, should be reviewed for ways to improve pedestrian access (driveway access point reductions, buffers between roadways and sidewalks, crosswalks, etc.).

Policy 2.7: Promote the linking of local public transit routes with that of adjacent jurisdictions and other transit agencies.

Policy 2.8 Include safe and convenient bicycle and pedestrian access in all transportation improvement projects. Ensure that non-motorized transportation systems are connected and not interrupted by impassable barriers, such as freeways and include amenities such as secure bicycle parking.

Goal 3: **Vehicular traffic associated with commercial and industrial uses should not intrude upon adjacent residential neighborhoods.**

Policy 3.1: Develop neighborhood traffic control plans for those neighborhoods experiencing spillover traffic impacts that may result from intensification of commercial or industrial areas.

Policy 3.2: Annually review on-street parking in neighborhoods adjacent to the downtown area and mixed-use districts, and develop parking and control plans for those areas adversely affected by spillover traffic and parking.

Policy 3.3: Require that traffic studies for individual developments along commercial corridors examine the potential impacts on nearby residential roadway segments. Consider residential parking permit programs if necessary to mitigate potential area parking impacts.



Policy 3.4: Develop standards for significant impacts to residential roadways, and include these standards within the adopted traffic study guidelines for the City.

Policy 3.5: Discourage the use of local residential roadways as through routes. This type of traffic movement shall be discouraged through traffic calming planning that involves the local residents.

Goal 4: Provide quality commercial and industrial development with adequate parking for employees and visitors.

Policy 4.1: Private and public parking shall be provided in sufficient amount to adequately meet local needs and to minimize congestion on arterial streets.

Policy 4.2: Conduct periodic reviews of parking code standards and evaluate the standards for adequacy and applicability to changing development trends within the city.

Policy 4.3: Require projects in revitalization/redevelopment areas to provide adequate off-street parking, even in re-use projects.

Policy 4.4: Establish in-lieu parking fees for downtown areas. The City could utilize these fees to build parking lots or structures as needed, or to create a designated parking district.

Implementation Actions

The following implementation actions put the Circulation Element policies and plans into practice for City elected officials, staff and the public. Each action relates directly to one or more policies established within the Circulation Element update.

Goal 1: **Maintain efficient vehicular and pedestrian movements throughout the city.**

- Action 1.1 Adopt an ordinance establishing the street classification changes as described within the Circulation Element.
- Action 1.2 Identify feasible near-term roadway improvements that fulfill identified Circulation Element measures, and incorporate those improvements into the next update to the five-year Capital Improvements Program (CIP).
- Action 1.3 Make every feasible effort to provide LOS D operations or better on arterial roadways and collector roadways.
- Action 1.4 Require TDM plans as a mitigation strategy component within the City traffic impact study guidelines.
- Action 1.5 Prohibit truck traffic on local and collector streets unless such streets provide the only access to a site.
- Action 1.6 Conduct a citywide study of truck routes to determine if truck routes can be consolidated without creating adverse impacts due to concentrations of truck traffic.
- Action 1.7 Evaluate the appropriateness of identification signage on truck routes, including truck route turn signs at major intersections.
- Action 1.8 Study alternatives for improving circulation in the vicinity of Rosemead Square including the addition of travel lanes on Rosemead Boulevard through prohibition of parking and a possible redesign of the adjacent ramp approaches at the I-10/Rosemead Boulevard interchange.



Goal 2: Development of infrastructure and services to support alternative modes of travel.

- Action 2.1 Develop neighborhood traffic control plans for those neighborhoods experiencing spillover traffic impacts that may result from intensification of commercial or industrial areas.
- Action 2.2 Conduct a study of the potential for the inclusion of bicycle lanes along major roadway corridors. If such facilities cannot be included along commercial thoroughfares, bicycle lanes on adjacent parallel but minor roadways should be considered.
- Action 2.3 Develop a Long-Range Transportation Plan for transit service within Rosemead, which evaluates potential locations for a centralized transit center and park-and-ride facility. The center should tie in regional local and commuter transit lines and the City transit shuttle.
- Action 2.4 Require Transportation Demand Management (TDM) programs for major projects as in-lieu mitigation measures, where physical traffic mitigations are either infeasible or undesirable to the City.
- Action 2.5 Design guidelines and roadway improvement policies within the downtown area and the planned mixed-use district should promote the reduction of driveway access points, the provision of buffer space or objects between roadways and sidewalks, and provide for safe mid-point crosswalks, as needed and as feasible within available right-of-way and within existing roadway/control configurations.
- Action 2.6 Collaborate with local transit agencies to:
- Develop programs and educate employers about employee rideshare (carpooling) and transit.
 - Establish mass transit mechanisms for the reduction of worker-related and nonwork related vehicle trips.

- Action 2.7 Work with AQMD and other agencies to receive grants for alternative modes of transportation and improved traffic flow.
- Action 2.8 In conjunction with measures that encourage public transit, ride sharing, bicycling and walking, implement circulation improvements that reduce vehicle idling. For example, coordinate controlled intersections so that traffic passes more efficiently through congested areas.
- Action 2.9 Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking. Before funding transportation improvements that increase vehicle miles traveled, consider alternatives such as increasing public transit or improving bicycle or pedestrian travel routes.
- Action 2.10 Consider giving funding preference to investment in public transit over investment in infrastructure for private automobile traffic.
- Action 2.11 Consider providing public transit incentives, including free and reduced fare areas.
- Action 2.12 Consider adopting a comprehensive parking policy that discourages private vehicle use and encourages the use of alternative transportation. For example, reduce parking for private vehicles while increasing options for alternative transportation; eliminate minimum parking requirements for new buildings; “unbundle” parking (require that parking is paid for separately and is not included in rent for residential or commercial space); and set appropriate pricing for parking.

Goal 3: **Vehicular traffic associated with commercial and industrial uses should not intrude upon adjacent residential neighborhoods.**

- Action 3.1 Require evaluation of potential parking overflow onto adjacent residential roadways for traffic and parking studies for new commercial and industrial developments.



C I R C U L A T I O N

- Action 3.2 Consider programs to prohibit on-street parking for demand generated by commercial and industrial activities, using permit programs and related signage for affected local streets.
- Action 3.3 Periodically review on-street parking in neighborhoods adjacent to revitalization/redevelopment districts and develop parking and control plans for those areas adversely affected by spillover traffic and parking.
-

Goal 4: Provide quality commercial and industrial development with adequate parking for employees and visitors.

- Action 4.1 Require that any re-use of commercial or industrial redevelopment or reuse project must demonstrate that adequate on-site parking and loading will be provided for the proposed use.
- Action 4.2 Examine potential on-street parking demand within the immediate vicinity of proposed projects as part of the parking analyses conducted for projects in the mixed-use and downtown districts.

Chapter 4

RESOURCE MANAGEMENT

ROSEMEAD GENERAL PLAN

Introduction

State law requires every general plan to have an open space element (Section 65302[e]) and a conservation element (Section 65302[d]). The open space and conservation elements complement one another due to the overlap in State requirements and the interrelationship of issues within each element. This is particularly true in Rosemead, which no longer has abundant open space and undeveloped natural resources. This circumstance emphasizes the importance of treating with care the City's remaining resources and open spaces. For these reasons, the Open Space and Conservation Elements have been combined into the Resource Management Element.

The Resources Management Element open space component's purpose is to guide and set a policy framework for existing and future open space uses for use by residents. The conservation component focuses on protecting and maintaining available natural resources and discouraging wasteful consumption practices. The conservation components include greenspace, water resources, air quality, and mineral resources.



Important Regional Plans

Natural resources such as water and air represent regional resources that are not contained within political jurisdictional boundaries. Thus, regional agencies have established regional programs and approaches to protect and conserve resources shared by many cities and large geographic areas.

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A non-attainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting State or federal standards for a given pollutant.) The plan must outline specific programs, strategies, and timelines for bringing the area into compliance with air quality standards. The Air Quality Management Plan prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and State standards for healthier air quality in the South Coast Air Basin. Many of the programs address circulation improvements, since fossil-fuel-powered vehicles account for more than 60 percent of the nitrogen oxide emissions and 70 percent of the carbon monoxide emissions within the Basin. Businesses in Rosemead are required to comply with regulations of the South Coast Air Quality Management District, the agency charged with the authority to improve air quality in the region.

National Pollutant Discharge Elimination System (NPDES)

As part of a comprehensive effort to improve the quality of the nation's water resources, the federal government authorizes the State Regional Water Quality Control Board, Los Angeles Region to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and Rosemead as co-permittees, most new development projects in the City are required to incorporate measures that minimize pollutant levels within stormwater runoff. Compliance is required at the time construction permits are issued, as well as over the long term through periodic inspections. The Water Resources and Quality section of this Element discusses the NPDES program.



No Dumping Sign along the Rio Hondo Flood Control Channel

Relationship to Other Elements

The Resource Management Element works in concert with the Land Use Element to promote City goals. The Land Use Element designates areas for open space and recreation.

Parks, Open Space, Greenbelt, and Public Art Issues, Goal, and Policies

Parks and Open Space

As a largely built-out community, Rosemead recognizes the critical importance of enhancing and protecting resources for residents' physical health and the businesses' economic health. Thus, these goals and policies emphasize: (1) preserving and maintaining established open space and recreational resources; (2) making provisions for additional open space; (3) assisting in the conservation and protection of water resources; and (4) contributing to regional efforts to improve air quality and energy conservation.

Parks

One of the issues facing Rosemead is the availability of open space and parkland to residents for passive and active recreation. The Resource Management Element serves as a plan for parkland and recreational open space in Rosemead.

Parks serve a variety of needs; a classification is appropriate to understand the function of individual parks. In addition to providing a classification for parklands within the City, this Element provides standards that will be applied to the development of new parks. Standards are important to clearly defining the function, characteristics, and facilities associated with a particular type of park. These same standards should also be flexible to allow for variability in parks that is characteristic of most communities. The following park standards are specific to the City of Rosemead and apply to both existing and future parkland.



Regional Park

This category includes parks that are generally operated by large cities, a county, or a park district. Regional parks typically exceed 200 acres and have a variety of facilities for a wide range of interests. The Whittier Narrows Recreation Area, located adjacent to the eastern City border and one mile south of Rosemead, is an example of this type of park. This park has in excess of 1,000 acres and will continue to provide Rosemead residents and the surrounding region numerous recreational opportunities. The park offers fishing, skeet, pistol and trap shooting ranges, picnicking areas, a nature center, an equestrian facility, trails, numerous types of play fields and courts, playgrounds, and an extensive trail network.

Community Park

A community park is broadly defined as a park that is over 10 acres in area and, because of the nature of facilities provided, serves between 10,000 and 30,000 residents. A community park's service area is from one-half to one mile. Garvey Park and Rosemead Park are in this park category.



Garvey Park

Neighborhood Park

A neighborhood park's service area generally corresponds to an elementary school's service area. A neighborhood park should be large enough and have adequate facilities for active recreation, including playgrounds and limited athletic facilities. Parks in this category are primarily designed to serve children and adolescents. Neighborhood parks range in size from two to ten acres and have a service area from one-quarter to one-half mile. Rosemead's neighborhood parks include Zapopan Park and Sally Tanner Park.

Mini-parks

Mini-parks are small parks under one acre in size and generally designed to serve preschool-aged children. These parks or tot lots have a very small service area. Klingerman Park is an example of a mini-park.

Specialty Park/Facility

The City maintains the 3.5-acre Jess Gonzalez Sports Complex park, which cannot be easily classified according to the above criteria. Certain types of recreational uses are so distinct that typical standards may not apply. Other specialty facilities include the pedestrian and bicycle trails planned within the electric power transmission easement and along the Alhambra Wash.

Greenbelt

Greenbelt parks are small areas 0.75 acres or less that include designated open space, landscaping, and/or recreation. Rosemead has four Greenbelt parks: Angelus Park, Guess Park, Olney Park, and Triangle Park.

Whittier Narrows Golf Course

The Whittier Narrows Golf Course is a 27-hole golf course located on 260 acres of the Whittier Narrows Park. The golf course includes amenities such as a grass driving range, practice greens, banquet facility, and a restaurant.

Open Space Resources

Open space contributes to the economic, social, and physical health, safety, and welfare of residents. Private lawns, landscaping, and public open space in parks, playgrounds, and civic facilities make up the bulk of the City's open space. In addition to the parks described above, significant open space areas that benefit residents are: 1) the Southern California Edison easement, and 2) the Whittier Narrows Recreational Area, located east of the City limits in unincorporated Los Angeles County.

Open space also can facilitate groundwater recharge and stormwater management. Figure 4-1, Resource Management Policy Map, identifies the local waterways in and near Rosemead. The City is substantially built out and contains little natural habitat. Riparian habitat is limited due to the channelization of local streams. There are no wildlife corridors in the City due to urbanization.

Rosemead has not established any flood corridors, defined here as areas where annual flooding takes place. The areas of the City where there is flooding potential, especially as due to dam inundation, are identified in the Public Safety Element.





Whittier Narrows Recreational Area (source: Los Angeles County Regional Parks
www.lacountyparks.org)

Park Facility Standards

Standards for recommended park space vary. The National Parks and Recreation Association (NPRA) recommends a minimum of 2.5 acres of park space per 1,000 persons. The Southern California Association of Governments (SCAG) recommends for a minimum of 4 acres per 1,000 persons. Based on the City's 2008 estimated population of 57,422 persons (California Department of Finance), the City should provide a minimum of 144 acres of park land to meet the NRPA standards, and 230 acres per SCAG guidelines.

Table 4-1 lists Rosemead's park and open space, and includes the Whittier Narrows Recreational Area, a 1,092-acre regional park immediately southeast of the City. Whittier Narrows Recreation Area offers significant recreational opportunities, such as fishing, shooting ranges, and trails. Approximately 25 percent of City residents live within a one-mile radius of Whittier Narrows Dam Recreation Area, and approximately 80 percent live within a two-mile radius. Excluding Whittier Narrows, the City has approximately 43.25 acres of parkland. According to NRPA and SCAG recommendations, the City lacks approximately 101 and 187 acres of parkland, respectively.

Table 4-1
Park and Recreation Facilities

Name	Park Type	Acres
Angelus Park	Greenbelt	0.25
Garvey Park	Community	8.5
Garvey Recreation Center	Facility	3
Guess Park	Greenbelt	0.25
Klingerman Park	Mini	0.75
Olney Park	Greenbelt	0.25
Rosemead Center	Facility	0.75
Rosemead Park	Community	18
Sally Tanner Park	Neighborhood	1.25
Jess Gonzalez Sports Complex Park	Specialty Facility	3.5
Triangle Park	Greenbelt	0.75
Zapopan Park	Neighborhood	6
TOTAL^(a)		43.25
Whittier Narrows ^(a, b)	Regional	>1,000

a) Total does not include Whittier Narrows.

b) Located outside Rosemead city limits in unincorporated Los Angeles County.

Other Available Recreation Resources

As the few remaining vacant parcels in Rosemead develop, parks and open space will become increasingly difficult to acquire and fund. Rosemead's public school facilities offer opportunities to expand active recreational options. The City and the local school districts have established joint-use agreements to maximize use of limited local open space and recreational facilities. The State recognizes the relationship between school sites and their potential for recreational use. Education Code Section 35275 requires that school boards meet with park and recreation officials to coordinate the design of new parks. Education Code Section 39363.5 requires that in cases where surplus school sites are disposed of, first priority must be given to park recreational purposes. The policies contained in this Element encourage the continuation of the shared use of school sites for recreational purposes, as well as availability of City facilities for special school functions. Rosemead's schools provide recreational facilities including ball fields, soccer fields, and playgrounds. Many of these school facilities are underutilized and gated to prevent or restrict public use during non-school hours. Working collaboratively with the Rosemead, Garvey, Alhambra, El Monte, and Montebello school districts, Rosemead will seek out opportunities to allow for recreational use of school facilities by residents.



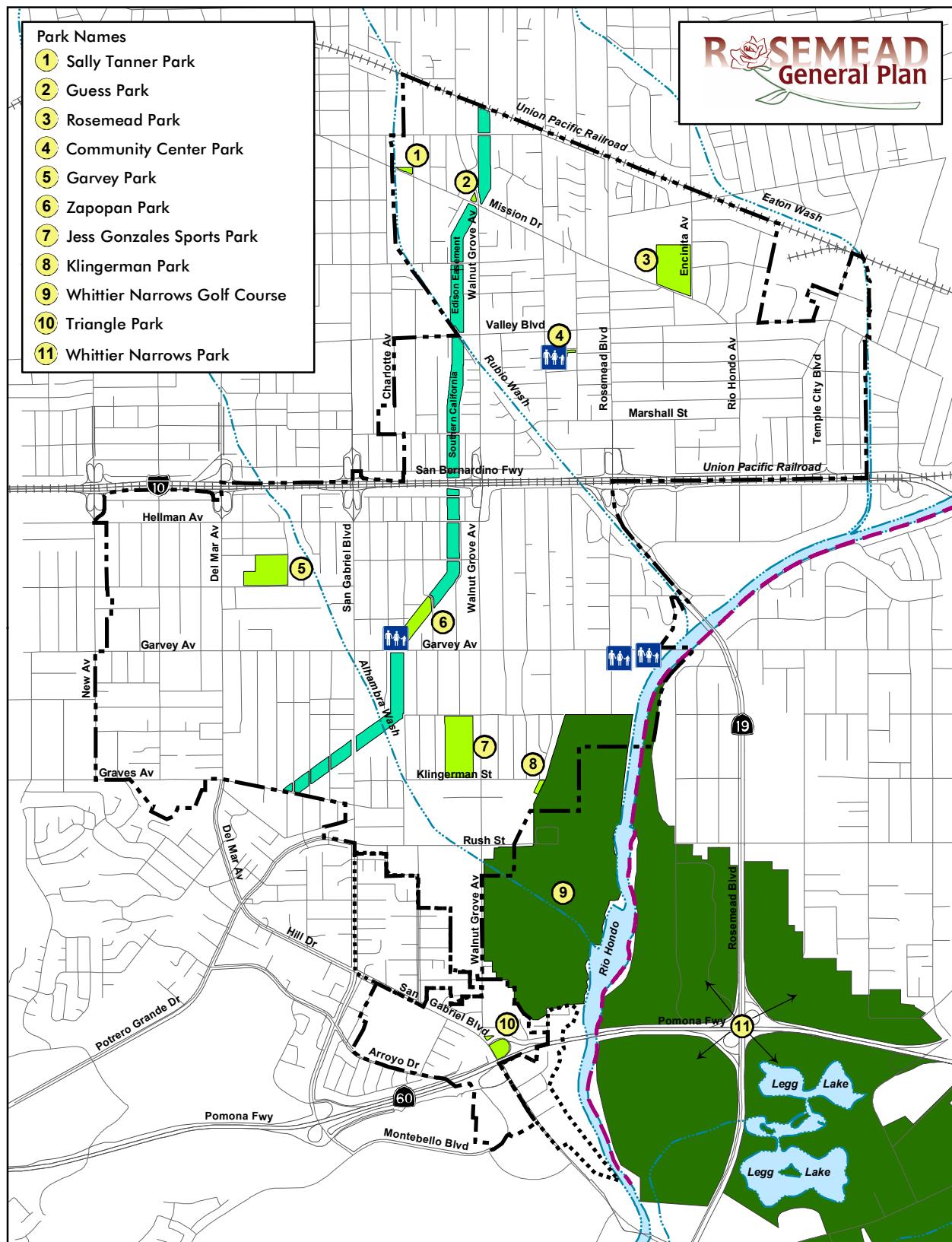
Public Art

Public arts projects can help create strong connections between residents of Rosemead and places in the City. Along with façade and streetscape improvements, public art projects can help redevelop and reinvigorate underutilized corridors in the City. Public art projects also have the potential to enliven civic spaces and strengthen a sense of community identity. Public art in Rosemead can provide opportunities to observe the City's rich history and celebrate its unique and diverse population.

Parks, Open Space, Greenbelt, and Public Art Goal and Policies

Goal 1: Provide high-quality parks, recreation, and open space facilities to meet the needs of all Rosemead residents.

-
- Policy 1.1: Maintain current parks within the City to ensure they continue to provide Rosemead residents the best possible recreational opportunities.
-
- Policy 1.2: Develop pedestrian/bicycle trail systems in the City.
-
- Policy 1.3: Look for opportunities to establish public parks and other useable open space areas in those parts of Rosemead underserved by such facilities (**Figure 4-1**).
-
- Policy 1.4: Establish parkland and/or recreation fees payment program for new residential development as provided by developer fees.
-
- Policy 1.5: Incorporate public art projects in civic, commercial, and mixed uses areas. Ensure that the public art correspond to the surroundings, and highlight Rosemead's unique community and character.



Source: City of Rosemead, DMP Inc.

0 1,400 2,800 4,200 5,600 Feet

Figure 4-1
Resource Management Policy Map

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Greenspace Issues, Goal, and Policies

In addition to the City's parks and open space facilities, commercial, industrial, and residential districts can provide greenspace in the form of landscaping and street trees. Increasing the amount and quality of greenspace promotes a positive physical image, creates identity for all types of development, and provides shade and cooling benefits.

As part of the overall City aim of enhancing the visual quality of the urban environment and encouraging pedestrian activity, City policies, programs, and standards will provide for commercial and industrial property owners to landscape properties with turf, trees, and shrubs. Of particular importance are setback areas and parking lots open to public view. In commercial areas, improved greenspace creates a landscape aesthetic inviting to pedestrians. Neighborhoods near industrial areas benefit from greenspace as it softens views toward parking lots, loading areas, trash enclosures, etc. Well-designed greenspace also improves the quality of single and multi-family neighborhoods and is considered a necessity rather than an amenity.

Southern California communities continue to place increased demands on existing water supplies; consequently, there is a greater focus on water conservation, not just in times of drought, but in anticipation of future population growth. Many private landowners and public authorities are adopting alternative forms of landscaping as an environmentally responsible alternative to conventional, water-intensive horticultural landscaping. Xeriscape is the philosophy of water conservation through creative landscaping. Xeriscape is a landscape that uses plants with low water requirements, making them able to withstand extended periods of drought. Properly maintained, a xeriscape can easily use less than one-half the water of a traditional landscape. Once established, a xeriscape should require less maintenance than turf landscape.

Goal 2: **Increase greenspace throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits**

Policy 2.1: Increase landscaping and tree plantings along all major arterials, including Valley Boulevard,



Garvey Avenue, San Gabriel Boulevard, and Del Mar Avenue.

-
- Policy 2.2:** Continue to require all commercial and industrial property owners to maintain landscaping on their property.
-
- Policy 2.3:** Require new developments to incorporate creative and effective landscaping into the overall site plan of proposed projects.
-
- Policy 2.4:** Maintain a coordinated City street tree program for all areas of Rosemead.
-
- Policy 2.5:** Pursue landscaped street medians and parkways construction where adequate right-of-way is available.
-
- Policy 2.6:** Enhance the on-and off-ramp areas at Interstate 60, Interstate 10, and State Route 19.
-
- Policy 2.7:** Encourage public art projects through the development of impact fees, in-lieu fees, and policies.



Examples of parking lot landscaping

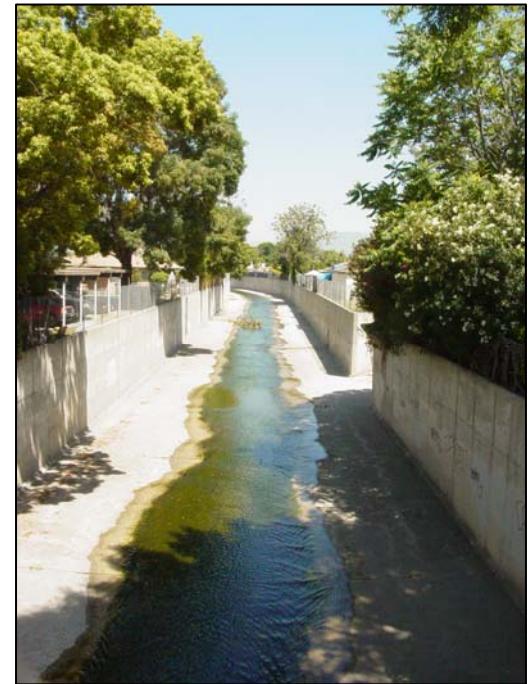
Water Consumption and Quality Issues, Goal, and Policies

Rosemead, like the entire greater Los Angeles basin, is semi-arid, with relatively limited annual rainfall. Early settlers drew local groundwater resources for agricultural and domestic water needs. As the region grew, increasingly more wells tapped into groundwater basins. In many areas, groundwater levels have declined as water use continues to exceed natural recharge through rainfall and stream flow. Much of Southern California now relies upon imported water to greatly supplement local resources, both to meet volume demands and to ensure water quality meets state and federal drinking water standards.

The City's location in arid Southern California underscores the importance of continued education regarding wise water use and water conservation technologies. The City remains committed to water conservation strategies that ensure a healthy, clean, and reliable supply of water remains available for residents. The City encourages the use of simple water conservation measures in homes and in the workplace.

Water resources are limited to the groundwater basins that provide a local source of water to the City and the surrounding region. Rosemead is located above the San Gabriel Basin, a groundwater basin drained by the San Gabriel River and the Rio Hondo. The groundwater basin is bounded by the San Gabriel Mountains to the north, San Jose Hills to the east, Puente Hills to the south, and Raymond Fault to the west. Local groundwater accounts for a major portion of the area's water supply. Three of the groundwater purveyors in the City are: the Upper San Gabriel Valley Municipal Water District, the South San Gabriel System (serves half of Rosemead), and the California Water Service Company.

Due to past San Gabriel Valley industrial practices, the basin has been contaminated with a variety of pollutants ranging from pesticides to industrial chemicals and solvents. According to the Environmental Protection Agency (EPA), over 30 square miles of San Gabriel Valley groundwater may be contaminated. The contaminated sites underlie Rosemead and other San Gabriel Valley communities. Although the federal government is responsible for cleanup of the area and initiated a comprehensive remediation program in 1994, Rosemead is committed to reducing the further contamination of



Cemented Rio Hondo flood control channel



underground water. The City participates in Los Angeles County's NPDES program to reduce the amount of water polluted by pesticides, engine oil, and household chemicals that run into the storm drain system and pollute groundwater. As part of this effort, the City must comply with the County's Stormwater Quality Management Program and implement Best Management Practices (BMPs) in several areas including public outreach, planning and construction, public agency activities, business inspections, and illicit connection and flow.

Goal 3: Manage the use of and protect water resources that provide supplies to Rosemead residents and businesses.

-
- Policy 3.1: Work with water suppliers to ensure that adequate water resources continue to be available to meet the needs of residents and business.
-
- Policy 3.2: Promote water conservation measures, reduce urban runoff, and prevent groundwater pollution associated with development projects, property maintenance, City operations, and all activities requiring City approval.
-
- Policy 3.3: Work with local, regional, and State agencies to maintain and improve the quality of local groundwater and to provide a cost-effective and equitable means of reducing urban runoff.
-
- Policy 3.4: Adopt and enforce regulations and engage in educational efforts to eliminate groundwater and urban runoff pollution.
-
- Policy 3.5: Take steps to use reclaimed water whenever and wherever possible in both public and private facilities.

Air Quality and Energy Conservation Issues, Goal, and Policies

Every day, the average person breathes thousands of gallons of air, yet our air is contaminated by smog emanating from automobiles, industrial processes, and daily activities. These

pollutants are responsible for a range of respiratory and cardiovascular diseases, reduced tolerance for exercise, impairment of mental functions, and reduced plant growth.

Although air quality has localized impacts, it is a regional problem created throughout the Los Angeles metropolitan area. Every city must accept a portion of responsibility for addressing air quality problems. Rosemead is located within the South Coast Air Basin, a geographic area that extends from the Pacific Ocean north to the San Gabriel Mountains and east to the San Bernardino and San Jacinto Mountains. Due to topography, climate, and daily pollutant emissions, the basin is a non-attainment area for ambient air quality standards for ozone, carbon monoxide, and fine particulate matter. Although the air is much cleaner today than it was 40 years ago and continued reductions in pollutant concentrations are expected, the basin is not expected to meet air quality standards in the foreseeable future.

The South Coast Air Quality Management District (SCAQMD) works to improve regional air quality and to achieve federal and state standards for various air pollutants. According to SCAQMD, air quality has improved since the latter decades of the last century due to lower energy consumption, improved auto emission standards, and use of alternative modes of transportation.

Due to Rosemead's location adjacent to two freeways, local air quality is affected most by vehicle emissions, railway transportation, and industrial uses in adjacent communities. Although the City has no direct ability to manage programs for emissions control, Rosemead supports the regional Air Quality Management Plan measures to help reduce air pollution.

Energy conservation is another important strategy to improve air quality and preserve natural resources. Pollutants are generated by the burning of fossil fuels and natural gas to produce electricity. Conserving energy contributes to improvements in air quality. Buildings are one of the major contributors to electricity demand. Energy requirements and pollutants associated with energy generation can be reduced through architectural designs, building construction, and landscaping. The City promotes energy conservation through the implementation of State of California Title 24 energy performance requirements in building codes. Title 24 establishes standards for minimum ceiling, wall, and raised floor insulation; minimum heating, ventilating, air conditioning and water heating equipment efficiencies; and other requirements that help reduce energy use.



Goal 4: Effective contributions to regional efforts to improve air quality and conserve energy.

-
- Policy 4.1: Integrate air quality planning with City land use, economic development, and transportation planning efforts.
- Policy 4.2: Support programs that reduce air quality emissions related to vehicular travel.
- Policy 4.3: Support alternative transportation modes and technologies, and develop bike- and pedestrian-friendly neighborhoods and districts to reduce emissions associated with automobile use.
- Policy 4.4: Encourage energy conservation efforts and the incorporation of energy-saving designs and features into new and refurbished buildings.
- Policy 4.5: Encourage public employees to follow energy conservation procedures.
-
- Policy 4.6: Adopt a Climate Action Plan or Policy to address greenhouse gas mitigation.

Mineral Resources Issues, Goal, and Policies

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that all cities consider mapped mineral resources designations (as defined by the State Mining and Geology Board) in long-term planning efforts. SMARA was enacted to promote the conservation and sensitive use of significant mineral deposits. The law ensures that significant aggregate resources are recognized and considered before land use decisions are made that may compromise the long-term availability of these resources.

The State Mining and Geology Board classifies lands in California based on availability of mineral resources. Four Mineral Resources Zone (MRZ) designations have been

established for the classification of sand, gravel, and crushed rock resources:

- **MRZ-1** – Adequate information indicates that no significant mineral deposits are present or likely to be present.
- **MRZ-2** – Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled.
- **MRZ-3** – The significance of mineral deposits cannot be determined from the available data.
- **MRZ-4** – There is insufficient data to assign any other MRZ designation.

According to the State Mining and Geology Board, land within Rosemead is classified as MRZ-1, MRZ-3, and MRZ-4¹. **Figure 4-2** identifies the extent of these classifications.

As Rosemead is completely urbanized and the State has not identified any significant recoverable mineral resources, no mineral extraction activities are permitted within the City limits.

Policy Map and Plan

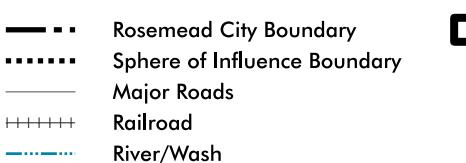
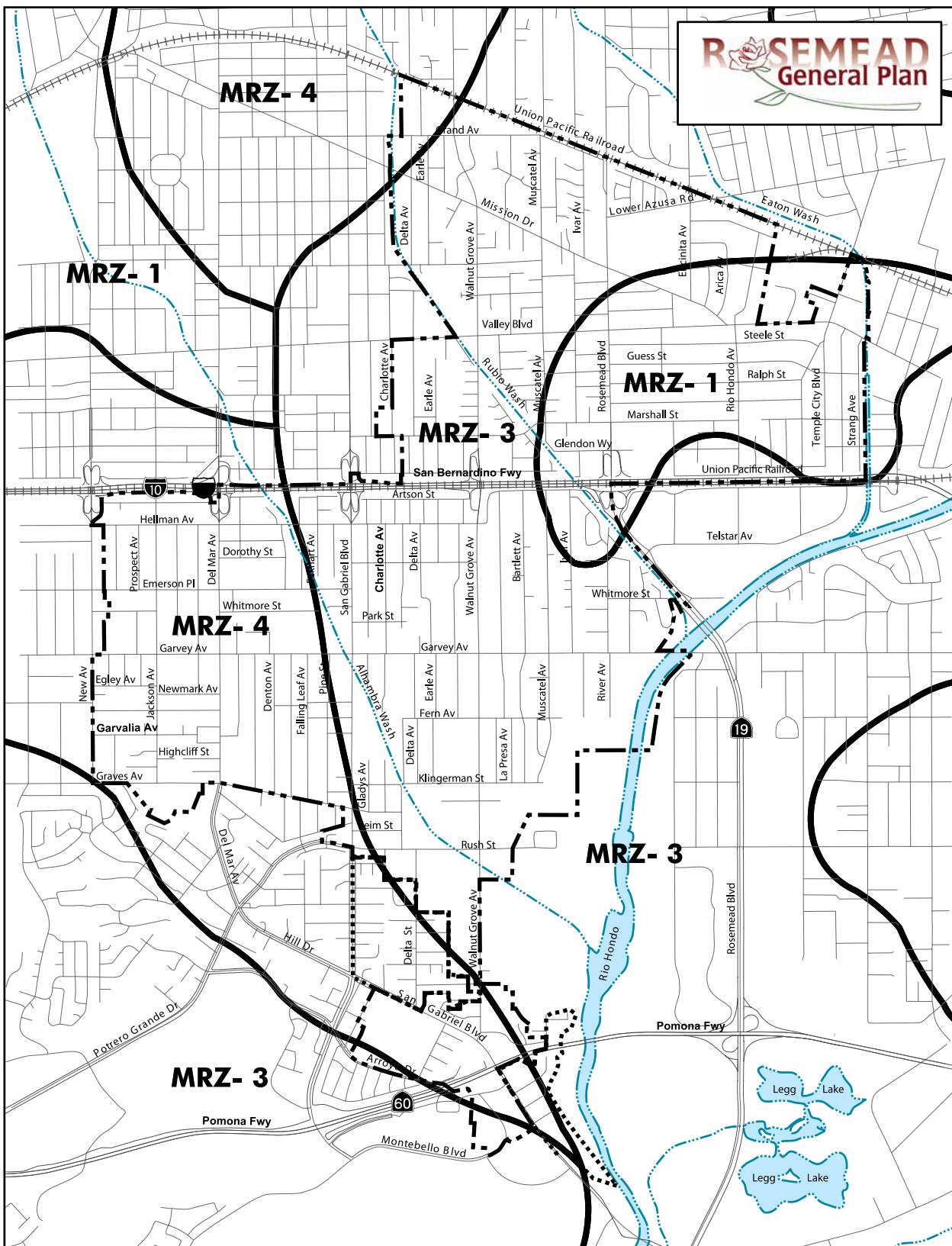
The goals and policies in this Element emphasize maintenance and preservation of existing open space and recreation resources, and making provisions for additional open space in areas of the City considered deficient. The more difficult policies to implement regard the provision of additional open space due to the scarcity and cost of available land. Figure 4-1 identifies areas where the City can look to provide new or enhance existing park and recreation facilities, which may include working with school district officials to improve joint-use field space.

Implementation of certain policies will result in the addition of public and private greenspace in the City. Street tree plantings will occur in particular along portions of Valley Boulevard, Garvey Avenue, San Gabriel Boulevard, and Del Mar Avenue. Other corridor treatments will be considered for Rosemead Boulevard as funds allow. With regard to landscaping on private properties, the City will establish new standards in the zoning ordinance to ensure new development integrates well-planned, functional, and attractive plantings that enhance the adjacent public realm.

¹ *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties – Part II, Los Angeles County.* Department of Conservation, Division of Mines and Geology, 1994.



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Mineral Resource Areas

MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

MRZ-3: Areas containing mineral deposits the significance of which cannot be evaluated from available data.

MRZ-4: Areas where available information is inadequate for assignment to any other MRZ zone.

Figure 4-2

Mineral Resources Map

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Water conservation measures will be considered in all new development. With regard to water quality, the City will enforce BMPs for development activities and ask developers to use creative approaches for cleaning and managing stormwater runoff.

Implementation Actions

Goal 1: Availability of quality park, recreation, and open space facilities to meet the needs of all Rosemead residents.

- Action 1.1 Create a Parks, Recreation, and General Facilities Master Plan to evaluate current and future community needs, interests, and preferences regarding parks, facilities, and programs and to identify priorities and develop recommendations for future development and management of the parks and recreation system for the next 15 years.
- Action 1.2 Maintain joint-use agreements between the City and local school districts for facilities and field use.
- Action 1.3 Establish an “Adopt-a-Park” program to involve civic organizations, businesses, and private citizens in park maintenance and upkeep.
- Action 1.4 Work closely with the Los Angeles Sheriff Department in park design and management to minimize crime and vandalism on and around park facilities.
- Action 1.5 Emphasize the need for citizen participation in reducing vandalism in City parks through the City’s Neighborhood Watch programs.
- Action 1.6 Seek opportunities to establish joint-use and regional joint-powers agreements to increase available recreational resources. Such efforts should be coordinated between the City of Rosemead and:
- school districts;
 - adjacent jurisdictions;



- California Department of Transportation (Caltrans);
- utility companies;
- the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy; and
- County of Los Angeles Department of Parks and Recreation.

- Action 1.7 Continue to collect Quimby fees for park land. Consider including park land and park equipment acquisition in future CIPs.
- Action 1.8 Establish an “Art in Public Places” fee program to fund public art projects.
-

Goal 2: **Increased greenspace throughout Rosemead to improve community aesthetics, encourage pedestrian activity, and provide passive cooling benefits.**

- Action 2.1 Prepare an inventory and database of all street trees in the City.
- Action 2.2 Create a Street Tree Master Plan to guide the planting and maintenance of street trees in the City.
- Action 2.3 Design and implement a comprehensive program to improve the quality of landscaping and tree plantings along portions of Valley Boulevard, Rosemead Boulevard, Garvey Avenue, San Gabriel Boulevard, and Del Mar Avenue. Work with the visual images contained within the Valley Vision Plan. The street tree program must consider a mixture of tree types so that disease or blight will not affect the City's entire tree stock.
- Action 2.4 Consider adopting a tree protection and replacement ordinance, e.g., requiring that trees larger than a specified diameter that are removed to accommodate development must be replaced at a set ratio.
- Action 2.5 Continue to require all commercial, industrial, and multi-family residential property owners to maintain landscaping on their property. Encourage property owners to gradually install landscaping that complies with the City plant palette.

- Action 2.6 Develop a City plant palette, and require that at least 40 percent of new landscaping projects in the City consist of low-water native or xeriscape species drawn from the palette. Evaluate this percentage annually and increase the percentage as feasible. Require the posting of covenants to ensure that the landscaping is well maintained.
- Action 2.7 As part of a comprehensive revision of the zoning ordinance, establish property landscape standards that provide for enhanced and functional landscape treatments and maintenance.
- Action 2.8 Connect parks and publicly accessible open space through shared pedestrian/bike paths and trails to encourage walking and bicycling.
-

Goal 3: Managed use and protection of water resources that provide supplies to Rosemead residents and businesses.

- Action 3.1 Actively support and partner with other agencies regarding the development and implementation of viable water management programs to enhance water supply reliability.
- Action 3.2 Enforce regulations and guidelines and update them as needed to meet the specific needs in the planning area to manage stormwater flows. This may include requirements for on-site detention or retention that implement the NPDES program, enhance groundwater recharge, complement regional flood control facilities, and address applicable community design policies.
- Action 3.3 Adopt a water pollution control ordinance or policy to regulate urban runoff discharges to the storm drain system in coordination with regional efforts.
- Action 3.4 Participate in developing and implementing a public information program regarding the appropriate use of herbicides and fertilizers to limit pollutants entering the storm drain system.
- Action 3.5 Consider adopting a comprehensive water conservation strategy. The strategy may include, but not be limited to, imposing restrictions on



the time of watering, requiring water-efficient irrigation equipment, and requiring new construction to offset demand so that there is no net increase in water use.

- Action 3.6 Consider adopting water-efficient landscape ordinances.
-

Goal 4: **Effective contributions to regional efforts to improve air quality and conserve energy.**

- Action 4.1 For all development applications that have the potential to adversely affect air quality, the City shall, as appropriate and pursuant to CEQA, require detailed air quality analysis for all applications that have the potential to adversely affect air quality. All development proposals brought before the City will be reviewed for potential adverse effects on air quality and will be required to mitigate any significant impacts in accordance with CEQA.

- Action 4.2 Implement Transportation Systems Management (TSM) techniques such as synchronized traffic signals and Develop Transportation Demand Management (TDM) programs that work towards eliminating vehicle trips. Support the development of transit and ridesharing facilities to achieve air quality goals and reduce traffic congestion within the City.

- Action 4.3 Develop and implement site design guidelines to facilitate pedestrian and biking activity and the use of transit.

- Action 4.4 Develop pedestrian and bike pathway design standards that buffer pedestrian/bike and vehicular activities.

- Action 4.5 Encourage the regional transit authority to maintain comprehensive bus routes throughout Rosemead.

- Action 4.6 Consider replacing existing City fleet vehicles in with the cleanest vehicles commercially available.

- Action 4.7 Where fugitive dust is causing a chronic public nuisance or air quality is in exceedance of PM10

standards, consider adopting a dust control policy that requires preparation and approval of a dust control plan.

Action 4.8 Consider preparing and enforcing a dust reduction ordinance that addresses mobile and stationary sources.

Action 4.9 The Climate Action Plan or policy should:

- require a baseline inventory of greenhouse gas emissions from all sources by a date certain, establish greenhouse gas emissions reduction targets and deadlines, and enforceable greenhouse gas emissions reduction measures.
- include mechanisms to ensure regular review of progress toward the emission reduction targets established by the Climate Action Plan, report progress to the public and responsible officials, and revise the plan as appropriate, using principles of adaptive management.

Action 4.10 Conduct energy efficiency audits of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization.

Action 4.11 Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, lighting, water heating equipment, insulation and weatherization, for low income residents.

Action 4.12 In governmental construction, require or give preference to products that reduce or eliminate indirect greenhouse gas emissions, e.g., by giving preference to recycled products over those made from virgin materials.

Action 4.13 Consider requiring government contractors to take action to minimize greenhouse gas emissions, e.g., by using low or zero-emission vehicles and equipment.

Action 4.14 Consider providing public education and information about options for reducing greenhouse gas emissions through reduced automobile usage (including trip reduction/linkage, biking and walking, vehicle



performance and efficiency, low or zero-emission vehicles, car/ride sharing), responsible purchasing, conservation, and recycling.

- Action 4.15 Consider entering into partnerships to create and expand polluting vehicle buy-back programs to include vehicles with high greenhouse gas emissions.

Chapter 5

PUBLIC SAFETY

ROSEMEAD GENERAL PLAN

The Public Safety Element identifies and addresses the natural and human-caused hazards that may influence the development, redevelopment, and utilization of properties in Rosemead. Foremost, this Element identifies the ways to reduce the risk of property damage, injuries, or loss of life in the event of a natural or human-caused disaster.

According to the Governor's Office of Planning and Research, the Safety Element works to "reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, earthquakes, landslides, and other hazards." This Public Safety Element sets forth policies designed to minimize threats from natural and human-caused hazards. By implementing the directives of the Public Safety Element, the City intends to use available planning methods in order to: 1) minimize risk exposure, 2) provide timely emergency service delivery to all residents and businesses when the need arises, and 3) maintain an optimal environment for personal security. While population growth and changing needs within the community will continue to place demand on resources, Rosemead is committed to enhancing the safety of neighborhoods, business districts, and public places.

The Public Safety Element is one of the required General Plan elements. The City emphasizes a proactive approach to



planning, which involves identifying and avoiding or mitigating hazards present in the environment that may adversely affect property and threaten lives. Government Code Sections 65302(g) and 65302(f) identify several issues to consider in such planning efforts, as does California Health and Safety Code Section 56050.1. In Rosemead, safety issues of concern include:

- Geologic hazards, including (non-seismic) slope failures; collapsible, compressible or expansive soils subsidence due to groundwater pumping; and shallow ground water.
- Seismic (earthquake) hazards, including surface fault rupture, ground shaking, liquefaction effects, and earthquake-induced slope instability's;
- Flooding (inundation) from seismically induced dam failure;
- Urban fires; and
- Presence of hazardous materials.

Geologic, Seismic, and Flooding Conditions

Introduction and General Setting

The information on the geologic, seismic, and flooding conditions within and around the City are summarized briefly in this section. Information is derived from readily available technical documents that can be referred to for more details as necessary to evaluate and analyze individual projects; additional technical background information is presented in Appendix A. Issues due to hazards arising from the geologic, seismic, and dam failure-induced flooding conditions in the City are discussed in a following section.

A geologic, seismic, or dam failure-induced flooding event that would impact a portion of the City has the potential to affect persons and property in the City. These issues and their potential impacts are the basis for establishing the goals and policies to protect lives and property. Discussion is also provided regarding the buildings and infrastructure most important to the citizens and City personnel in the event earthquake effects are particularly severe in the City.

The technical issues summarized in Appendix A must be taken into account as the City of Rosemead expands, fills in, and re-develops. Existing building codes and land use planning

requirements can address most of the hazards inherent in the geologic setting of the City. As newer, more accurate geologic, soils, and seismic information has been developed since the last General Plan update, it is now possible to identify many of the areas in the City vulnerable to natural hazards, and account for the hazards in future development. Sources for this information range from generalized regional reports and maps (including the previous General Plan Seismic Element) to project-specific geotechnical and engineering geology reports.

Geology and Soils

Geologic units at and near the ground surface in Rosemead are presented by Yerkes and Campbell (2005; **Figure 5-1**). The southernmost portion of the City abuts the Montebello Hills, which consist of sandstone, siltstone and conglomerate of the Fernando formation (map symbol Tf). The remainder of the City, north of the hills, is underlain by older alluvium (Qof, Qof1, and Qoa) and younger alluvial fan deposits (Qyf) shed from the surrounding hills, various young stream wash deposits (Qw, Qyw), landslide deposits (Qls) associated with the Fernando Formation, and artificial fill (Qaf) along the freeways and in at least one large tract development. These geologic units have physical characteristics that can produce hazards such as landslides, mudslides, collapsible or expansive soils, subsidence, or shallow groundwater. Appendix A provides more detailed descriptions of the geologic units (**Table 5-1**) and the hazards associated with the unit characteristics of these geologic units.

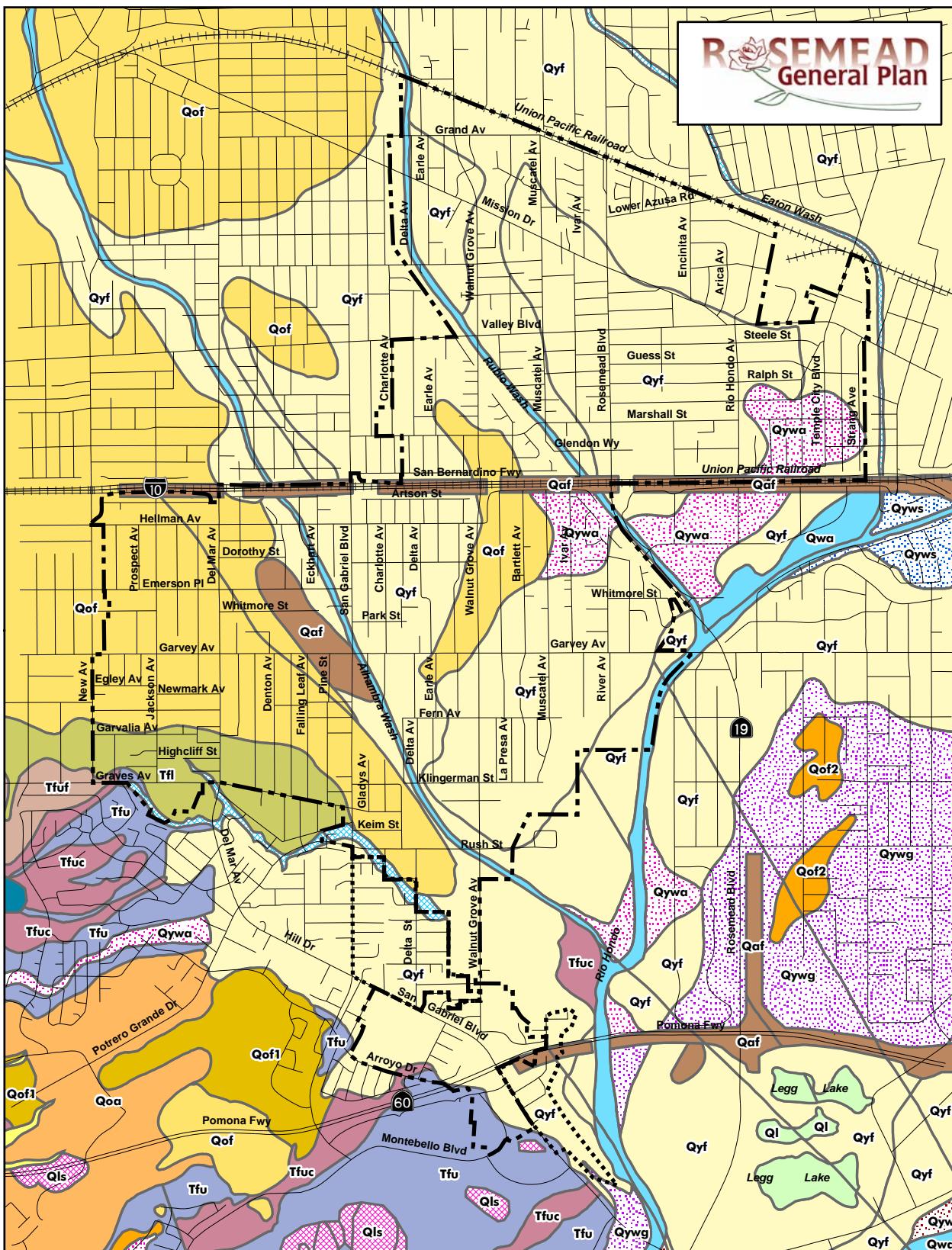
Seismicity/Earthquake Ground shaking, and Faults

Figure 5-2 (Shaw et al., 2002; California Geological Survey [CGS, formerly the California Division of Mines and Geology-CDMG], 2005) shows the regional faults that would impact the City should a moderate to large earthquake be generated on any of these seismic sources within about 25 miles of Rosemead. Earthquakes resulting in ground shaking characterized by greater than 20 percent the acceleration of gravity (g) can be expected on the Whittier (magnitude [M] 6.8), Puente Hills (M 7.1), Upper Elysian Park (M 6.4), Raymond (M 6.5), Sierra Madre (M 7.2), Verdugo (M 6.9), San Jose (M 6.4), Hollywood (M 6.4), and Clamshell-Sawpit (M 6.5) faults. The only known active fault at the surface within the City (**Figure 5-3**; CDMG, 1991) is the Alhambra Wash fault (zoned as an Alquist-Priolo Earthquake Fault Zone [APEFZ]). However, there are several other unnamed fault segments or suspected faults of unknown age of last movement mapped across the City (**Figure 5-4**; Treiman, 1991; Yeats, 2004). Potential seismic/earthquake hazards include surface fault rupture, ground shaking, earthquake-induced liquefaction (including lateral spreading and ground failure) and landslides (shown on



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For more information of the Geologic Units within the City refer to Table A-1.

For more information of the Ecologic Units within the City refer to Table A-1.											
	Qaf		Qof		Qyf		Qyws		Reservoir		
	QI		Qof1		Qyfg		Tfl		Rosemead City Boundary		
	Qls		Qof2		Qyw		Tfu		Sphere of Influence Boundary		
	Qls?		Qw		Qywa		Tfuc		Major Roads		
	Qoa		Qwa		Qywg		Tfuf		Railroad		

Source: Yerkes and Campbell, 2005;
CDMG, 1998, SHZR 024, Plate 2.1.

 Feet

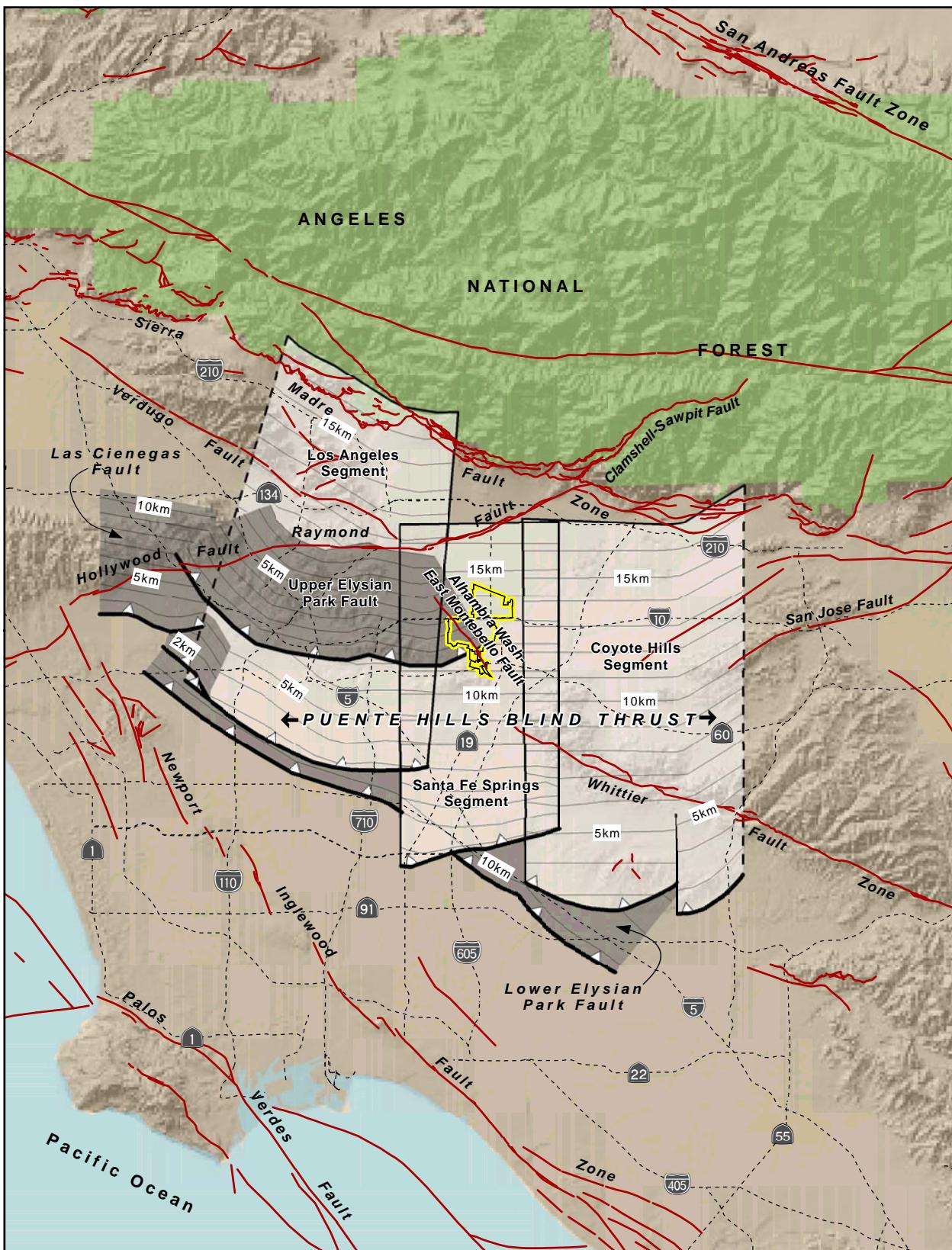
0 1,000 2,000 3,000 4,000

City of Rosemead
General Plan Update

Figure 5-1

June 2008

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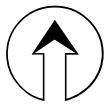
- Rosemead City Boundary
- Primary Road
- Potential Earthquake Faults
(See Table 5-2) - Could cause strong ground shaking in Rosemead.
- △△△ Blind Thrust Faults -

Blind Thrust Faults - △△△

Faults are buried below the surface; small triangles indicated fault dip direction (north) and thin gray lines indicate the depth contours (e.g., 5 km = 5 kilometers deep) on the fault surface (Shaw et al., 2002).

Surface Faults - —

Faults exposed at the ground surface; solid where well located, dashed where approximate, and dotted where concealed (Bryant, 2005)

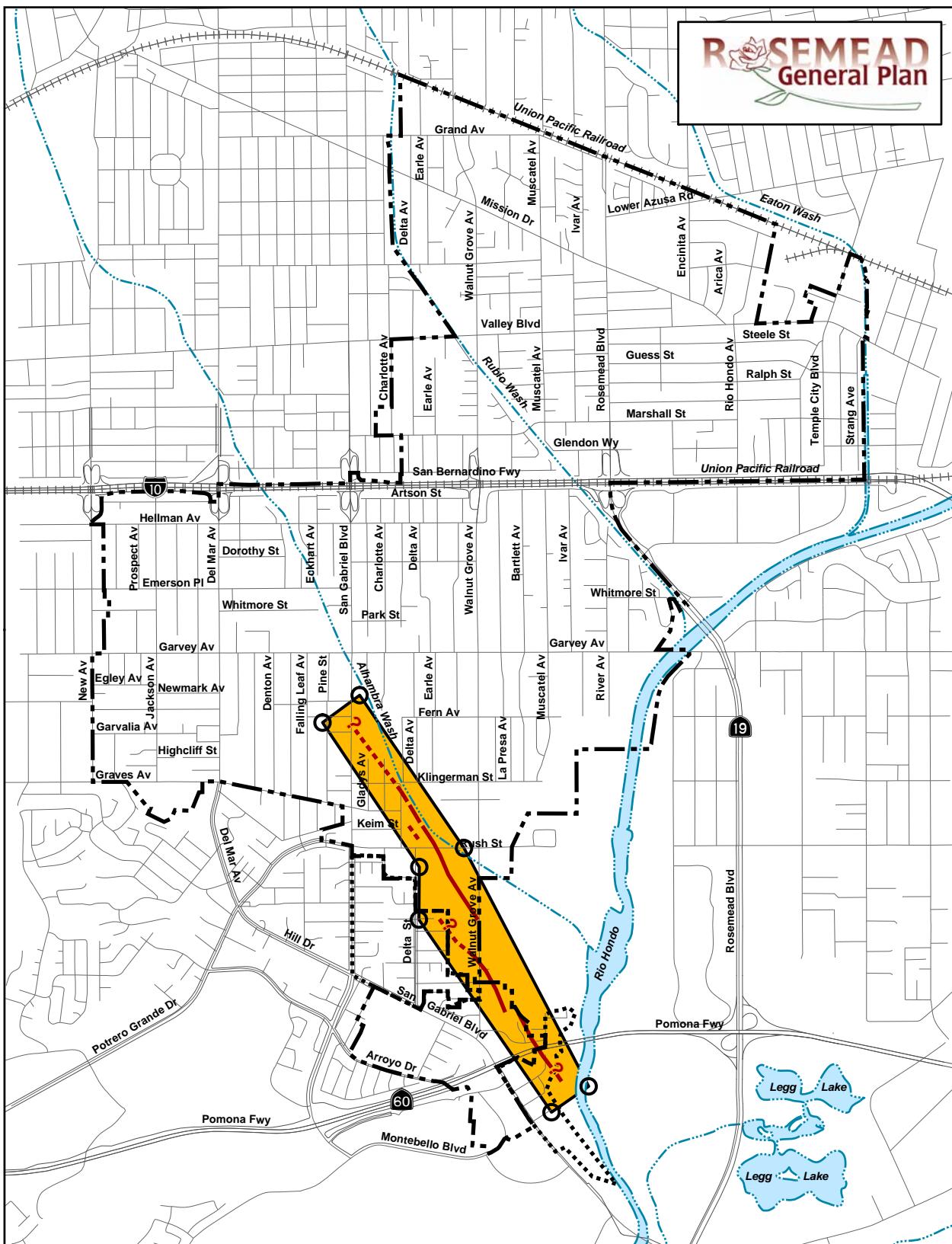


Sources: Shaw et al. 2002, and Bryant, 2005.

0 18,000 36,000 54,000 Feet

Figure 5-2
Earthquake Faults

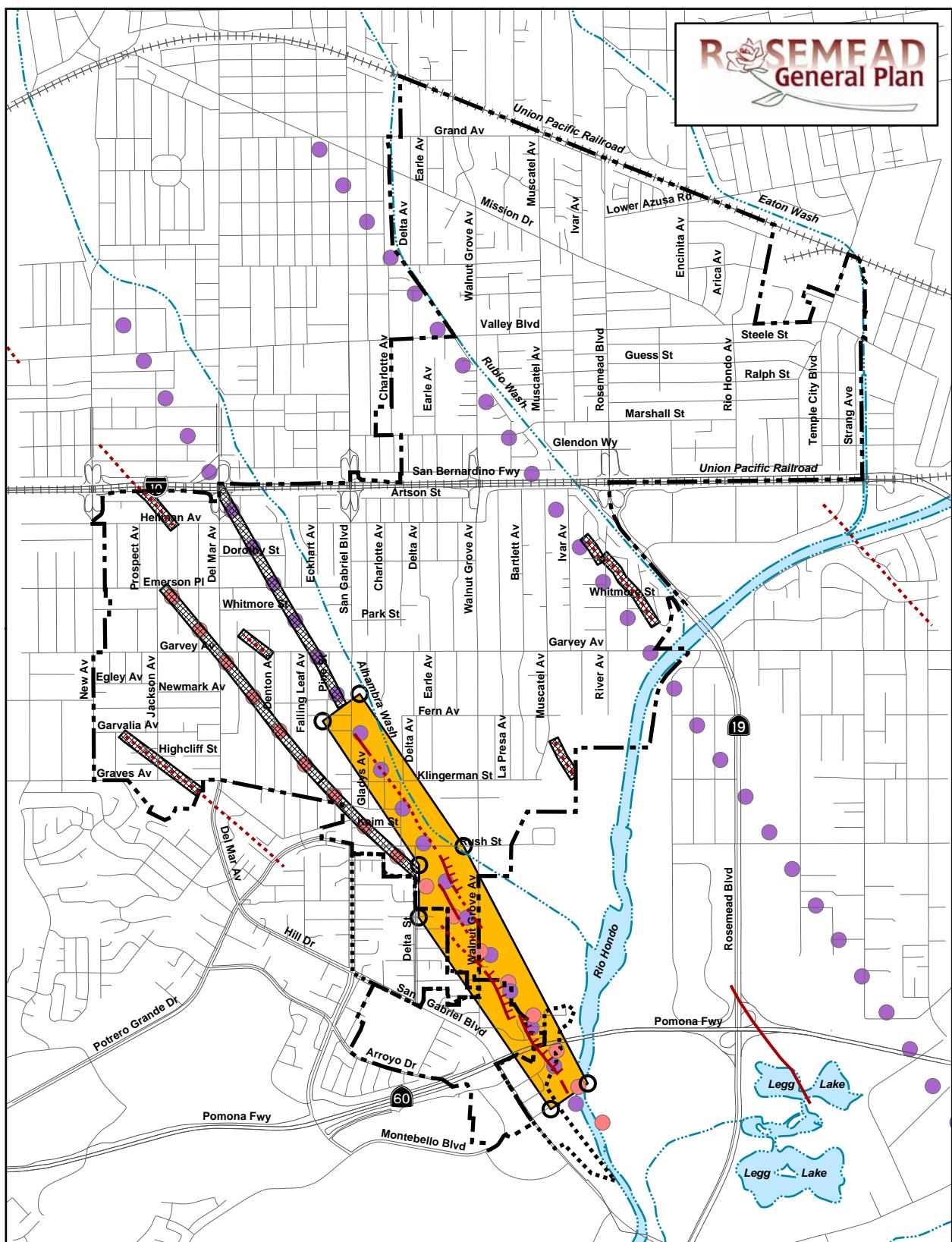
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Sources: California Division of Mines & Geology (CDMG), November 1, 1991.

Feet
0 1,000 2,000 3,000 4,000

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- Fault Hazard Management Zone (FHMZ) for Important Facilities**
- Alquist-Priolo Earthquake Fault Zone**
- Approximate location of escarpment of Bullard and Lettis (1992)**
- Inferred faults from California Department of Water Resources (1966)**
- Photolineaments defining Probable or Possible fault**
- Well-defined**
- Less well-defined**
- Indicate downside of scarp**



Sources: CDMG, 1991; Treiman, FER-222; Bullard and Lettis, 1992; CDWR, 1966.

0 1,000 2,000 3,000 4,000 Feet

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Figure 5-5; CDMG, 1999). The City is also underlain by two buried thrust faults that, although they do not reach the ground surface, have the potential to cause strong ground shaking in Rosemead. These hazards and the local earthquake faults are discussed further in Appendix A.

Flooding

According to flood maps prepared by the Federal Emergency Management Agency (FEMA), no part of Rosemead lies within a 100-year or 500-year flood zone. Regional drainage improvements, including historic improvements to the Rubio and Alhambra Washes, adequately protect the City from flooding associated with major storm events. FEMA Flood Insurance Rate Maps (FIRMs) indicate that most of the City is subject to minimal hazard from flooding (**Figure 5-6**). State law, as revised in 2007 (AB 162), identifies this as a flood hazard zone, although limited flood risk is associated with this classification. A small portion of the City on the south border is an unstudied area and as such flooding hazards are unknown. Rosemead has an adopted and FEMA approved flood plain management ordinance that substantially complies with AB 162.

State law (AB 162) also requires General Plans to identify existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities. As noted above, nearly the entire City is located in an area subject to minimal flood risk. Refer to **Figure 2-1** in the Land Use Element for allowable development throughout the City, and **Figure 4-1** of the Resource Management Element for utilities (Edison power lines and related easement). Refer to Figure 5-8 for a map of important facilities, all of which are located within areas of minimal flooding risk. As of 2009, awareness floodplain mapping provided by the Department of Water Resources was not available for the City of Rosemead.

While general flooding from storm events is not common in Rosemead's history, several dams, which continually or sometimes impound water, have the potential to fail during a large earthquake and flood portions of the City. These are the Whittier Narrows Dam, Santa Fe Dam/Reservoir, and Garvey Dam/Reservoir. Failure of any of these dams during a time when significant water is impounded could cause inundation of residences, businesses, and infrastructure. **Figure 5-7** (California Office of Emergency Services, 2009; National Geographic Society, 2003) shows the potential flood areas associated with this potential hazard, which is discussed further in Appendix A.



Hazards Due to Human Activities

Businesses and residents in Rosemead are subject to potential hazards associated with earthquakes, hazardous materials incidents, fires, and other conditions that may impact infrastructure and impede emergency response. Each type of disaster requires focused planning to minimize the risks to life and property when a disaster occurs. The period following a disaster is often very difficult for communities and can be, at times, as devastating as the disaster itself. Cities that prepare ahead of time can reduce the fear, confusion, and loss resulting from catastrophic incidents. Planning efforts need to ensure access to critical facilities such as police and fire, hospitals and emergency care facilities, schools, utilities, roadways, and freeways.

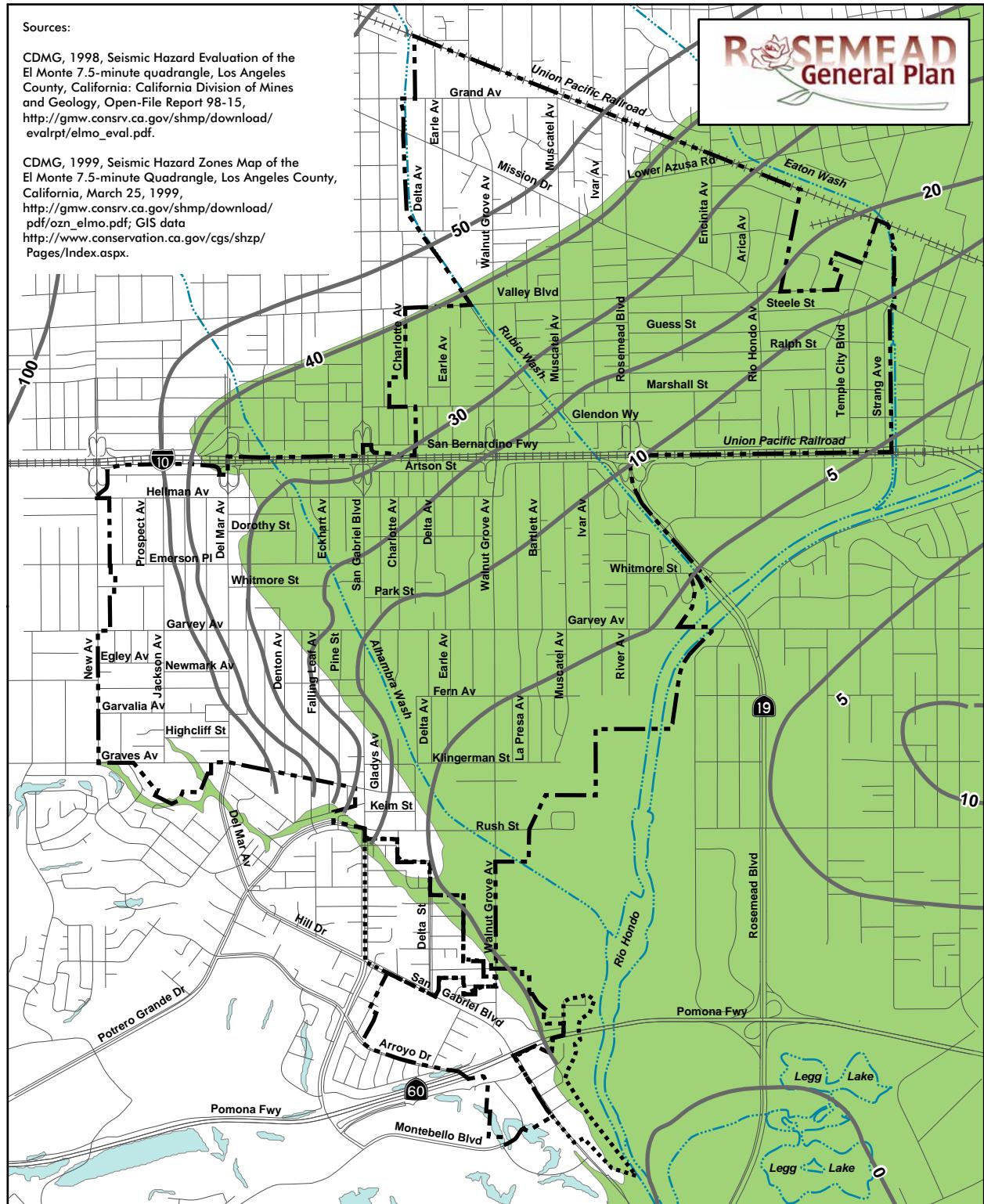
Rosemead participates in the Standardized Emergency Management System (SEMS) that provides a statewide framework for coordinating multi-agency responses to emergencies and disasters. The City's SEMS incorporates mutual aid agreements with other jurisdictions, establishes lines of communication during emergencies, and standardizes incident command structures. The City has also complied with the Federal Emergency Management Agency's (FEMA) requirements to prepare a disaster mitigation plan in accordance with the Disaster Mitigation Act of 2000. The plan represents Rosemead's commitment to reducing the risk from natural hazards and serves as a guide for the use of available City resources. This plan also helps the State provide technical assistance and prioritize project funding.

Rosemead contracts with the Los Angeles County Sheriff and the Los Angeles County Fire Department for provision of emergency response and law enforcement services. This arrangement allows the City to more readily adjust staffing to meet the changing needs of businesses and residents. Also, County agencies can easily provide supplemental responses from any other Sheriff or Fire Department stations.

Sources:

CDMG, 1998, Seismic Hazard Evaluation of the El Monte 7.5-minute quadrangle, Los Angeles County, California: California Division of Mines and Geology, Open-File Report 98-15, http://gmw.consrv.ca.gov/shmp/download/eval rpt/elmo_eval.pdf.

CDMG, 1999, Seismic Hazard Zones Map of the El Monte 7.5-minute Quadrangle, Los Angeles County, California, March 25, 1999, http://gmw.consrv.ca.gov/shmp/download/pdf/ozi_elmo.pdf; GIS data <http://www.conservation.ca.gov/cgs/shzp/Pages/Index.aspx>.



Zones of Required Investigation:



Liquefaction

Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.



Earthquake-Induced Landslides

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigations as defined in Public Resources Code Section 2693(c) would be required.

—30— Historically Highest Groundwater Contours (Depth in Feet)

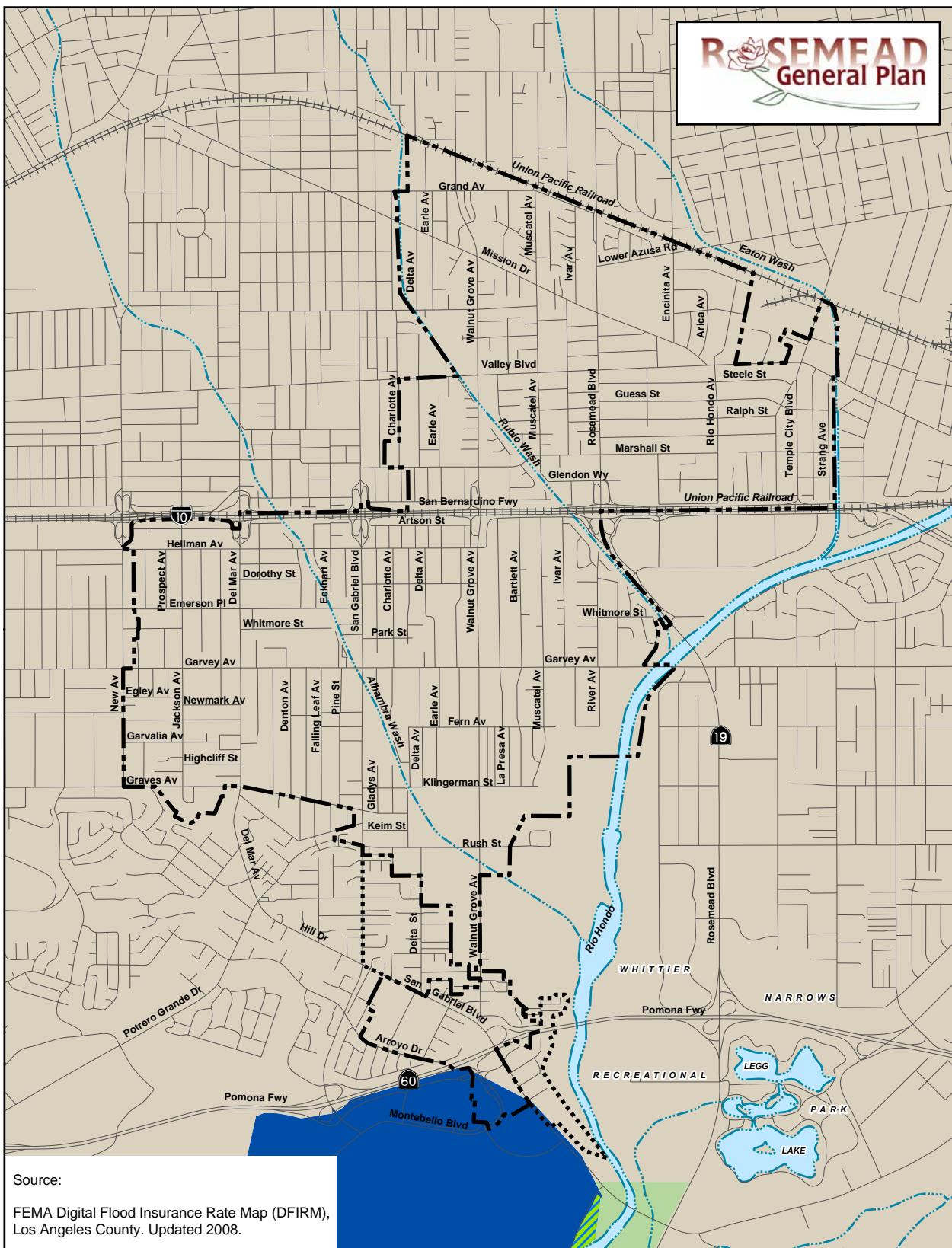
- - - Rosemead City Boundary
- Sphere of Influence Boundary
- Major Roads
- ||||| Railroad
- River/Wash

Figure 5-5

Areas Susceptible to Earthquake-Induced Liquefaction & Landslides

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— Rosemead City Boundary
····· Sphere of Influence Boundary
— Major Roads
||||| Railroad
— River/Wash

FEMA Flood Zones

- A - Areas subject to inundation by a 100-year flood
- AE - Areas subject to inundation by 100-year flood
- D - Unstudied areas, flood hazards are undetermined but flooding is possible
- X - Areas of moderate or minimal hazard from flooding

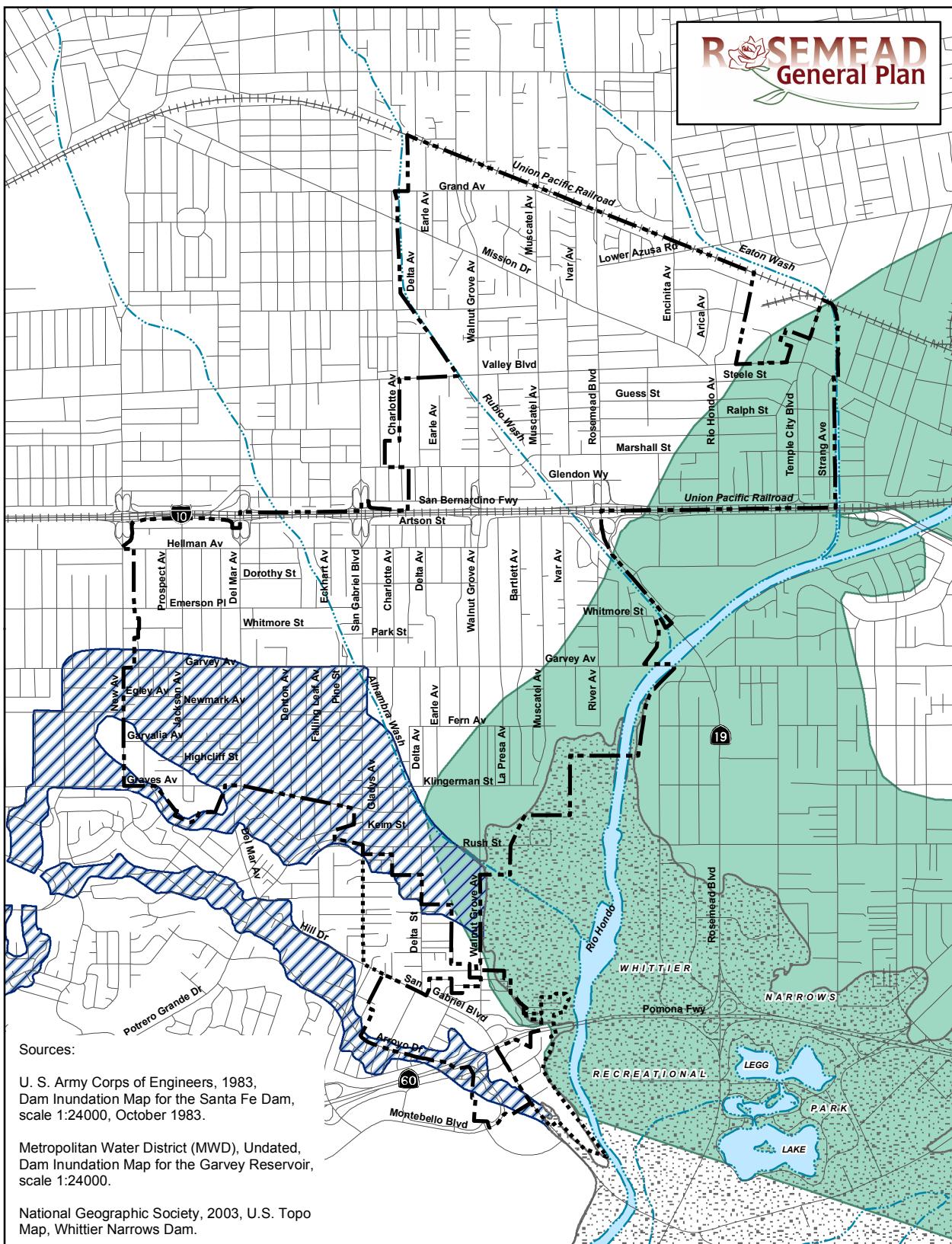


Feet
0 1,100 2,200 3,300 4,400

Figure 5-6
FEMA Flood Hazard Zones

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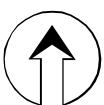
ROSEMEAD
General Plan



— — Rosemead City Boundary
 - - - Sphere of Influence Boundary
 — Major Roads
 - - - Railroad
 - - - River/Wash

Flood Inundation Areas -
 Due to Catastrophic Dam Failure

	Whittier Narrows Dam
	Garvey Reservoir
	Santa Fe Dam



0 1,100 2,200 3,300 4,400 Feet

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Fire Hazards

Structural fires represent the primary fire hazard in Rosemead. Structural fires are generally caused by faulty equipment or lack of knowledge of fire prevention precautions. The potential for fire hazards increases when flammable and explosive materials are improperly stored, handled, or used. Planning for adequate fire protection and suppression in a densely built community like Rosemead becomes increasingly important due to aging buildings, and proximity of residences to commercial and industrial uses.

The County of Los Angeles Fire Department has two fire stations in Rosemead:

- Station 4, located at 2644 N. San Gabriel Boulevard
- Station 42, located at 9319 E. Valley Boulevard

As noted above, any County fire unit may respond to incidents in Rosemead, depending on need and availability. In particular, special hazardous materials response units from the stations are available. The City will coordinate with the County Fire Department to implement fire hazard education and fire protection programs. In addition, the City will coordinate with local water districts to ensure water pressure is adequate for fire fighting purposes.

Adequate water flow and pressure is determined through the application of Regulation No. 8 of the Fire Code. This code sets standards for new development and existing development.

Hazardous Materials

Commercial and industrial businesses in Rosemead and adjacent communities use hazardous materials. These businesses include dry cleaners, film processors, auto service providers, landscape contractors, and paint shops. Larger businesses can generate, use, and/or store large quantities of hazardous products. The current regulatory environment provides a high level of protection from the hazardous materials manufactured, transported to businesses, and stored within Rosemead. Federal, State, and County agencies enforce regulations for hazardous waste generators and users. According to the California Environmental Protection Agency, as of 2006, approximately 49 hazardous waste generators are located within the City of Rosemead.



Rosemead's land use pattern generally separates industry from residential uses. However, commercial freight carriers transporting hazardous substances along the I-10 and SR-60 freeways, along major truck routes such as Rosemead Boulevard, or along railways present potential hazards. All motor carriers and drivers involved in the transportation of hazardous materials must comply with the requirements of federal and State regulations, and must apply for and obtain a hazardous materials transportation license from the California Highway Patrol. When transporting explosives, inhalation hazards, and highway route-controlled quantities of radioactive materials, safe routing, and safe stopping places are required. The City has established truck routes, these roadways that must be used by larger trucks and any vehicle specifically carrying hazardous wastes and materials.

The Los Angeles County Fire Department, Health Hazardous Materials Division tracks hazardous materials handlers to ensure appropriate reporting and compliance. The Division inspects businesses that generate hazardous waste, conducts criminal investigations, provides site mitigation oversight, and undertakes emergency response operations. Such inspections reduce risks associated with exposure to hazardous materials and adverse environmental effects. The County Fire Department's Emergency Operations Section provides 24-hour emergency response services to hazardous materials incidents. Emergency responders identify unknown substances, monitor spills and releases for safe and immediate mitigation, and identify responsible parties for payment of cleanup costs. The Inspection Division of the Fire Department's Emergency Operations section inspects hazardous material handling and hazardous waste-generating businesses to assure compliance with applicable laws. Additionally, Inspection Division staff responds to medical waste emergencies, assists law enforcement agencies with response to illegal drug labs, and investigates resident and business complaints.

The City hosts "Household Hazardous Waste Roundup" events sponsored by the Sanitation Districts of Los Angeles County and the Los Angeles County of Public Works. The County's Household Hazardous Waste Collection Program collection events allow residents to dispose of hazardous materials safely and at no cost to them.

Statutes and Plans of Other Agencies

The federal and State governments – in recognition of safety issues affecting broad geographic areas – have adopted programs with their public safety planning efforts.

California Building Code

Beginning in 2007, rather than using the Uniform Building Code, California instead adopted the 2006 International Building Code (IBC) with substantial local amendments. The IBC is developed and published by the International Code Council (ICC), which was formed in 1994 by a merger of the three national building code publishers. During January and February 2007, the California Building Standards Commission (<http://www.bsc.ca.gov>) adopted, in sections, the 2007 International Building Code (IBC). The new California Building Code (CBC) became effective July 1, 2006, and local codes were adopted 180 days later. Effective January 1, 2008, all new construction in Rosemead must be done in accordance with the 2007 CBC.

The 2007 California Building Code (CBC) is a fully integrated code based on the 2006 International Building Code. Part 2 now also includes Title 24, Part 8 (California Historical Building Code) and Title 24, Part 10 (California Existing Building Code). The California Building Standards Code is comprised of twelve parts that incorporate public health and safety standards used in the design and construction of buildings in California. The codes also include standards for energy efficiency and access compliance for persons with disabilities. Structures such as dams and freeways fall under criteria developed by various State and Federal agencies.

Alquist-Priolo Earthquake Fault Zoning Act

The 1972 Alquist-Priolo Earthquake Fault Zoning Act seeks to mitigate the hazard of fault rupture by prohibiting the placement of structures for human occupancy across the trace of an active fault. The State Geologist is required to compile maps that delineate earthquake fault zones (AP zones) along faults that are "sufficiently active" and "well defined." Cities and counties are responsible before issuing building permits for



a Project to assure that a geologic investigation is performed to demonstrate that proposed buildings will not be constructed across active faults. The fault evaluation and written report for the specific site must be prepared by a geologist registered in the State of California. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a safe distance from the fault. A Project is carefully defined, but generally includes all land divisions and most structures for human occupancy, although some exceptions are allowed and local agencies can be more restrictive than state law requires. An AP zone map has been compiled by the State Geologist for the City of Rosemead area (CDMG, El Monte Quadrangle, 1991; Figure 5-3) and defines an AP zone for the Alhambra Wash fault within the City.

Seismic Hazards Mapping Act

California's 1990 Seismic Hazards Mapping Act (<http://www.consrv.ca.gov/cgs/shzp>) requires the State Geologist (CGS) to compile maps identifying and describing seismic hazard zones in California, with emphasis given to the urbanized areas in Los Angeles, Ventura and Orange counties in southern California, and Alameda, San Francisco, San Mateo and Santa Clara counties in northern California. Seismic hazards considered include amplified shaking due to local geological or geotechnical conditions, liquefaction, and earthquake-induced landslides. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of State and local agencies in the review of development within seismic hazard zones. Development on a site that has been designated as a seismic hazard zone requires a geotechnical report and local agency consideration of the policies and criteria established by the Mining and Geology Board. A seismic hazard zones map (Figure 5-5) delineates the areas within or near Rosemead that may be susceptible to liquefaction and earthquake-induced landslides.

Unreinforced Masonry Building Law

In 1986, California enacted a law that required local governments in Seismic Zone 4 to inventory unreinforced masonry (URM) buildings, to establish a URM loss-reduction program and report progress to the state by 1990. Each local government can tailor its program to its own specifications to allow for each jurisdiction to take political, economic, and social priorities into account. This law requires 366 local governments in the highest Seismic Zone 4 to:

- Inventory URM buildings within each jurisdiction.
- Establish loss reduction programs for URM buildings by 1990.
- Report progress to the California Seismic Safety Commission.

In addition, the law recommends that local governments:

- Adopt mandatory strengthening programs by ordinance.
- Establish seismic retrofit standards.
- Enact measures to reduce the number of occupants in URM buildings.

California's Seismic Safety Commission (2006) monitors local government efforts to comply with this law and reports to the state's Legislature. The City of Rosemead had seven URMs; five have been strengthened and two were demolished. The City is in compliance with mitigation requirements.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP). Participating jurisdictions must exercise land use controls and purchase flood insurance as a prerequisite for receiving funds to purchase or build a structure in a flood hazard area. Rosemead has participated in the program since 1979 and as of 2007, no special flood hazard areas have been identified in the City. The NFIP provides federal flood insurance subsidies and federally financed loans for eligible property owners in flood-prone areas. Rosemead is identified on the National Flood Insurance Program's Flood Insurance Rate Maps as being within Zone X, an area outside the 100- and 500-year flood zones, and thus subject to minimal flooding. Nevertheless, nearly 25 percent of the flood claims received by FEMA on an annual basis occurred in areas outside the 100- and 500-year flood zones. Associated hazards in hillside areas and at the base of hills or bluffs can include severe erosion, mudflows and debris flows.

Standardized Emergency Management System (SEMS)

All cities in California are required to adopt a SEMS plan to establish procedures and responsibilities of various City staff in the event of an emergency. A SEMS Plan allows cities to



quickly respond to any large-scale disaster that requires a multi-agency and multi-jurisdictional response.

National Incident Management System (NIMS)

NIMS is the federal equivalent to the SEMS response plan. The Governor's Office of Emergency Services (OES) is the lead agency for the adoption, promotion, and implementation of NIMS.

Federal Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements that emphasize State and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a "Standard" or an "Enhanced" Natural Mitigation Plan. "Enhanced" plans demonstrate increased coordination of mitigation activities at the State level, and if completed and approved, will increase the amount of funding through the Hazard Mitigation Grant Program. California recently updated its State Hazard Mitigation Plan which will require approval by the Federal Emergency Management Agency (FEMA) by October 8, 2007. The State of California Plan was adopted on October 7, 2007 and approved by FEMA Region IX on December 17, 2007.

USA PATRIOT Act

Signed into law on October 26, 2001, the USA PATRIOT Act expanded the authority of U.S. law enforcement. The Act included the identification of federal crimes for attacks on public transportation and the use of biological weapons, and increased government surveillance powers to track activities related to homeland security and terrorism.

Relationship to Other General Plan Elements

The Public Safety Element relates most closely to the Land Use Element. Policies and plans in the Public Safety Element are

designed to protect existing and planned land uses from specific types of hazards.

Issues, Goals, and Policies

Certain human activities and natural conditions discussed in the Public Safety Element create hazards in Rosemead. These hazards in turn pose risks to individuals and properties that affect how we may develop and use property. Risk from such hazards can be reduced or avoided by recognizing the hazards and adopting and implementing land use and emergency response policies that provide the degree of protection the community desires.

These goals, policies, and implementation actions focus on: (1) reducing risks from natural hazards; (2) preparing for emergency situations; and (3) reducing risks from hazards associated with hazardous materials.

Natural Hazards

This section presents information on hazards related to geologic and soil units, active and potentially active faults, earthquakes, secondary seismic effects (e.g., liquefaction and dam inundation flooding) that affect policy and long-range planning in the City of Rosemead.

Geology and Soil Hazards

Geotechnical and engineering geology reports prepared for development and re-development projects in the City are required to identify geologic and soil hazards, as well as routine geologic and soils conditions important to the design and construction of the project (Figure 5-1). These reports are required to undergo review by qualified professional engineers and geologists to assure that the information, results, conclusions, and recommendations meet the state of the professional practice. Primary hazards considered are landslides, mudflows, general slope instability, unstable soils due to expansion or consolidation, subsidence, and shallow groundwater. Where these hazards are present, damage to structures and potentially serious injuries to individuals can occur. Proper mitigation of these hazards is required to prevent or reduce the potential damage to structures, injuries, and the loss of life. The City Planning, Building and Safety, and Public Works Departments shall continue to collectively assure



that proper reports are prepared, reviewed, and approved in accordance with City, County, State, and Federal guidelines, as applicable.

Seismic/Earthquake Ground Shaking Hazards

As discussed above, there are eleven known faults within about 30 miles of Rosemead (shown on Figure 5-2) that pose an earthquake ground shaking hazard to the City of Rosemead. Standard construction (e.g., residential, commercial, industrial) is governed by the California Building Code (currently the 2007 version) and the City must adopt measures necessary to assure that these codes are followed. Knowledge of the sedimentary basin depth and geometry beneath the City of Rosemead are important for the proper estimation of earthquake ground motions.

The expected moment magnitudes and median peak horizontal ground accelerations shown in Appendix A are for planning purposes; individual projects require site-specific design earthquake determinations depending upon the uses associated with the project and whether the project is considered an essential services facility or other type of important structure. Projects in the City may fall within the jurisdiction of County, State, or Federal agencies (e.g., Caltrans, Division of the State Architect, and the Federal Emergency Management Agency) with more or less stringent earthquake design criteria. It is the responsibility of the City to protect the lives and property of the citizens of Rosemead by submitting input to these agencies to assure, to the maximum degree possible, their consideration for the application of the proper earthquake design factors.

Active and Potentially Active Surface Fault Rupture Hazard

Total damage/collapse of structures and severe injury can result if surface rupture occurs beneath or in the immediate vicinity of a building. Based on the geologic, seismic, groundwater, and tectonic/fault studies that have been conducted to date within and adjacent to the City of Rosemead, it is concluded that: (1) the Alhambra Wash fault (a trace of Whittier fault as is the East Montebello fault) is the only known active surface fault crossing the City and studies required by the APEFZ Act (Figure 5-3) are necessary; (2) the northwest-trending escarpment of Bullard and Lettis (1993), and various aerial photograph lineaments described by Treiman (1991; Figure 5-4), should be considered as potentially active faults with 200-foot wide "fault hazard management zones" (FHMZs) requiring special investigation on a case-by-case basis for new or significantly modified "important" facilities (defined below), and (3) the northwest trending groundwater barrier (CDWR,

1966) in east-central Rosemead is not considered to be active and is not included with a FHMZ.

Secondary Seismic Hazards

Local geological conditions may create additional hazards associated with seismic activity. Large and moderate earthquakes produce ground-shaking effects that may result in ground failure. Figure 5-5 shows areas susceptible to seismically induced liquefaction. In locations where shallow groundwater levels and loose, unconsolidated soils occur together, a condition called liquefaction can occur, when the area is subjected to strong ground shaking. Soils that liquefy lose the ability to support structures; buildings may sink or tilt, with the potential for extensive structural damage. Liquefaction presents the most prominent secondary earthquake ground failure issue in Rosemead. Seismically induced landslides have the potential to occur in a limited area in the south of Rosemead, but proper geotechnical investigation and mitigation will minimize these secondary seismic hazards. Liquefaction-related lateral spreads can occur adjacent to stream channels and deep washes that provide a free face toward which the liquefied mass of soil fails. Lateral spreads can cause extensive damage to pipelines, utilities, bridges, roads and other structures.

California law (Seismic Hazard Mapping Act) requires identification of liquefaction-susceptible zones, where the dynamic (under seismic conditions) stability of the foundation soils must be investigated, and seismically-induced landslide zones, where the stability of hill slopes must be evaluated. Within these areas, geologic studies must be completed and countermeasures undertaken in the design and construction of important infrastructure and buildings for human occupancy. California law also requires disclosure of these hazards as a part of all real estate transactions within the identified areas. The City shall continue to (1) apply the State seismic hazard zoning regulations at the earliest possible stage in the development process, (2) identify these hazards at the project development permit stage to assure proper design measures are implemented, and (3) inform at an early stage applicants planning to develop heavy structures or structures over two-stories that the areas with historic high groundwater less than 30-feet deep are most susceptible to liquefaction and lateral spread landslides where adjacent to channel-type slopes.

Dam Inundation Flooding Hazards

Rosemead does not have natural floodplain areas, although it is bordered by the Rio Hondo in its eastern and southeastern extremes. Dam failure can be caused by strong earthquake ground shaking or a seiche event, erosion, improper siting and/or design, and rapidly rising floodwaters during heavy



storms. Such a dam failure can be instantaneous or gradual, depending on many factors (e.g., the cause and dams building materials). Resulting release of water can also be instantaneous or gradual, with either situation potentially causing injuries, loss of life, property damage, displacement of persons residing within the inundation path, and damage to infrastructure. Portions of the City are located within dam inundation areas for the Whittier Narrows Dam, Santa Fe Dam/Reservoir, and Garvey Dam/Reservoir (Figure 5-6). Given the City's distance from the Pacific Ocean, its exposure to tsunami hazards resulting from offshore earthquakes is nil.

Natural Hazard-Related Goals and Policies

The overarching natural hazard related goal is stated below to provide the basic purpose and strategy adopted by the City of Rosemead to address safety concerns posed by natural hazards. Goal 1 has several policies that are more specific guidelines and tactics that will be used to meet Goal 1. Finally, implementation actions, the specific steps to be taken to satisfy the goal and policies, are presented in a subsequent section.

Underlying Goal 1 is the precept that all buildings and structures in the City of Rosemead should conform to the appropriate building standards in order to protect every citizen to the degree practical. In consideration of certain hazard zones referred to in the Safety Element, the City has defined the category "Important" building or structure in considering new or substantially refurbished existing facilities that should receive increased consideration for geologic, soil, seismic/earthquake, and flood hazard avoidance. An important facility, which would not apply to existing buildings of the types described below unless substantial refurbishment were proposed, would be defined by the City Planning Director, the City Engineer, and the City Building Official for each case, as appropriate. In general "Important" would include, but not necessarily be limited to:

- (1) One whose function is judged as essential following a severe natural hazard such as an earthquake, e.g., police, fire, City communications center, and hospitals, in order to provide for the safety and well-being of the citizens of Rosemead;
- (2) A structure that is critical to the City's recovery following a severe earthquake, i.e., key transportation/evacuation routes, bridges, over/underpasses, electrical substations and towers, natural gas/fuel pipelines;
- (3) Structures that may be sensitive to earthquake hazards (e.g., liquefaction and ground shaking), e.g., buildings greater than 2-stories, pre-1971 tilt-ups, non-retrofitted buildings, soft-story construction,

- non-ductile reinforced concrete, and parking garages; and
- (4) Buildings that may have significant populations, and/or high-population densities, i.e., schools/pre-schools, nursing homes, and locations with limited mobility populations.
-

Goal 1: **The City of Rosemead will act in cooperation with federal, State, and County agencies responsible for the enforcement of planning statutes, environmental laws, and building codes to minimize, to the extent practical, risks to people and property damage, risks related economic and social disruption, and other impacts resulting from 1) geologic and soil hazards, 2) seismic hazards including primary and secondary effects of seismic shaking, fault rupture, and other earthquake-induced ground deformation in Rosemead, and 3) dam failure-induced flood and inundation hazards, while reducing the disaster recovery time due to hazard incidents in Rosemead. The City of Rosemead will consider undertaking a HAZUS-based loss estimation analysis to more fully quantify potential physical damage, economic loss, and social impacts from these events.**

Policy 1.1: **Geology and Soil Hazards**

a) Encourage development in low hazards areas and implement actions that minimize changes to the natural topography and drainages, while protecting public safety and reducing potential property damage due to geologic and soil hazards through the use of proper design and construction techniques.

b) Assure that all aspects of the geotechnical and engineering geology evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment are conducted, and independently reviewed, by qualified professionals.

Policy 1.2: **Earthquake and Fault Hazards**

a) Minimize the exposure of people and property to primary and secondary earthquake-



related hazards, while allowing properly designed projects to be developed in appropriate locations.

b) Assure that all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment are conducted, and independently reviewed, by qualified professionals.

Policy 1.3: **Flood Hazards**

a) Minimize development of Important Facilities in areas with potential for flood inundation to the extent possible in order to protect public safety and reduce potential property damage due to dam failure-induced flooding. Maintain the structural and operational integrity of essential public facilities during flooding.

b) Assure that all aspects of the dam failure flood/inundation evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment are conducted, and independently reviewed, by qualified professionals.

c) Minimize the risks of flooding to new development. Carefully evaluate whether new development should be located in a flood prone area or potential dam inundation area, and identify construction methods or other methods to minimize damage if new development is located in these areas.

d) Establish cooperative working relationships among public agencies with responsibility for flood protection

Policy 1.4: **Disaster Preparedness and Communication**

a) Create and maintain emergency preparedness and evacuation plans; create public information/education programs to help assure coordinated response, recovery, and mitigation efforts carried out by the City and other governmental agencies.

b) Foster cooperation with neighboring cities and agencies to enhance mutual aid opportunities following natural hazard events.

Hazards Due to Human Activities

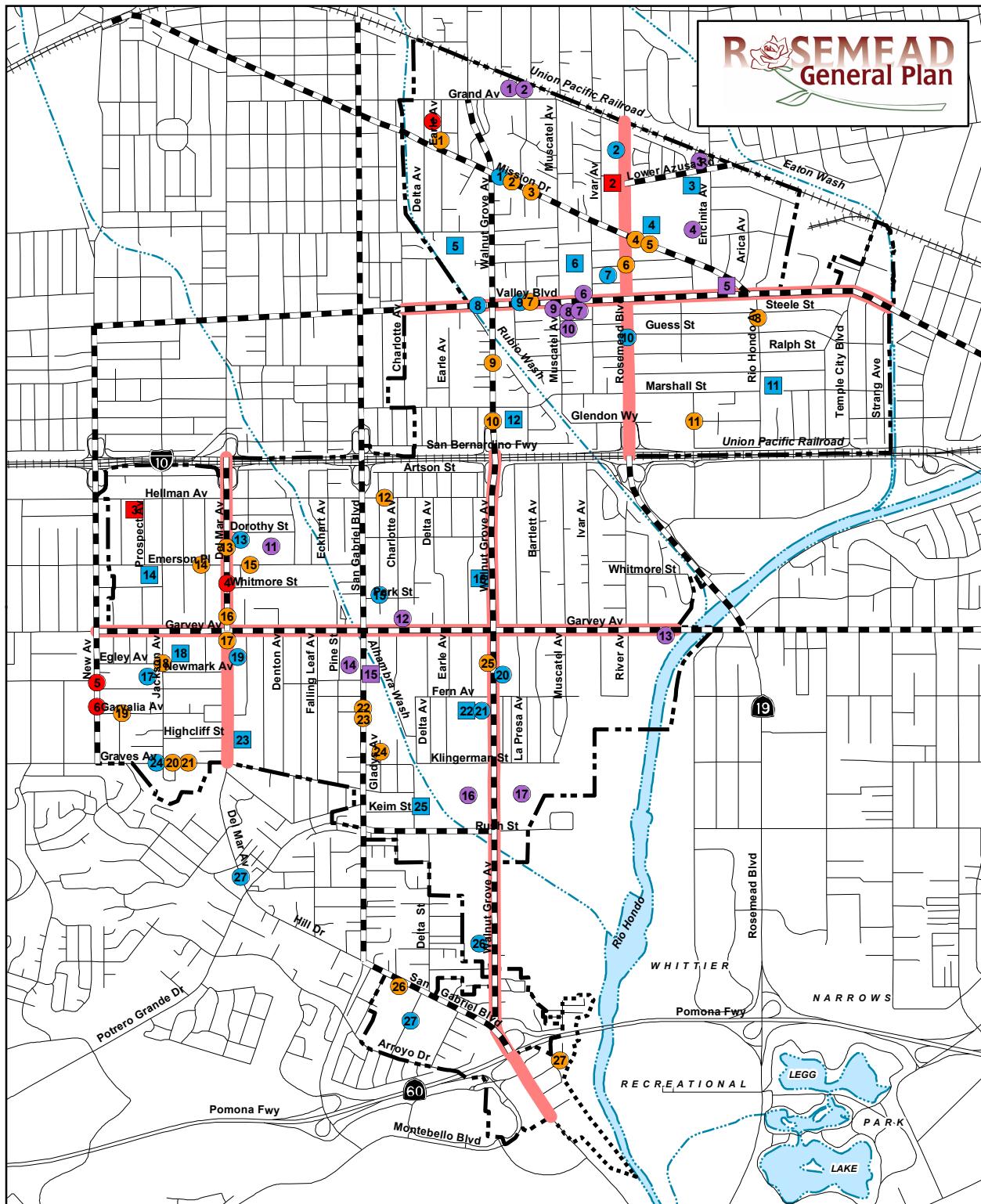
Goal 2: **Ensure safety of all City residents and local workers from hazardous wastes and the hazards associated with the transport of such wastes.**

- Policy 2.1: Work with the Los Angeles County Fire Department to identify and maintain an up-to-date database of all producers, users, and transporters of hazardous materials and wastes.
- Policy 2.2: Strictly enforce the use of designated truck routes for vehicles transporting hazardous materials (**Figure 5-8**).
- Policy 2.3: Support, develop and participates in safety hazard awareness programs that provide for the safe and efficient collection and disposal of household hazardous wastes.
- Policy 2.4: Review in detail any industrial development proposed to be located adjacent to a residential use to ensure that necessary safeguards are included to minimize the risk to residential uses. Safeguards may include, for example, appropriate siting of buildings and loading areas, on-site emergency response equipment or supplies, and barrier walls.



P U B L I C S A F E T Y

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Important Facilities:

For more information on Important Facilities see site number and refer to Table 5-3.

-  Hospital/Nursing Home
 -  School
 - Public Facility
 - Place of Worship

Emergency Shelters

All Emergency Shelters are Important Facilities. The colors are associated to the categories listed above under Important Facilities.

-  Medical Facilities  Potential Emergency Center
 Fire Station

Evacuation Routes

Evacuation Routes
Truck and Evacuation Routes may overlap in some areas.

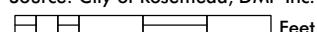
- ## Truck/Hazardous Materials Transport Routes



Figure 5-8



Source: City of Rosemead, DMP Inc.



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Fire Protection and Law Enforcement

The Los Angeles County Fire Department provides service from two stations in Rosemead.

The Los Angeles County Sheriff's Department serves the City of Rosemead from the nearby Temple Station. In addition to providing patrol and investigative services, the Sheriff offers a broad range of support services, including Neighborhood Watch coordination, community education programs, drug prevention education for school children, and homeland security. A key crime prevention program the Department runs is the Community/Law Enforcement Partnership Program, or CLEPP. Sheriff's Department staff shall help communities mobilize and organize against gangs, drugs, and violence by working through schools, community-based organizations, local businesses, churches, residents, and local governments.

Goal 3: Provide high levels of public safety, emergency response, and law enforcement services.

Policy 3.1: Ensure that current applicable building codes and fire codes are maintained and implemented.

Policy 3.2: Include the Fire Department in the review process of proposed projects to ensure that fire prevention and suppression features have been considered in the overall design.

Policy 3.3: Require that any structures identified as deficient in fire protection or lacking adequate suppression devices make recommended improvements in a time frame established by the Fire Department.

Policy 3.4: Work with local water service providers to ensure that private water distribution and supply facilities have adequate capacity to meet both the water supply needs of the community and required fire flows. Service planning should include methods to address earth quake induced damage to water storage and distribution facilities.



-
- Policy 3.5: Provide for all street signs and property address signs to be clearly marked and visible to emergency personnel.
-
- Policy 3.6: Annually assess the level and quality of services provided by the County Sheriff and County Fire Department, and adjust the service levels as needed to meet changing community needs.
-
- Policy 3.7: Take full advantage of community policing, education, and crime prevention programs available through the County Sheriff's Department.
-
- Policy 3.8: Incorporate crime prevention considerations into the development project review process, where applicable.
-
- Policy 3.9: Develop and implement a periodic inspection program for multi-family units over three units and mixed-use projects.
-
- Policy 3.10: Consider the adoption of a citywide emergency evacuation plan and emergency shelter plan.

Policy Map and Plan

Rosemead's approach to mitigating public safety hazards and reducing loss of life, injury, and property damage in the City focuses on emergency preparedness. The policies contained in this element include requirements that the City maintain an up-to-date regional emergency response system, procedures for educating the public about the importance of emergency preparedness, and programs to ensure that emergency equipment and supplies are maintained to adequately meet the needs of the City in an emergency situation.

Implementation of the goals and policies in this Element will have the beneficial effect of reducing potential fire hazards in the City. The replacement of older, deteriorating structures and the requirement that owners maintain their properties and incorporate up-to-date fire-suppression devices in structures will reduce the occurrence of structural fires in the City.

Figure 5-8 identifies designated hazardous materials transport routes and evacuation routes, as well as fire stations, medical facilities, and potential emergency centers. The City has identified local schools as potential sites for emergency

centers. Having recommended sites will expedite the time necessary to set up emergency centers such as shelters.

Implementation Actions

Natural Hazard Safety

Goal 1: **The City of Rosemead will act in cooperation with federal, State, and County agencies responsible for the enforcement of planning statutes, environmental laws, and building codes to minimize, to the extent practical, risks to people and property damage, risks related to economic and social disruption, and other impacts resulting from 1) geologic and soil hazards, 2) seismic hazards, including primary and secondary effects of seismic shaking, fault rupture, and other earthquake-induced ground deformation in Rosemead, and 3) dam failure-induced flood and inundation hazards, while reducing the disaster recovery time due to hazard incidents in Rosemead. The City of Rosemead will consider undertaking a HAZUS-based loss estimation analysis to more fully quantify potential physical damage, economic loss, and social impacts from these events.**

- Action 1.1 Review County and special district capital improvement plans for consistency with the seismic safety policies governing the location of critical public facilities.
- Action 1.2 Inspect critical public facilities for structural integrity, and require correction as necessary.
- Action 1.3 Require all private roads to conform to the existing City standards concerning safety and the movement of emergency vehicles.



- Action 1.4 Develop a public information program on, hazard prevention and disaster response and disseminate information on public safety to all residents and businesses in the City on a regular basis.
- Action 1.5 Create a website or link on the City of Rosemead website that includes links to readily available published geologic, soil, and earthquake hazard maps covering the City, and links to the City statutes, plans, and codes governing development and re-development projects. Use the site to communicate to the public information about geologic and soil, seismic, and dam inundation flood hazards and City requirements, including but not limited to a) specify sources to identify licensed professionals such as California Registered Geotechnical Engineers and Certified Engineering Geologists, b) seismic design and construction requirements for individuals and developers applicable to new and existing property improvements, c) City emergency preparedness plans, and d) home- or business-based emergency preparedness procedures and resources.
- Action 1.6 Identify evacuation routes and update on a regular basis the Emergency Preparedness and Evacuation Plan (as required by Government Code Section 65302) that addresses structural hazards, landslides and slope stability, liquefaction, inundation from dam failure, seismic activity, and other natural disasters.
- Action 1.7 Encourage only the minimum grading necessary to create suitably sized and safe building areas.
- Action 1.8 Avoid grading and development that requires filling natural drainages or changing natural surface water flow patterns.
- Action 1.9 As required by law and statute, the City shall implement applicable federal, State, and County regulations related to geologic and soils investigations, analyses, designs, and construction, including but not limited to implementing the most up-to-date California Building Code (CBC) provisions regarding lateral forces (Chapter 23) and grading (Chapter 70), and incorporate and adopt Los Angeles County amendments to the CBC.

- Action 1.10 Require proper geotechnical and engineering geological investigations and reports that address and evaluate necessary analyses of (for example) soil foundation conditions (i.e., expansivity, collapse, seismic settlement), slope stability, surface and subsurface water, and provide necessary design recommendations for grading and site stability, such as excavation, fill placement, and stabilization or remediation measures.
- Action 1.11 Require routine inspection of grading operations by properly qualified City representatives to assure site safety and compatibility with approved plans and specifications.
- Action 1.12 Regularly review the technical data on public safety, seismic safety, and flooding safety for use in the planning process and undertake revisions or updates to the Public Safety Element as needed.
- Action 1.13 Enact ordinances for the evaluation and abatement of structural hazards (i.e., parapet ordinance and hazardous building ordinance requiring repair, rehabilitation, or demolition of hazardous structures following structural evaluation). As appropriate, prepare multi-lingual materials that discuss hazardous structures and provide suggestions for the mitigation of structural hazards.
- Action 1.14 Required geological studies shall be conducted by California Certified Engineering Geologists following the guidelines published by the California Geological Survey and the State Mining and Geology Board, and geotechnical studies shall be conducted by California Registered Geotechnical Engineers.
- Action 1.15 Required liquefaction assessment studies shall be conducted in accordance with (a) the California Geological Survey's Special Publication 117: Guidelines for Evaluating and Mitigating Seismic Hazards in California, (b) the Southern California Earthquake Center's (1999 or subsequent document, as amended) procedures to implement Special Publication 117 – Liquefaction Hazards, and (c) the Earthquake Engineering Research Center's Report No.



EERC-2003-6; Recent Advances in Soil Liquefaction Engineering: A Unified and Consistent Framework. Required slope stability analyses shall be conducted in accordance with California Geological Survey's Special Publication 117: Guidelines for Evaluating and Mitigating Seismic Hazards in California, and the Southern California Earthquake Center's (2002 or subsequent document, as amended) guidelines for evaluating and mitigating landslide hazards.

- Action 1.16 As required by law and statute, the City shall implement applicable federal, State, and County regulations related to earthquake hazard investigations, analyses, designs, and construction, including but not limited to the adoption of applicable sections of the current California Building Code and the County of Los Angeles Geotechnical Guidelines, and compliance with the State Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act requirements.
- Action 1.17 Ensure that no structure for human occupancy, other than single-family wood-frame and steel-frame dwellings that are less than three stories and are not part of a development of four units or more, shall be permitted within fifty feet of an active fault trace as defined by geologic investigations conducted in accordance with the intent of the Alquist-Priolo Earthquake Fault Zoning Act, and the guidelines contained in the California geological survey notes 48 and 49.
- Action 1.18 Encourage most new construction in areas with a minimum of identified earthquake-related and flood-related hazards.
- Action 1.19 Minimize to the maximum extent practical the construction of important structures (e.g., critical, essential, sensitive, and high-occupancy buildings and critical infrastructure) within known, or suspected earthquake-related hazard zones.
- Action 1.20 The City shall require geologic and seismic studies as part of Important Facilities development proposals within established 200-foot wide Fault Hazard Management Zones (FHMZ) along possible or suspected fault-

related features (100-feet on either side) identified in the State Fault Evaluation Report 222 (Treiman, 1991; as shown on Figure 5-3), in other peer-reviewed reports (e.g., Bullard and Lettis, 1993), and in future City fault hazard management zone study reports (as applicable). Within the FHMZ along the escarpment of Bullard and Lettis (1993) investigations shall be conducted for facilities as required under the Alquist-Priolo Earthquake Fault Zoning Act (APEFZ) only if new data are developed for an Important Facility investigation in this FHMZ or from some outside study (e.g., California Geological Survey, U. S. Geological Survey, or the Southern California Earthquake Center) that indicates this escarpment is sufficiently active to require such APEFZ-level investigations. Investigation and reporting requirements for FHMZs shall mirror those for Alquist-Priolo Earthquake Fault Zones and California Geological Survey Notes 48 and 49. FHMZs shall be updated periodically based on the results of studies conducted in the City, which may cause the FHMZs to the expanded, reduced, or removed.

- Action 1.21 Where construction of important structures (e.g., critical, essential, sensitive, and high-occupancy buildings and critical infrastructure) within known, or suspected earthquake-related hazard zones is proposed, require proper geotechnical and engineering geology investigations and reports that include necessary analyses of (for example) strong ground shaking, fault rupture, liquefaction, lateral spreading, ground subsidence and slope instability, and that provide necessary design recommendations for grading and site stability, such as building setbacks, special foundation considerations, dewatering, ground improvement, and other stabilization or remediation measures.
- Action 1.22 Require routine and special inspection of investigation sites (e.g., fault exploration trenches) and grading operations by properly qualified City representatives to assure scientifically adequate methods, site safety, and compatibility with approved plans and specifications.



- Action 1.23 The City shall monitor engineering and scientific studies affecting development or re-development in areas of known or suspected earthquake-related hazards that may impact the City, and shall ensure that site-specific data, up-to-date geologic knowledge, and expert peer - (independent third party) review are incorporated into the planning, design, construction, and inspection stages of important project structures (e.g., critical, essential, sensitive, and high-occupancy buildings and critical infrastructure).
- Action 1.24 As required by law and statute, the City shall implement, where applicable, federal, State, and County regulations related to hydrology and flood investigations, analyses, designs, and construction, including but not limited to continued participation in the National Flood Insurance Program.
- Action 1.25 Minimize to the maximum extent practical the construction of Important Facilities (e.g., critical, essential, sensitive, and high-occupancy buildings and critical infrastructure) within potential dam failure-induced flood/inundation areas.
- Action 1.26 Require proper hydrology and flooding investigations and reports that include necessary analyses of (for example) pre- and post-development flow characteristics, changes to surface drainage network, potential environmental impacts on existing development down-gradient from new construction in upstream areas, and adequacy of current and proposed culverts, debris basins, and storm drain systems.
- Action 1.27 As appropriate, require new development to be designed to provide protection from potential impacts of flooding resulting from dam inundation, consistent with evolving State and federal guidelines and the City's flood plain management ordinance, and as directed by the City Engineer.
- Action 1.28 Assess the level of impact on existing public facilities if flooding was to occur. Develop strategies to minimize impacts and provide continued operation of essential public facilities.

- Action 1.29 Consult with public agencies that have responsibility for flood protection including but not limited to the Federal Emergency Management Agency, the Army Corps of Engineers, the California Department of Water Resources, the California Office of Emergency Services, the Los Angeles Flood Control District, and the Metropolitan Water District of Southern California regarding data, flood hazard zones, best practices, and emergency response.
- Action 1.30 Consistent with Government Code §65302(a), annually review those areas covered by the General Plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency or the California Department of Water Resources.
- Action 1.31 Establish procedures for reviewing subdivisions and other development permit applications to ensure safety from seismic and geologic hazards, including liquefaction areas, slope stability, and ground shaking zones. The City shall retain a California certified engineering geologist(s) and a California registered geotechnical engineer(s), either on staff or on a contract basis, to review all engineering geologic and geotechnical studies and grading operations for new development or redevelopment, including but not limited to geotechnical evaluations, liquefaction studies, and fault rupture evaluations. Each reviewer shall have a minimum of 10 years of practical experience in their respective fields, shall be independent of development work being conducted in the City within 12 months before or after the subject reviews, and shall otherwise not have a conflict-of-interest regarding the project or the project participants.
- Action 1.32 The City recognizes the need to consider the latest state-of-knowledge related to the earthquake analysis and considerations for the design of structures and facilities pursuant to the current version of the California Building Code. Knowledge of the sedimentary basin depth and geometry beneath the City of Rosemead are important for the proper estimation of earthquake ground motions. In addition to the amplifications and resonances caused by shallow softer alluvium, there are complex interactions



between the three dimensional geometry of the basin and the seismic waves that have been shown to increase the amplitude and duration of shaking during an earthquake. Interactions may focus the wave energy to a surface location from the bottom of the basin leading to a concentration of intensity of shaking in small regions. Likewise, the edges of basins appear to trap incoming seismic waves, thereby increasing the duration of shaking in the basin. Basin depth and geometry can be estimated using tools available through the Southern California Earthquake Center (SCEC) website, which will assist developers and City building officials in ensuring compliance with the 2-percent in 50-years event requirements in the 2007 CBC. Other information important to proper code compliance includes consideration of (a) distant large duration/large magnitude earthquakes, (b) recently developed Next Generation Attenuation (NGA) relationships, (c) ongoing updates to U. S. Geological Survey and California Geological Survey databases. The City is committed to assist in providing access to these tools and databases to enhance the public safety in Rosemead.

Human Activities Hazard Safety

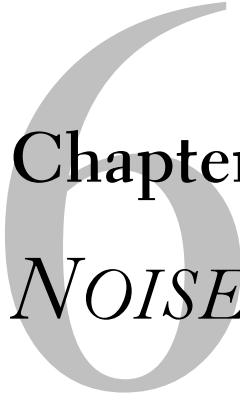
Goal 2: **Ensure the safety of all City residents and workers from hazardous wastes and the hazards associated with the transport of such wastes.**

- Action 2.1 Coordinate with the Los Angeles County Fire Department's Health Hazardous Materials Division to identify and mitigate hazardous materials dangers.
- Action 2.2 Enforce the use of designated routes for truck travel with signage, information provided to businesses and coordination with Sheriff's Department staff.
- Action 2.3 Require that producers, users, and transporters of hazardous materials comply with State and federal regulations requiring identification of these materials on signs posted on the exterior of buildings or storage facilities containing such materials, and on trucks or vehicles transporting hazardous substances through the City.
- Action 2.4 Coordinate with the Los Angeles County Department of Public Works to increase outreach and participation in the County's Household Hazardous Waste Collection events within the City. Increase visibility of the County's program through newspapers, the City's website, and posted information at public facilities and City-sponsored events.
- Action 2.5 Prohibit new businesses that produce or transport hazardous wastes from locating in or adjacent to residential neighborhoods. Update the City's zoning ordinance to limit these businesses to industrial zones not adjacent to residential areas, and limit the permitted uses for business in or adjacent to residential areas.



Goal 3: Provide high levels of public safety, emergency response, and law enforcement services.

- Action 3.1 Cooperate with the Los Angeles County Fire Department in the preparation of a Fire Prevention Program to reduce the extent of damage resulting from fire.
- Action 3.2 Meet annually, if not more frequently, with County Fire Department officials to assess how services are provided and whether any changes are required in response to City and/or County needs.
- Action 3.3 Use public education activities to inform residents, businesses, and City staff about community policing and crime prevention
- Action 3.4 Implement Crime Prevention through Environmental Design (CPTED) features with the establishment of specific design criteria, and apply those criteria to proposed projects through the development project review process.
- Action 3.5 Continually address expected effects of climate change that may impact public safety, including increased risk of wildfires, flooding and sea level rise, salt water intrusion; and health effects of increased heat and ozone, through appropriate policies and programs.
- Action 3.6 Consider adopting programs for the purchase, transfer or extinguishment of development rights in high-risk areas.
- Action 3.7 Monitor the impacts of climate change. Use adaptive management to develop new strategies, and modify existing strategies, to respond to the impacts of climate change.



Chapter 6

NOISE ELEMENT

ROSEMEAD GENERAL PLAN

Introduction

Noise has become a key factor in the perception of the quality of our environment. Noise affects both the home and work environment and the enjoyment of recreational activity. For these reasons, noise is an important issue in the community planning process. The Noise Element of a general plan is a comprehensive program to limit the exposure of the community to excessive noise levels. The Element identifies current and projected noise levels for existing and planned uses within the City of Rosemead. The projected noise levels are used to guide future land decisions to limit noise and its effects on the community, including noise-sensitive land uses. Potential noise sources are identified and programs established to avoid or mitigate noise impacts associated with community development. The information contained in the Noise Element will also provide baseline levels and noise source identification for local noise ordinance enforcement.

The State recognizes the relationship between noise and noise sensitive uses and has adopted guidelines for Noise Elements. This



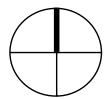
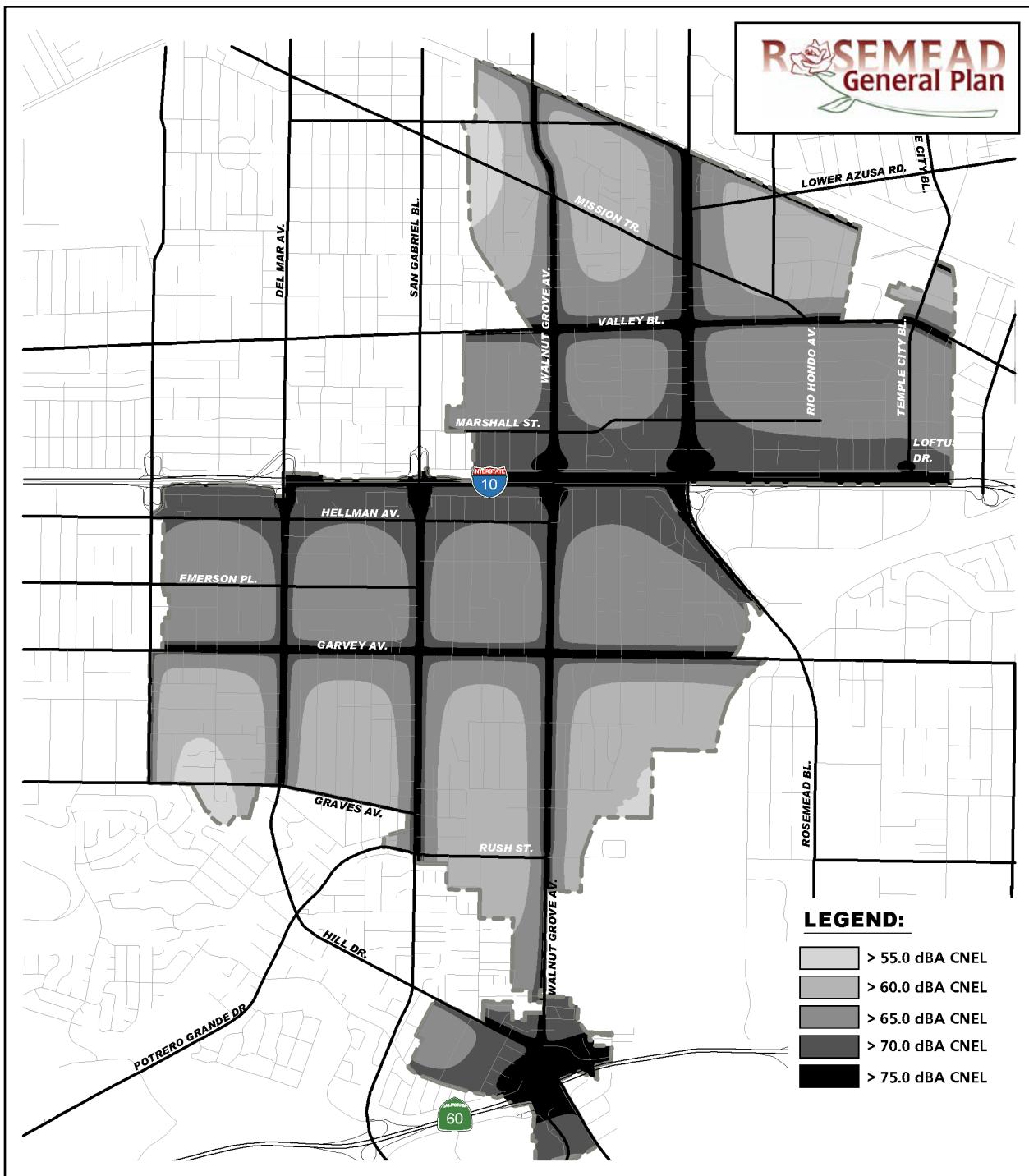
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Noise Element satisfies the requirements of State planning law and is a mandated component of the General Plan. Government Code Section 65302(f) establishes the required components of the Noise Element. The Element also complies with California Health and Safety Code Section 56050.1 guidelines for Noise Elements.

The City of Rosemead strives to reduce the impacts of noise through a combination of land use planning, site criteria, noise reduction, and enforcement strategies. The policies and programs detailed in this Element focus on protecting the quality of life found within our residential neighborhoods, schools, and other noise-sensitive uses from the persistent hazards of excessive noise.

Relationship to Other Elements

The Noise Element requires the consideration of any possible adverse impacts related to noise in decision-making concerning future development. For this reason, the goals and policies in the Noise Element must be considered when implementing policies outlined in the Land Use Element. The Noise Element is also linked to the transportation policies in the Circulation Element. The projected noise contours identified in **Figure 6-1** within this Element directly correspond to the Circulation Plan and the projected traffic generated from proposed land uses. Both the Noise and Circulation Elements contain policies and programs to minimize the effects of transportation noise. The Noise Element also relates to the Resource Management Element. Excessive noise can diminish enjoyment peaceful environment and enjoyment of parks and other designated open space. As a result, noise levels are considered during the planning of new project including recreational and open space areas. Additionally, open space areas can be used to separate and buffer noise sensitive land uses from noise producers.



Source: Urban Crossroads, Inc.

Figure 6-1
Exisiting Noise Contours

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Other Plans

California Environmental Quality Act (CEQA) Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for project environmental analysis that might affect the environment. Excessive noise is considered an environmental impact under CEQA. The provisions of the law and environmental review procedures are described in the CEQA Statutes and the CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage of project development, City officials and the general public will be able to assess the noise impacts among other environmental impacts associated with public and private development projects.

California Noise Insulation Standards (Title 24)

The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 establishes interior noise standards for residential space. Acoustical studies must be prepared for residential structures that are to be located within noise contours of 60 dB(A) or greater from freeways, major streets, thoroughfares, rail lines, rapid transit lines or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dB(A) or lower.

City of Rosemead Noise Control Ordinance

The City has adopted a Noise Control Ordinance (Chapter 8.36) that sets maximum exterior noise levels for residential, commercial, and industrial land uses and maximum interior noise levels for residential uses. It establishes ambient noise level limits that apply according to the land use zone and time of day. The ordinance provides controls for excessive and annoying noise from stationary sources such as industrial plants, pumps, compressors, and



refrigeration units. Certain noise sources are prohibited and the ordinance establishes an enforcement process.

Measuring Noise

Noise generally is defined as unwanted or intrusive sound. Since noise consists of pitch, loudness, and duration, describing noise with a single unit of measure presents a challenge. The A-weighted decibel scale (dB[A]) has been developed to describe the loudness of a sound or sound environment based on the sensitivity of the human ear.

The dB(A) descriptor only reports noise from a single source or combination of sources at a point in time. To allow a more comprehensive description of the noise environment, federal and State agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California are the Community Noise Equivalent Level (CNEL) and the day-night level (Ldn). To account for increased human sensitivity at night, the CNEL level includes a 5-decibel penalty on noise during the 7:00 a.m. to 10:00 p.m. time period and a 10-decibel penalty on noise during the 10:00 p.m. to 7:00 a.m. time period. The Ldn level includes only the 10-decibel weighting for late-night noise. These values are nearly identical for all but unusual noise sources.

Baseline Noise Environment

To establish a baseline against which to measure changes in the community noise environment over time, a noise modeling effort was conducted, with 2007 serving as the baseline year. Since traffic noise represents the dominant noise source in Rosemead, the model focuses on the 24-hour ambient noise conditions resulting from roadway travel. Figure 6-1 shows noise exposure contours for baseline year 2007.

Transportation-Related Noise

Freeway and major arterial roadways represent the major sources of traffic noise as shown in Figure 6-1. Although noise levels are lower

for secondary highways, they are also a significant source of traffic noise. Almost all commercial areas in the City are affected by traffic noise since they are located adjacent to the main thoroughfares or freeways. Given the impact of traffic noise within the planning area and due to the predominance of residential uses in the City, many residential areas are also affected by noise. As indicated in **Figure 6-2**, the majority of the City's residential areas are located within the >60 and >70 db(A) CNEL noise contours. This map outlines non-noise sensitive areas, revealing residential uses for the remainder of the City, and also indicates the locations of schools and parks. All of the schools in the City are located within the >60- and >70 db(A) CNEL noise contours. Six of the seven City parks are located within the >55 and >65 db(A) CNEL noise contours.

The City has little direct control over noise produced by transportation sources because State noise regulations for motor vehicles and rail preempt local regulations. As the City cannot control noise at the source, City noise programs focus on reducing the impacts of transportation noise on the community.

Non-Transportation Noise and Land Use Planning

Excessive noise can be considered an environmental pollutant that can damage hearing and affect general well-being. Noise becomes a concern when it consistently interferes with a person's ability to conduct everyday work and recreation activities. Noise sources can include commercial and industrial activities, car alarms, loud music, noise generated from large gathering and typical residential neighborhood sounds such as lawnmowers, children at play, and barking dogs. In Rosemead, the noise impacts from these sources are outweighed by traffic-related noise.

Regardless of the type of noise, levels are highest near the source and decrease with distance. Noise becomes a problem when sources and noise sensitive land uses are located in adjacent areas. Residential uses are generally the most sensitive to noise. Other noise-sensitive land uses include schools, libraries, offices, hospitals, churches, hotels, motels, and outdoor recreational areas. Mixed-use projects often present unique problems in this area, such as

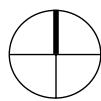
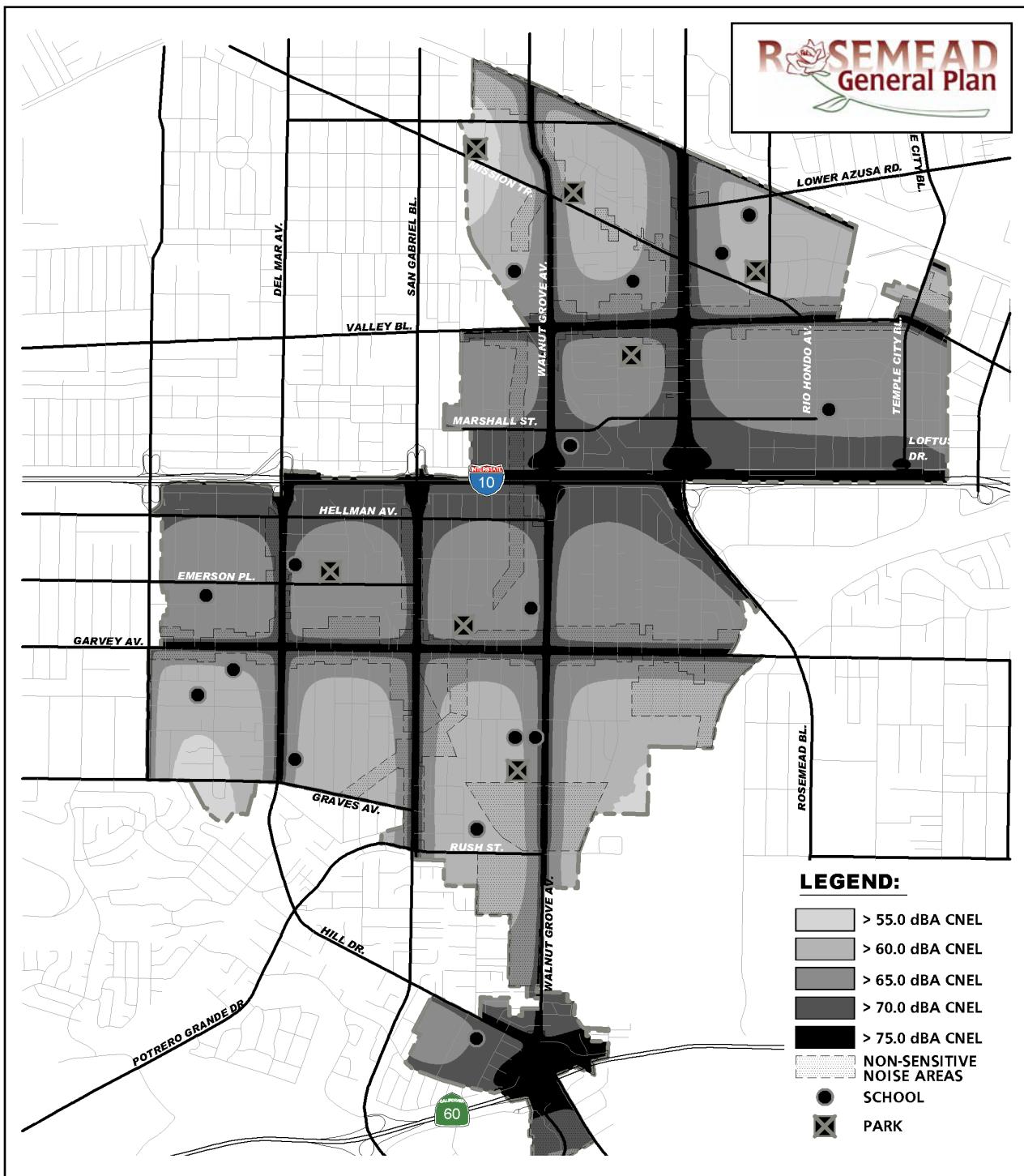


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P A G E 6 - 8

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Source: Urban Crossroads, Inc.

Figure 6-2
**Exisiting Noise Contours
and Noise Sensitive Uses**

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when restaurants with nighttime entertainment are located below residential units. Most noise impacts can be avoided when noise sources, sensitive land uses, and information about the future noise environment are considered in planning and development decisions.

The City's primary goal with regard to community noise is to minimize the exposure of residential neighborhoods, schools, and similar land uses to excessive or unhealthy noise levels to the extent possible given built-out conditions. Toward this end, the Noise Element establishes noise/land use compatibility guidelines based upon cumulative criteria for outdoor noise. **Figure 6-3** outlines the criteria the City will use when reviewing development proposals. New residential development will comply with Title 24 standards. In addition, strict enforcement of the City Noise Ordinance can improve noise conditions within Rosemead.

Year 2025 Noise Environment (Build-out Year)

The Land Use Element indicates that Rosemead will accommodate residential and commercial growth through the year 2025. The major noise sources in Rosemead will continue to be transportation related: freeways, major arterial roadways, and trains. To a lesser degree, industrial sources can be significant noise sources. These sources, as well as individual stationary and industrial noise generators, must be considered in the planning process to ensure long-term noise compatibility.

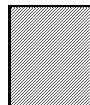
Regional growth will contribute to increased traffic volumes citywide and along major roadways, and could lead to elevated traffic noise levels and noise impacts associated with the Union Pacific Railway and major regional rail transportation projects such as the Alameda Corridor East (ACE). Union Pacific operates two railroad lines within the City, one running through the northern boundary of the City and the other parallel to the I-10 Freeway. The ACE runs freight trains on one track parallel to the northern boundary of the City. The City's land use policies do not encourage development of heavy industrial uses that produce noise, and the City plans to work with the Alameda Corridor East Joint

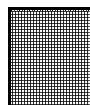


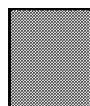
Figure 6-3
Noise/Land Use Compatibility Matrix

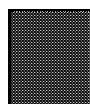
Land Use	Community Noise Exposure (Ldn or CNEL)					
	55	60	65	70	75	80
Residential						
Transient Lodging – Motel, Hotel						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters ¹						
Sports Arena, Outdoor Spectator Sports ¹						
Playgrounds, Parks						
Golf Course, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial, and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Source: Modified by Cotton/Bridges/Associates from 1998 State of California General Plan Guidelines.

 **Normally Acceptable:** Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.

 **Conditionally Acceptable:** New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.

 **Normally Unacceptable:** New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.

 **Clearly Unacceptable:** New construction or development clearly should not be undertaken.

1. No normally acceptable condition is defined for these uses. Noise studies are required prior to approval of such projects.

Powers Authority, when feasible, to ensure that noise impacts associated with increased traffic along the Alameda Corridor East (ACE) do not adversely impact Rosemead.

Potential future ambient noise levels can be estimated by modeling. Figure 6-4 displays projected year 2025 noise contours based upon future traffic levels and railroad operations. The City will experience very little change in ambient noise levels due to traffic. For planning purposes, the change will be imperceptible.

Issues, Goals, and Policies

Three issues are addressed by the goals, policies and implementation actions of the Noise Element: (1) avoiding the negative impacts of noise through land use planning and noise reduction measures; (2) minimizing the impact of transportation related noise; and (3) minimizing the impact of non-transportation related noise.

Goal 1: Effective incorporation of noise considerations into land use planning decisions.

Policy 1.1: Ensure compliance with standards for interior and exterior noise established within the Noise Element and Zoning Code.

Policy 1.2: Require new multiple-family residential development to comply with State regulations if they are to be located in areas where ambient noise levels exceed 60 dB.

Policy 1.3: Periodically review and update the Existing Noise Contours Map to ensure that any future noise increases not considered in the Noise Element will be identified.

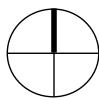
Policy 1.4: Encourage acoustical design in new construction.

Policy 1.5: Require sound walls to be constructed in designated mixed-use districts where noise-sensitive land uses are located on adjacent properties.



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Source: Urban Crossroads, 2010.

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Policy 1.6: Require parking and loading facilities in mixed use districts to be located and designed to minimize the potential noise impacts to adjacent noise sensitive uses.

Policy 1.7: Provide an acceptable noise environment for existing and future Rosemead residents.

Goal 2: Reduced noise impacts from transportation sources.

Policy 2.1: Require consideration of noise impacts and mitigation in the design of new roadway projects and improvements to major or secondary arterials.

Policy 2.2: Reduce transportation noise by prohibiting through truck traffic on local streets in residential areas.

Policy 2.3: Continue to support the efforts of the Los Angeles County Sheriff to enforce vehicle codes as they relate to noise generation.

Policy 2.4: Consider alternatives to further reduce impacts on noise sensitive land uses generated from rail traffic associated with operation of the Alameda Corridor East project.

Policy 2.5: Consider “Quiet Zone” rail crossing elements to meet Rail Authority Criteria.

Policy 2.6: Coordinate with other agencies such as MTA before approval of proposed projects where applicable to mitigate noise impacts.

Goal 3: Effective implementation of measures to control non-transportation noise impacts.

Policy 3.1: Enforce provisions of the Community Noise Ordinance to mitigate noise conflicts.



-
- Policy 3.2: Require that potential sources of noise be considered when approving new development to reduce the possibility of adverse affects.
-
- Policy 3.3: Evaluate noise generated by construction activities to ensure compliance with the Community Noise Ordinance.
-
- Policy 3.4: Establish and maintain coordination among the City departments involved in noise abatement.

Implementation Actions

- Goal 1: Effective incorporation of noise avoidance considerations into land use planning decisions.
- Action 1.1 Enforce the City Noise Ordinance, which specifies acceptable limits of noise for various land uses located throughout the City.
- Action 1.2 Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise contours, illustrated on the Existing Noise Contours Map, identify areas within the City exposed to noise levels greater than 60dB CNEL and shall be used to identify locations of potential conflict. Require acoustical analyses, as appropriate, for proposed residential development within the 60 dB CNEL or higher contour. New developments will be permitted only if appropriate mitigation measures are included.
- Action 1.3 Enforce provisions of the California Noise Insulation Standards (Title 24) that specify that indoor noise levels for multi-family residential living spaces shall not exceed 45 dB CNEL. The standard is defined as the combined effect of all noise sources, and is implemented when existing or future exterior noise levels exceed 60 dB CNEL. Title 24 further requires that the standard be applied to all new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The City will additionally apply the

standard to single-family dwellings and condominium conversion projects.

- Action 1.4 As a condition of development approval, new commercial and industrial projects located adjacent to residential areas shall demonstrate reduction of potential noise impacts on neighboring residential development to acceptable levels.
-

- Goal 2:** Reduced noise impacts from transportation noise sources.

- Action 2.1 Enforce State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and the County of Los Angeles Sheriff's Department.

- Action 2.2 Encourage industrial and commercial activities to restrict their receiving operations to daytime periods.

- Action 2.3 Require new commercial/industrial/mixed use development proposals to designate delivery and loading/unloading areas away from residential uses.

- Action 2.4 Work with other jurisdictions and agencies to monitor and decrease noise levels.
-

- Goal 3:** Effective implementation of measures to control non-transportation noise impacts.

- Action 3.1 Enforce the comprehensive community noise ordinance to ensure that City residents are not exposed to excessive noise levels from stationary noise sources including but not limited to gatherings, entertainment devices, loudspeakers, loading and unloading, powered model vehicles, and vehicle repairs and alarms.

- Action 3.2 All new residential projects to be constructed near existing stationary sources of noise (including but not limited to industrial activities, commercial facilities, and public parks with sports activities) must achieve a minimum of 20 dBA of building



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noise reduction. Establish a threshold on the number of residential units permitted near existing stationary sources of noise.

- Action 3.3 Reduce construction-related noise using control measures at all construction sites, including but not limited to the use of mufflers on construction equipment or the physical separation of machinery from adjacent residential uses.
- Action 3.4 The Planning Division shall act as the City noise control coordinating agency and will ensure the continued operation of City noise enforcement efforts.

Chapter 7

ACKNOWLEDGEMENTS

ROSEMEAD GENERAL PLAN

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