

Final
September 2015



South Garfield Village Specific Plan



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Los Angeles County Metropolitan Transportation Agency (Metro)

Prepared for
City of Monterey Park

Prepared by
RBF Consulting
a Michael Baker International company

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South Garfield Village Vision Statement

A Vision Plan is a tool that visually explains what the community wants the South Garfield Village (“Village”) neighborhood to look like in the future. It is a guide for property owners and businesses for improvements to their properties and the neighborhood as a whole. The plan will also show the improvement(s) that the City hope to make in order to make the Village an inviting place to walk and shop, sit and talk with friends, access transit and comfortably bicycle around town. Wayfinding signs and parking directional signs will enable locals and visitors alike to park once, and walk to all their destinations.

Over time, the plan will guide the design of buildings, streets, sidewalks and public spaces. It will create the desired attractive and safe pedestrian environment, improve parking accessibility, bike travel, vehicle circulation, and provide a great place to shop, for both locals and visitors alike.

South Garfield Village Vision

South Garfield Village serves as the first destination for retail and services for the surrounding residential neighborhoods and visitors coming to access the future Gold Line transit station. The Village will be a vibrant and intimate district with an active street life. Small businesses will thrive as customers easily walk between businesses, with on-street parking, attractive paseos to alley parking, and the many outdoor dining opportunities.

Pedestrians, bicyclists and motorists alike feel welcome in the Village. Adequate parking is provided by on-street parking as well as the potential for a structured parking garage to handle additional demand as the Village grows. Bicyclists can easily and safely ride along South Garfield Avenue and access bicycle parking close to the businesses that they frequent. Pedestrians will find crossing easier with streetscape improvements that along Garfield Avenue will include crossing safety while beautifying the street. Facilities along Pomona Boulevard also improve both the walking and cycling experience and buffer cyclists from traffic.

This neighborhood village has gained its own sense of place. Gateways at Riggin Street and Pomona Boulevard provide welcoming aesthetic signage and landscaping that signal you have arrived within the Village. Streetscape and sidewalk improvements include trees, mid-block crosswalks, landscaped medians, and bump-out for parklets, that

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improve the overall feel to visitors and customers. These improvements will attract more shoppers to the area.

South Garfield Village will connect Monterey Park with the regional transportation system. In addition to easy access to the Pomona Freeway, the Village will integrate with Metro's Gold Line extension. The gateway intersection of South Garfield Avenue and Pomona Boulevard is directly linked to this new transit station. This link not only provides transit access to residents and shoppers, but now brings new customers into South Garfield Village for shopping and convenience trips as part of their daily commute.

South Garfield Village will become the heart the southern portion of Monterey Park, and an integral part of the local economy.



View of South Garfield from Pomona Boulevard

Acknowledgements

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1 Introduction

This Specific Plan is intended to guide future development patterns within the South Garfield Village (“Village”) area and assist in realizing the vision as described within Chapter 2. This Chapter provides essential information about the components of this Specific Plan, including its purpose, statutory requirements, and general contents of each chapter.

1. INTRODUCTION

1.1. Specific Plan Organization

The Specific Plan is composed of seven Chapters, as described below.

Chapter 1: Introduction

This Chapter describes the Specific Plan contents, provides project background information and scope and authority of the Specific Plan.

Chapter 2: Specific Plan Policy Framework

The Policy Framework describes the overall vision for the Garfield Village area, guiding principles for development and Specific Plan policies to implement the vision.

Chapter 3: Land Use and Development Standards

The Land Use and Development Standards provide the development regulations for all new buildings and rehabilitation and retrofit of existing buildings within the Garfield Village area and supersede the provisions of the Zoning Ordinance unless otherwise noted.

Chapter 4: Design Guidelines

The Design Guidelines provide additional guidance for development within the Garfield Village area to ensure cohesive design and quality is provided throughout the area. This guidance is in addition to the required compliance with the development standards.

Chapter 5: Circulation and Streetscape Design

This chapter describes the anticipated improvements within the public realm, including the proposed circulation and streetscape concept and gateways and entries.

Chapter 6: Infrastructure and Public Services

This Chapter provides a summary of the existing infrastructure within the Garfield Village area and future improvements in anticipation of build-out.

Chapter 7: Administration, Implementation and Financing

This Chapter provides the process for implementation of this Specific Plan, including a summary of the administrative process for Specific Plan adoption, amendments, development entitlement processing, enforcement, and severability.

1.2. Background

1.2.1. Introduction

The City adopted a South Garfield Specific Plan in 1987, and subsequently revised the Plan in 2000. Limited development has occurred in the area since the original plan was adopted. While plans make good attempts, it is hard to fully predict the pattern of future growth and development. The real estate bubble and two recessions have occurred during this past 15 year period which could not have been anticipated at the time of the last plan update. An updated plan that takes into account the current conditions that will better inform the city on policy and infrastructure investments for the Village area. This update will account for the changed economic conditions, and align future development with the community's vision for the area.

Additionally, in 2013, the City of Monterey Park received a Transit Oriented Development Planning Grant from Metro, the regional transportation authority, to update the Specific Plan as well as expand the Specific Plan area to include the Pomona Boulevard Corridor.

Current Metro plans call for a future Gold Line station adjacent to the specific plan area, south of Pomona Boulevard, in Montebello. In anticipation of this future transit station, the plan envisions a walkable and bikeable commercial neighborhood area that serves the transit users and the surrounding residential neighborhood. In addition, the Village area serves as a neighborhood commercial center for the existing residential neighborhood to the east and west of the Garfield Avenue corridor. There is great potential to build upon and enhance the Village area to better serve the surrounding neighborhoods as well as attract additional patrons.

1.2.2. Project Objectives

The objectives of the South Garfield Village Specific Plan are to:

- Encourage revitalization of the neighborhood commercial business area;
- Create a pedestrian-oriented walkable village atmosphere;

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- Improve mobility in the area and connectivity to the surrounding neighborhoods;
- Enhance the public right-of-way to create a village atmosphere;
- Encourage the establishment of businesses that are conducive to neighborhood commercial businesses; and
- Describe public improvements that the City hopes to make in the area.

1.2.3. Project Location

The Village area is located on the southern edge of Monterey Park, just north of the 60 freeway, and encompasses the neighborhood commercial area along South Garfield Avenue and Pomona Boulevard. The Specific Plan area extends along Garfield Avenue from Floral Drive to the 60 freeway and along Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue. Refer to Figure 1-1 for the project boundary.

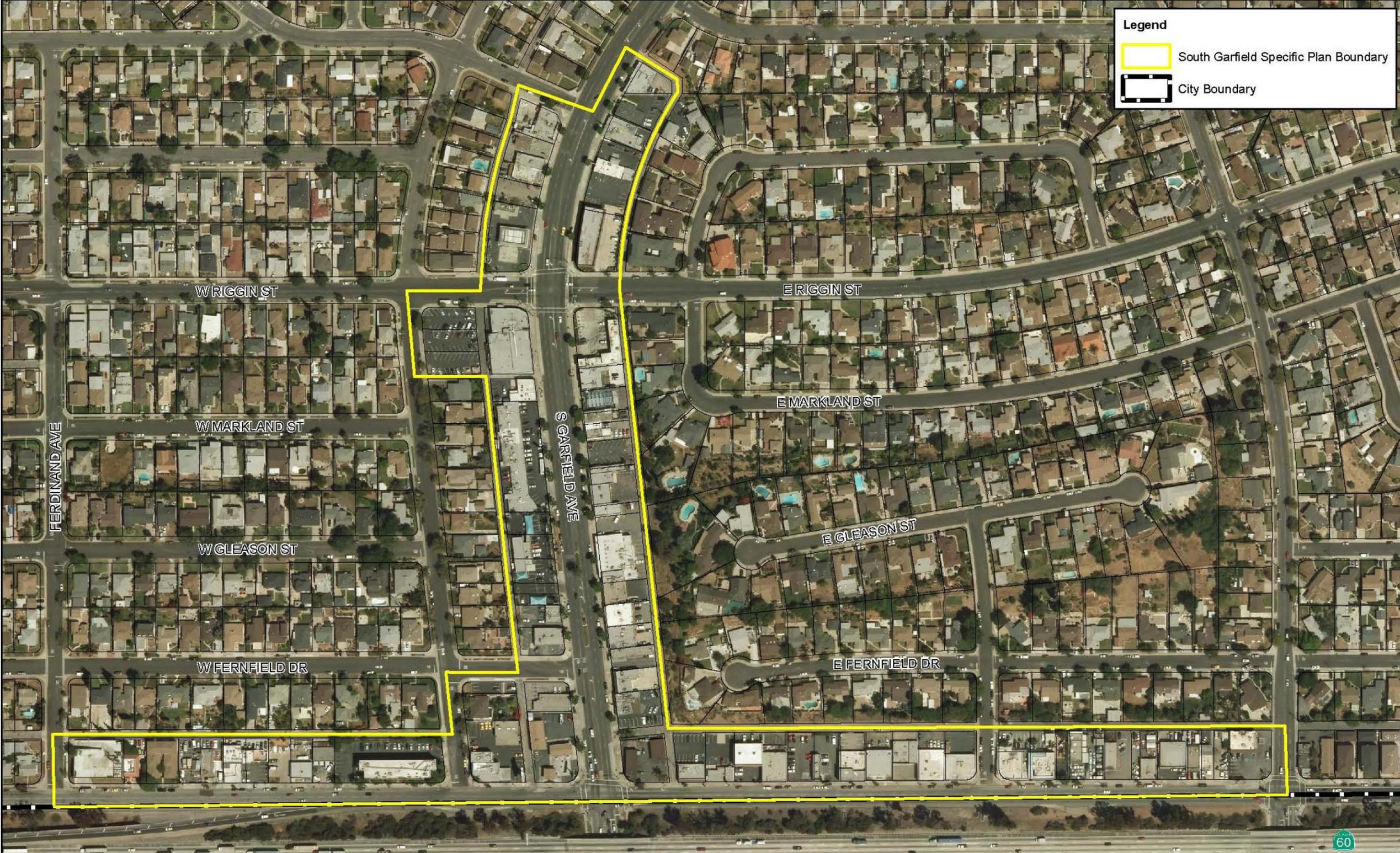
1.3. Planning Process

1.3.1 Community Outreach and Input

The City engaged residents, business owners, property owners, and other stakeholders throughout the development of the Specific Plan. Community and stakeholder involvement activities included:

- Business and property owner interviews in December 2013
- An online and mailed community survey from January 2014 to July 2014
- A Community Walk on February 8, 2014
- A Community Workshop on May 15, 2014
- Community Open House on June 1, 2015
- Joint Planning Commission and City Council Working Meeting on June 23, 2015

Figure 1-1: Project Boundary



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1.4. Specific Plan Setting

1.4.1. Regional and Local Context

The South Garfield Village area is located adjacent to the State Route 60 freeway, one of the primary east/west freeway corridors that extend from Los Angeles on the west to Riverside County on the east. While this commercial area primarily serves the local neighborhood, it is visible from the freeway and serves as a gateway into Monterey Park. When the Gold Line is extended, the Village area will also serve as a gateway into the city for transit users.

The Village area was included in the SR 60 Gold Line Corridor Study prepared in 2011 as part of the Southern California Association of Governments (SCAG) Compass Blueprint project. This study looked at the potential for transit oriented development along the future Gold Line corridor and identified potential for enhanced retail and commercial as well as potential for integrating residential uses into the Village area.

Garfield Avenue is one of the primary north-south commercial corridors within the City of Monterey Park, and extends into the City of Montebello to the south and the City of Alhambra to the north. The Village area contains smaller scale neighborhood oriented commercial and retail development than the city's other commercial areas along Atlantic Boulevard and in the downtown along Garvey Avenue. The Village area is envisioned to remain smaller in scale than the other commercial areas and primarily serve the surrounding residential neighborhoods.

1.4.2. Existing Land Uses

Existing uses in the Village area include professional offices, small retail stores, restaurants, and services. There is one multifamily residential building along Pomona Boulevard. Currently, the General Plan has designated Pomona Boulevard as Mixed Use II (MU2). The area is zoned for Commercial Services, with a Planned Development Overlay. The Planned Development Overlay permits mixed use developments, including Medium-Multiple Residential (R-2), High Density Residential (R-3), and Commercial Services (C-S). South Garfield Avenue is designated in the General Plan as Commercial, and zoned Neighborhood Shopping. Refer to Figure 1-2 Existing Land Use, at the end of this chapter for the existing land uses within the Specific Plan area.

1.4.3. Existing Architectural Character

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The Village area currently includes a diverse range of architectural styles and buildings of varying ages. There is no consistent style or theme within the area, and maintenance of the buildings varies as well. See Figure 1-3 Existing Architecture and Character at the end of this chapter for images of existing buildings within the area.

1.4.4. Existing Mobility and Access

Gaps in the sidewalk network exist along several sections of residential streets to the west of Garfield Avenue and north of Pomona Boulevard, just a block or two away from the major commercial sections.

Crosswalks with parallel white lines are striped at the major signalized intersections, but these crosswalks do not provide a high level of visibility to approaching motorists.

Visitors to the commercial area were observed parking on the eastern side of Garfield Avenue and walking across the roadway to reach businesses located on the western side. Mid-block crossings were also observed along Garfield Avenue's west side to access business on the east side. Since this activity is typically expected to continue, it is a challenge that needs to be addressed.

Pedestrian curb ramps are provided on major roadways, however, pedestrian curb ramps are lacking where sidewalks intersect with alleys. In several locations, motorists pulling out of driveways have their visibility obstructed due to building walls and/or overgrown vegetation. Motorists were also observed parking vehicles on the sidewalk at the Garfield Plaza parking lot where no separation exists between the parking area and the sidewalk.

Sidewalks and other pedestrian passageways and alleys generally provide paved surfaces, however, cracking and vertical barriers (such as lips and buckling) was observed at multiple locations, as well as maintenance and security issues. See Figure 1-4 Existing Streetscape Conditions, at the end of this chapter for images of typical existing sidewalks.

There are currently no officially designated bicycle routes in the project study area, and limited bikeway facilities are provided in the surrounding communities. There is, however, a short segment of on-street Class II bike lane on Gerhart Street in unincorporated Los Angeles County south of SR-60. A bicycle master plan project is underway to further review additional bikeway facilities within the City of Monterey

Park (Adopted by City Council December 2014). For most recent updates visit the San Gabriel Valley Bike Master Plan at their website; <http://www.dobikeplan.com>.

Transit service in the project study area includes fixed route bus service by the following three transit agencies: LA Metro, Monterey Park Spirit, and Montebello Bus Lines. During field observations, we noted varying conditions of bus stops in the study area. While some of the bus stops have both benches and shade structures to protect waiting passengers from inclement weather, other stops lack benches and/or cover.

SR 60, or the Pomona Freeway, is a fully grade separated freeway abutting the project area providing eight general purpose travel lanes, and ramps to access Garfield Avenue. In the project study area, Pomona Boulevard and Via Campo function as one-way frontage roads providing direct access to the SR-60 via hook ramps and direct ramps. A westbound SR 60 on-ramp is provided from the left-most lane on Pomona Boulevard approximately 630-feet west of Garfield Avenue. Full access to the freeway is provided via ramps on Pomona Boulevard and Via Campo.

Traffic signal studies and existing parking studies were conducted as well as an analysis of goods movement.

Alleys were generally constructed within the study area to provide separation between commercial and residential land uses. Therefore, alleys are provided on either side of Garfield Avenue and north of Pomona Boulevard. Alleys are also provided for residential properties north of Riggan Street where direct driveway access isn't provided for residential properties fronting Garfield Avenue. For a diagram of the existing bus routes, alley and driveway access points, see Figure 1-5 Existing Mobility and Access at the end of this chapter.

1.4.5. Existing Streetscape

Currently the existing streetscape along South Garfield Avenue is a non-cohesive mix of both wide curb-to-storefront sidewalks and narrow sidewalks with curb adjacent parkways. In general, the parkways are absent of maintained landscape plantings. The older trimmed Ficus trees are inconsistent with the newer tree plantings. The median which intermittently spans up Garfield Avenue from Pomona Boulevard does not serve the purpose of creating a street-long canopy as well as a cohesive plant material. The streetscape along Pomona Boulevard is also lacking in a cohesive street tree and parking planting scheme. Refer to Figure 1-4 Existing Streetscape at the end of this chapter.

1.4.6. Existing Parking

Garfield Village parking is similar to higher density urban village areas. Current parking is a mix of small off-street lots, rear alley and on-street. Off-street parking consists most often of small unconnected lots either in front, to the side or to the rear of buildings. More front parking is located for businesses on Pomona whereas most off-street parking along Garfield Avenue is located to the rear of the buildings off the alley ways. On-street parking is marked along Pomona Boulevard, Garfield Avenue and adjacent side streets in a parallel parking formation. Parking is currently not metered. Refer to Figure 1-6 Existing Parking at the end of this chapter.

1.5. Relationship to Existing Plans and Policies

1.5.1. Relationship to the General Plan

The current City of Monterey Park General Plan was last comprehensively updated in 2001. The Specific Plan reflects current land use buildout and other development policies, as described within the General Plan. The Specific Plan's regulations will comply with the directives of the General Plan's policies and action programs.

Specifically, the gateways at Riggin Street and Pomona Boulevard are consistent with the City Gateway concepts found in Urban Design Plan section of the General Plan. The Urban Design Plan section states that South Garfield Avenue Gateway should be enhanced with an evergreen corridor by planting trees in intermittent clusters, however through the public input process, it is recommended that a colorful accent tree be planted in the medians while a canopy shade tree be provided along the sidewalks. Enhanced crosswalks treatments should complete the gateway intersection. The South Garfield Specific Plan meets these standards provided by the General Plan, and also provides additional guidelines regarding signs, landscaping, planting guidelines, graphics and accent lighting. Refer to Section 4: Design Guidelines, for additional information.

1.5.2. Relationship to the Zoning Ordinance

The provisions contained in this Garfield Village Specific Plan constitute the primary land use and development standards for the Specific Plan area. These regulations are applied in addition to the provisions as set forth in the City of Monterey Park Municipal Code. As part of the implementation of this Specific Plan, the City of Monterey Park

Municipal Code shall be amended to include the Specific Plan Area (Garfield Village Specific Plan) zoning designation, including its associated land use districts.

1.6. California Environmental Quality Act Compliance

The South Garfield Village Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, the City of Monterey Park prepared an Initial Study to determine if the South Garfield Village Specific Plan (proposed project) would have a significant environmental impact. Upon preparation of the Initial Study, the City determined that there is no evidence that the project, either as proposed or modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, and prepared a Mitigated Negative Declaration. The Mitigated Negative Declaration is available under separate cover. As part of the approval process for the Specific Plan, a Mitigated Negative Declaration must be considered and adopted by the City prior to the approval of the Specific Plan.

1.7. Scope and Authority of the Specific Plan

1.7.1. Statutory Authority

The Garfield Village Specific Plan is established through the authority granted to the City of Monterey Park by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

As expressed in California law, Specific Plans may be adopted either by ordinance or by resolution. This allows jurisdictions to choose whether their specific plans will be policy driven (adopted by resolution) or regulatory in nature (adopted by ordinance).

1.7.2. Specific Plan Statutory Requirements

Under California Law (Government Code Section 65450 et seq.), cities and counties may prepare specific plans to develop policies, programs, and regulations to implement the jurisdictions adopted general plan. A specific plan frequently serves as a bridge between the general plan and individual development master plans and planned unit developments, or other large development projects.

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Required Contents

This Specific Plan has been prepared in accordance with the requirements of California Government Code Section 65451. As prescribed by law, this Specific Plan includes text and diagrams that generally describe the following:

- The distribution, location and extent of all land uses, including open space.
- The proposed distribution, location, extent and intensity of major components of public infrastructure, such as transportation and drainage systems.
- The standards and criteria by which development will proceed.
- A program of implementation measures, such as financing measures, policy and regulations and public works projects.

California law also requires a specific plan to be consistent with a City's General Plan, and that findings regarding consistency be included in the specific plan itself.

Figure 1-2: Existing Land Uses



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Figure 1-3: Existing Architecture



Figure 1-4: Existing Streetscape



Figure 1-5: Existing Mobility

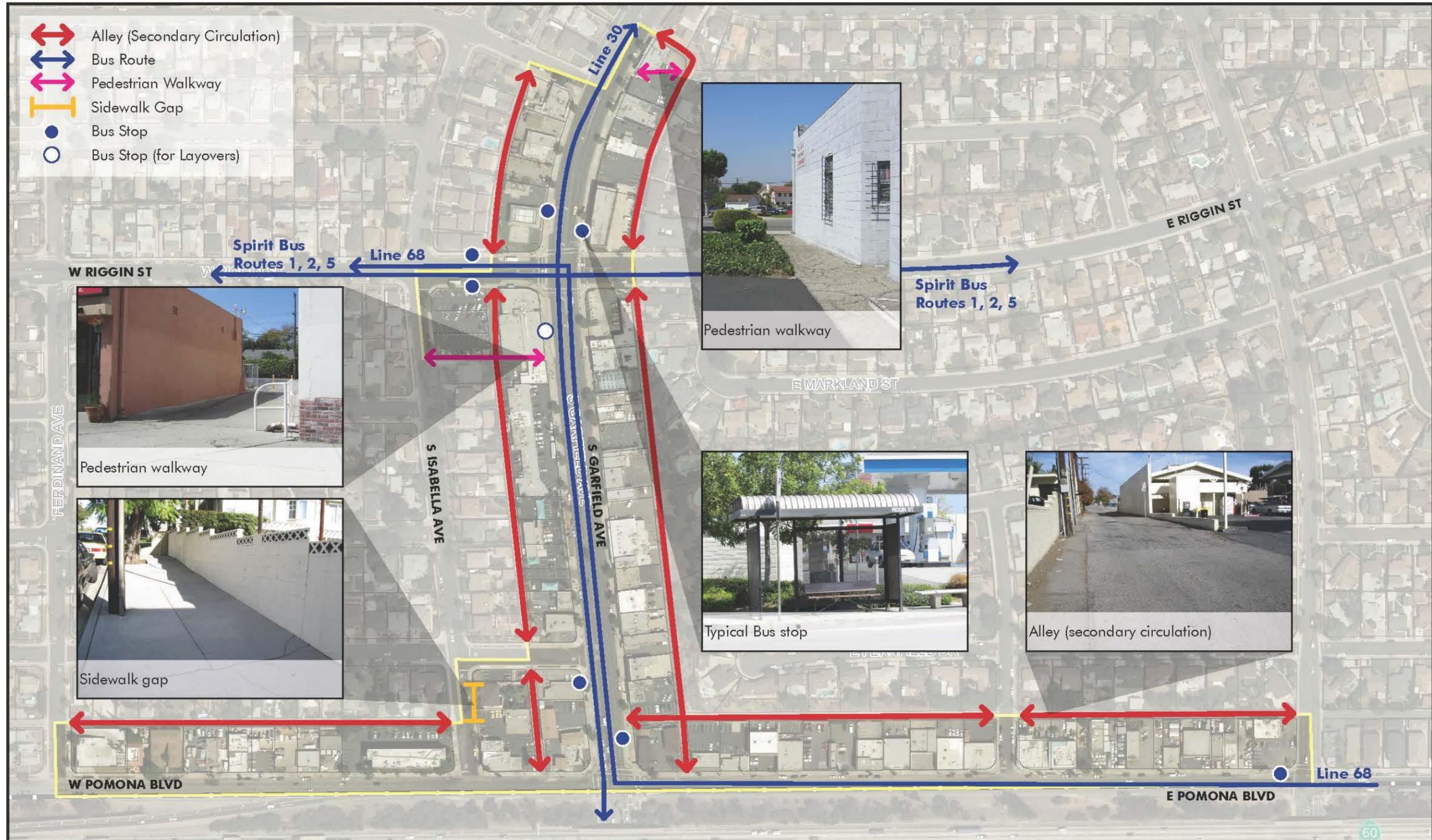
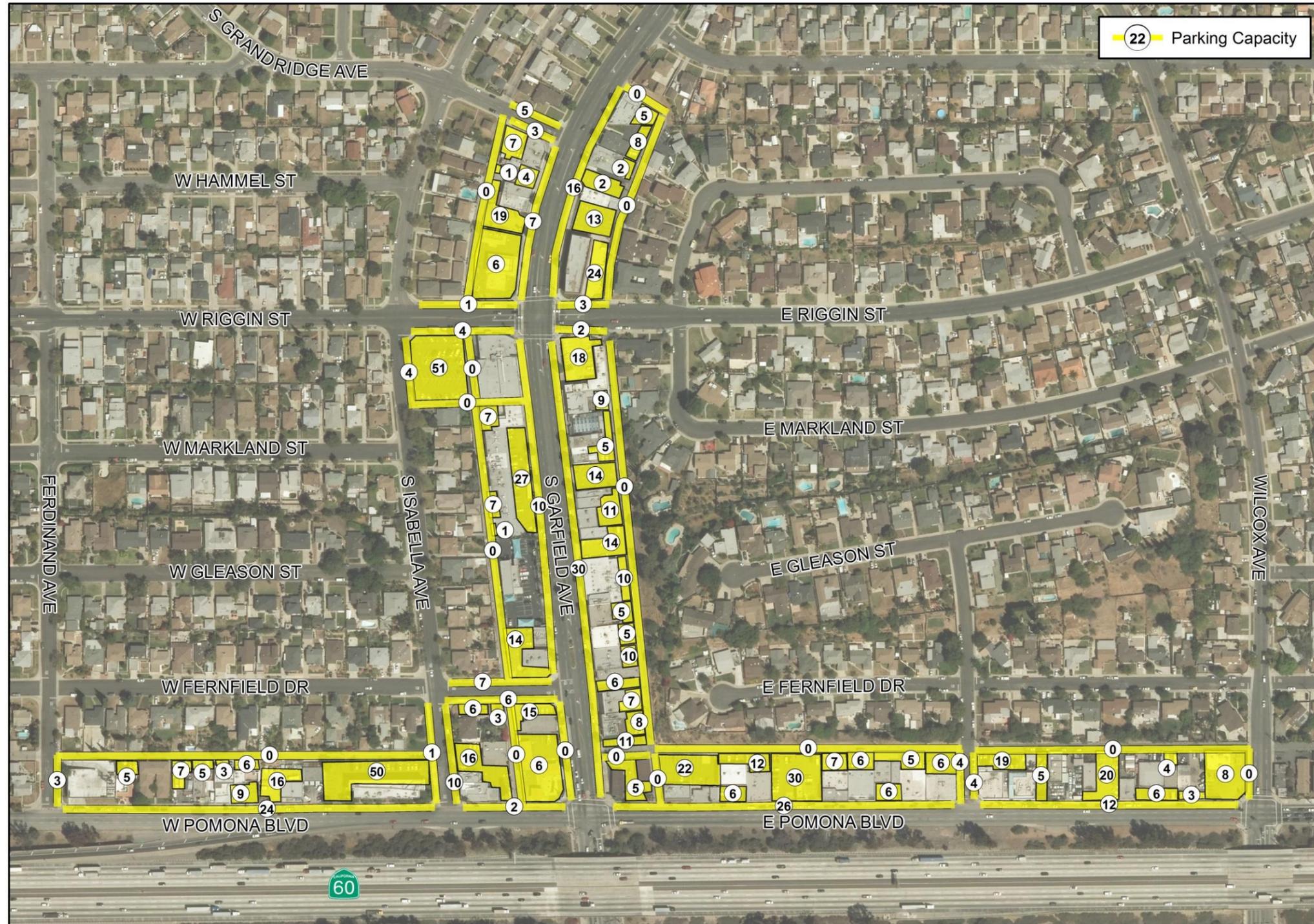


Figure 1-6: Existing Parking





2 Specific Plan Policy Framework

This Chapter established the overall Vision for the Village. The vision is the long-term view of what the area will become. The Specific Plan policy framework provides the overall goals for the continued economic vibrancy and development of the South Garfield Village Specific Plan area.

2. SPECIFIC PLAN POLICY FRAMEWORK

2.1. Introduction

The Vision Plan and policy framework for the South Garfield Village Specific Plan was developed based on community input, and represents the desired vision for the future of the Village. The Vision Plan and associated Vision Statement serve as the foundation for the remainder of the Specific Plan, including the Regulating Code. The framework further refines the vision and provides more organized direction for the policies, objectives and projects outlined in the plan. Following the Community Walk on February 8, 2014, an Opportunities and Constraints Framework was developed to guide the initial framework study. See Figure 2-3 at the end of this chapter.

2.2. Conceptual Vision Plan

The Village serves as the first destination for retail and services for the surrounding residential neighborhoods and visitors coming to access the future Gold Line transit station. The Village is intended to be a vibrant and intimate district with an active street life. Small businesses thrive as customers easily walk between businesses, with on-street parking, attractive paseos to alley parking, and the many outdoor dining and shopping opportunities.

Pedestrians, bicyclists and motorists alike feel welcome in the Village. Adequate parking is provided by on-street parking as well as the potential for a structured parking garage to handle additional demand as the Village grows. Bicyclists can easily and safely ride along South Garfield Avenue and access bicycle parking close to the businesses that they frequent. Pedestrians will find crossing Garfield Avenue easier with streetscape improvements that provide crossing safety, while beautifying the street. Facilities along Pomona Boulevard also improve both the walking and cycling experience and buffer cyclists from traffic.

This neighborhood village has gained its own sense of place. Gateways at Riggin Street and Pomona Boulevard provide welcoming aesthetic signage and landscaping that signal you have arrived within the Village. Streetscape and sidewalk improvements include trees, mid-block crosswalks, landscaped medians, and bump-out for parklets, that improve the overall feel to visitors and customers. These improvements have attracted more shoppers to the area.

The Village has connected Monterey Park with the regional transportation system. In addition to easy access to the Pomona

Freeway, the Village will be integrated with Metro's Gold Line extension. The gateway intersection of South Garfield Avenue and Pomona Boulevard is directly linked to this new transit station. This link not only provides transit access to residents and shoppers, but now brings new customers into the Village for shopping and convenience trips as part of their daily commute.

The Village has become the heart the southern portion of Monterey Park and an integral part of the local economy.

2.3. Guiding Principles and Goals

Guiding principles for the South Garfield Specific Plan were established for the project area through meetings with the city staff and the community. These principles represent their knowledge of the project area and the needs of the various parties involved. Principles have been established for land use, automobile and pedestrian circulation, along with public transportation, parking, visual qualities/urban design and the pedestrian environment.

Village commercial developments within the Specific Plan area should be constructed with a compatible and harmonious quality and style that sets the tone for the overall district. Appropriate site planning and architectural design creates friendly and welcoming commercial destinations to continue the vision established in the City of Monterey Park, including integrating pedestrian-friendly design.

These goals are presented below.

2.3.1. Land Use

- Create a highly desirable neighborhood commercial district that complements the surrounding neighborhood and takes advantage of nearby retail draws.
- To increase the use of vacant and underutilized properties.
- Maximize the visibility and exposure of retail buildings and facades to attract patrons, ensure long-term viability, and take advantage of existing retail draws.

2.3.2. Circulation and Parking

- To upgrade the Garfield/Pomona Intersection.
- Minimize and/or reduce driveway curb-cuts along Garfield Avenue and Pomona Boulevard.
- Create a secondary circulation network to improve access to parking (utilize existing alleys).

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- De-emphasize parking as much as possible.
- Enhance walkability within South Garfield Village.
- To provide citywide flow on Garfield Avenue and enhance safety.
- To improve mid-block pedestrian pass-throughs (paseos) from rear parking areas or alleys, to Garfield Avenue.
- To create a safe and attractive street for all users.
- To consider utilizing parking structure(s) to facilitate development feasibility.
- To develop a parking district approach instead of lot-by-lot use.
- Consolidate existing parking.

2.3.3. Urban Design and Streetscape

- Create a distinct sense of place while providing variety in design expression.
- Express the highest level of design quality and integrity.
- Massing elements (e.g., tower features) are strongly encouraged to anchor corner buildings or entries.
- To enhance the streetscape through amenities: Trees, benches, pedestrian scale street lighting, bulb-outs, parklets, bus shelters, etc.
- To upgrade the appearance of facades (materials, colors, awnings, signage, lighting, architectural details).
- To create attractive, safe, pedestrian areas through paving, lighting, signage, landscaping, pedestrian amenities, mid-block crossing, undergrounding utilities and accommodating trash disposal.
- To encourage buildings that are visually appealing and accessible from all sides.
- To integrate appropriate and interactive public art.
- To plan for outdoor gathering and dining areas.
- To encourage buildings to be oriented towards the street and incorporate storefront windows.
- To consider allowing a light tint on windows facing the street.

2.4. Conceptual Land Use Plan

The South Garfield Village Specific Plan area can be classified into four character areas based upon overall context, circulation and nodes. See Figure 2-4 Character Areas at the end of this Chapter.

- Garfield Corridor - generally consisting of one parcel depth on each side of Garfield Avenue.

- Primary Village Gateway - The general area around the corner of Pomona Boulevard and Garfield Avenue.
- Secondary Village Gateway - The general area around the corner of Garfield Avenue and Riggin Street.
- Pomona Corridor - Generally consisting of one parcel depth on the north side of Pomona Boulevard.

These four character areas have a slightly different context in terms of overall character. The purpose of the Conceptual Land Use Plan is to provide guidance and suggestions for any improvements or developments in order to be consistent with the existing character in each of these four areas. These Land Use Concepts only serve as guidance and are not to be confused with the Land Use Zoning Districts defined in Chapter 3 of the Specific Plan that provide for regulatory development standards on a parcel by parcel basis.

The current South Garfield Village Specific Plan area is a neighborhood scale commercial district. The Garfield Avenue area consists of a relatively dense, walkable and street-oriented retail, restaurant, and service establishments serving the nearby residential neighborhoods. Businesses along Pomona Boulevard, while similar in context, include a mix of more automobile-oriented uses. The intent of the Specific Plan is to maintain the overall context, character and feel of the Village.

2.4.1. Garfield Corridor Character Area

Development within this character area should be pedestrian-oriented and oriented close to the street and sidewalk. Parking should be discouraged along the building frontages and located with access to the alley or provided through on-street parking spaces. The close proximity of businesses should provide a short distance of travel for customers. The use of larger windows and transparent surfaces can allow for more interaction between the retail and service spaces within and the active life of the street outside. Signage should be mainly located on the building and be pedestrian in scale. Street activity should be encouraged within the area including allowing for outdoor eating areas and public gathering spaces.

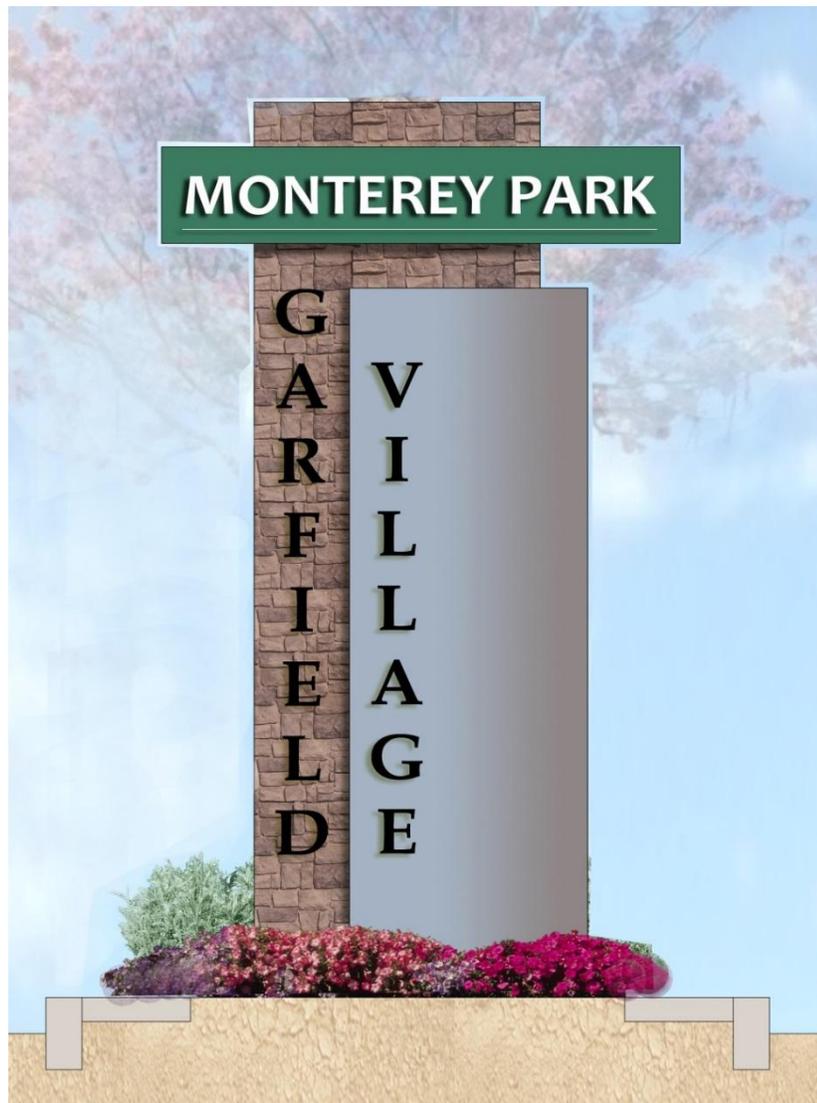
2.4.2. Primary Village Gateway – Pomona and Garfield

The Primary Village Gateway is the “node” of activity around the Garfield Avenue and Pomona Boulevard intersection. This is a major gateway area for automobile traffic into the Village. With the potential location of a future Gold Line station in proximity to this area, this gateway function could also include transit users/pedestrians. The

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Gateway is the front door to the Village. The area should be welcoming to pedestrians and create an intimate relationship between the energy along the street and the surrounding development. Parklets, outdoor dining and public gathering areas can emphasize the high-energy entryway of the Village. Signage can transition between pedestrian scale and more automobile-oriented scale along Pomona Boulevard. This gateway could be a potential location to a parking facility integrated with retail and service uses. This structure will serve as an anchor to the corridor and accommodate parking demand from existing and future development within the South Garfield Village Specific Plan area

Figure 2-1: Primary Village Gateway



2.4.3. Secondary Village Gateway – Riggin and Garfield

The Secondary Village Gateway is the “node” of activity around the Garfield Avenue and Riggin Street intersection. This is a gateway area for automobile and residential traffic into the village. The area should be welcoming to pedestrians and create an intimate relationship between the energy along the street and the surrounding development. Parklets, outdoor dining and public gathering spaces can emphasize the high-energy entryway of the Village. Signage should maintain a

Figure 2-2: Secondary Village Gateway



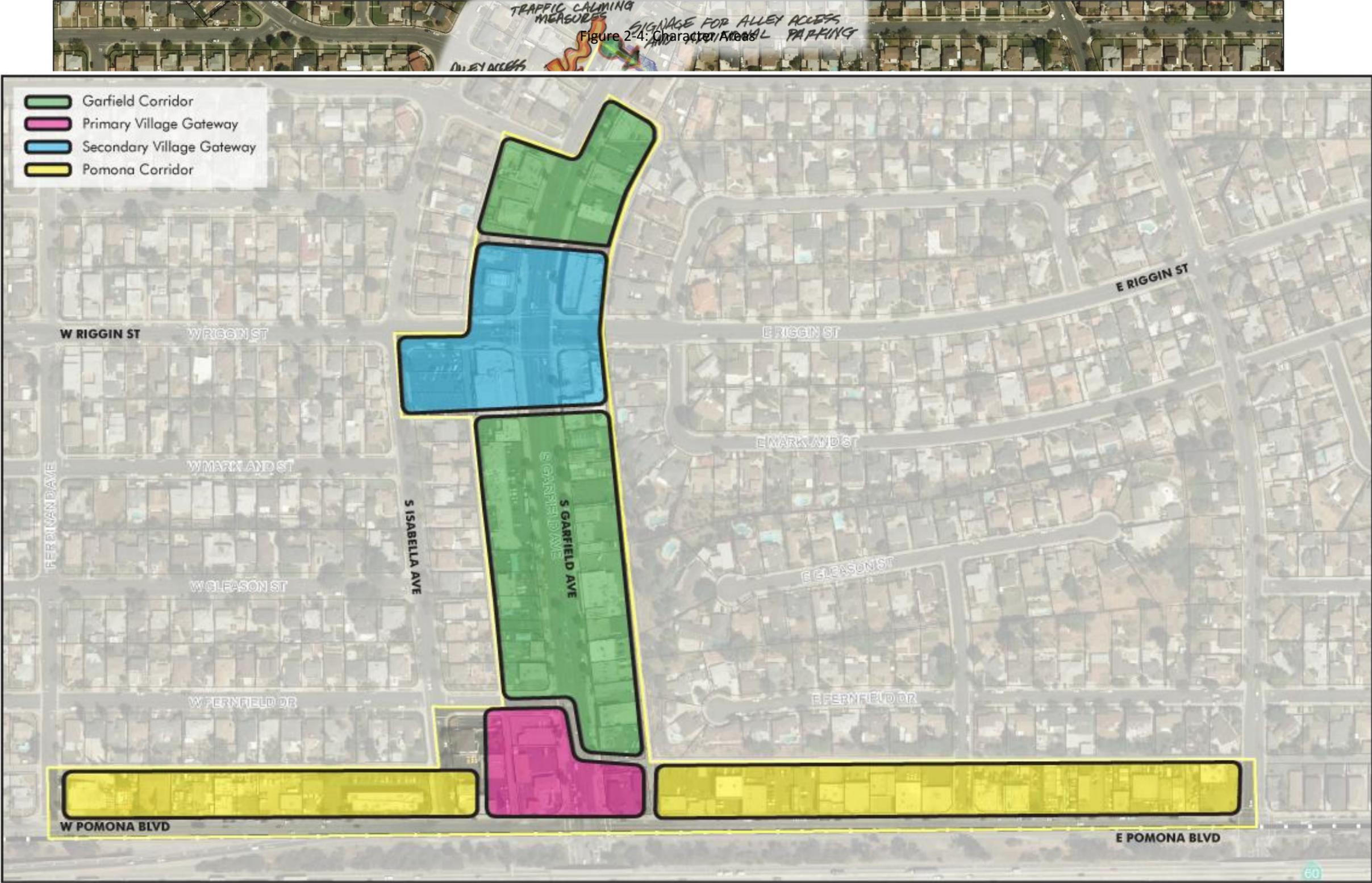
pedestrian-scale character.

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2.4.4. Pomona Corridor

The Pomona Corridor character should strike a balance between the automobile orientation of Pomona Boulevard, the adjacent Pomona Freeway and the need to transition to pedestrian-oriented uses along the Garfield Corridor. Shared parking and access can reduce curb cuts to create a more friendly and safe environment for pedestrians and bicyclists. Considering the balance with automobile orientation, uses that may be more intense can better be accommodated within this corridor. Signage would be oriented towards the street although billboards and pole style signs would still be prohibited to reduce visual clutter and respect the neighborhood-oriented scale of development. For further details and images, refer to Chapter 5 Circulation and Streetscape Design.

Figure 2-3: Opportunities and Constraints Analysis





3 Land Use & Development Standards

This chapter explains the land use policies, and defines the land use designations unique to the Specific Plan. Development standards for each land use designation are also described. This section serves as the primary development regulations for the Planned Development Overlay, (as designated in the Zoning Ordinance). If there is a contradiction between the Zoning Ordinance and the Specific Plan, the guidelines provided in the Specific Plan shall prevail. If the Specific Plan is silent on a regulation, the user shall also consult the Monterey Park Municipal Code Title 21 (Zoning) for further information.

3. LAND USE & DEVELOPMENT STANDARDS

3.1. District Descriptions

3.1.1. GVN-S – Garfield Village Neighborhood Shopping District.

- (A) The GVN-S Land Use District has a physical character that is generally comprised of shallow lots and small scale developments. This zone provides for the development of commercial areas to serve nearby residential neighborhoods and to maintain the integrity of such existing areas within the City. This zone maintains a small-scale pedestrian oriented commercial character available to serve neighborhood residents through the implementation of the following practices:
 - (1) Limit the maximum sizes of commercial uses in this area.
 - (2) Ensure the maintenance and improvement of the existing commercial environment.

3.1.2. GVC-S – Garfield Village Commercial Services District.

- (B) The GVC-S Land Use District has a physical character commonly comprised of primarily narrow and shallow lots generally located along the City’s boundaries. This zone provides for the development of commercial areas that promote retail and provide transition areas between the City and neighboring communities. See Figure 3-2 Garfield Village Land Use Districts, at the end of this chapter.

3.2. Allowable Land Uses and Permit Requirements

3.2.1. Approval of Uses.

No person may commence a new use in any building, land or structure, nor may the owner of any property allow such use, unless and until the City Planner authorizes such use, before the Building Official’s approval, indicating the same complies with all applicable laws. (Ord. 2097 § 3, 2013).

3.2.2. Land Use Regulations.

- (A) Permitted Uses. The land uses listed in Table 3(A) are permitted in one or more of the commercial districts as indicated in the columns corresponding to each commercial district:
 - (1) Where indicated with a “P,” the use is permitted.

- (2) Where indicated with an “X,” the use is expressly prohibited.
 - (3) The letter “A” indicates the use is permitted only as an accessory use.
 - (4) The letter “C” indicates the use is conditionally permitted subject to the approval of a conditional use permit as set out in Monterey Park Municipal Code Chapter 21.32, Permit Procedures.
 - (5) The letter “L” indicates the use is permitted subject to limitations described in Monterey Park Municipal Code Section 21.10.040.
- (B) All uses must be conducted totally within a completely enclosed building with the exception of City-approved outdoor dining, temporary special events, and uses customarily conducted in the open as determined by the City Planner.
 - (C) Storage is permitted only within an entirely enclosed building and is limited to accessory storage of commodities sold or utilized in the conduct of a permitted use, on the premises.
 - (D) Uses producing, causing or emitting dust, gas, smoke, glare, noise, fumes, odors, electromagnetic emanations or vibrations which are or may be detrimental to the safety, welfare, health and peace of the City and its residents are prohibited.
 - (E) Overnight parking of vehicles, except those used in conjunction with a permitted use, are prohibited. The vehicles must be maintained in proper working order and remain free of graffiti at all times. Any such vehicle deemed to be a public nuisance is prohibited from parking on-site.

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Table 3(A)
Permitted Uses in Commercial Land Use Districts
GVN-S=Neighborhood Shopping District,
GVC-S=Commercial Services District

Legend:		
A – As an accessory use only		
C – Permitted subject to approval of a conditional use permit		
L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040		
P – Permitted		
S – Permitted only on second floor or above		
X – Expressly prohibited		
Land Uses		
Retail	GVN-S	GVC-S
Appliance or Electronics Sale and Repair	P	P
Art Gallery	P	P
Art Supplies Store	P	P
Auto Parts Store, retail only	P	P
Auto Sales – New	X	X
Auto Sales – Used	X	X
Bakery, Retail Sales Only	P	P
Beauty Supplies Store	P	P
Boat, Trailer, Motorcycle, Motor Scooter Sales	X	X
Book Store, including Newsstand	P	P
Catering Service, Food (not truck catering)	A	A
Cellular Phone Store, including Accessories	P	P
Clothing/Shoe Retail and Service	P	P
Commercial Shopping Facility (5 or more units OR more than 1 acre)	C	C
Drugstore/Pharmacy	P	P
Florist	P	P
Furniture Store	C	P
Grocery/Food Store/Supermarket	P	P
Hardware/Home Improvement Store (less than or equal to 10,000 sq. ft.)	P	P
Hardware/Home Improvement Store (more than 10,000 sq. ft.)	X	X
Hobby/Specialty Store	P	P
Jewelry Store	P	P
Medical Equipment and Supplies (sales and service)	X	P
Medical Marijuana Dispensaries	X	X
Music Store (sales, service and instruction)	P	P
Music Store (retail sales only with service and instruction expressly prohibited)	P	P
Music/Movie Sale and Rental	P	P
Office Supply Store (less than or equal to 10,000 sq. ft.)	P	P
Office Supply Store (more than 10,000 sq. ft.)	X	P

Chapter 3 | Land Use & Development Standards

Legend:		
A – As an accessory use only		
C – Permitted subject to approval of a conditional use permit		
L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040		
P – Permitted		
S – Permitted only on second floor or above		
X – Expressly prohibited		
Land Uses		
Pet Store and Supplies	P	P
Photo Processing Shop (contained within automated equipment only)	X	P
Plant Nursery	X	P
Retail, General (≤10,000 sq. ft.)	P	P
Retail, General (large) (>10,000 sq. ft.)	P	P
Specialty Retail	P	P
Sporting Goods Store	P	P
Swap Meet	X	X
Swimming Pool Sales and Service	X	P
Service Business	GVN-S	GVC-S
Adult Care Facility	X	X
Animal Grooming	P	P
Animal Hospital	P	P
Animal Shelter	X	X
Auto Detailing	X	C
Auto Dismantling	X	X
Auto Rental	X	L
Auto Repair	X	X
Auto Salvage and Wrecking	X	X
Barber Shop	P	P
Beauty Salon	P	P
Car Wash	X	C
Cemetery	X	X
Check Cashing Facility	X	C
Collection Facility	X	X
Community Care Facility	X	C
Copy Center	P	P
Day Care Center	X	X
Day Health Spa (excluding massage)	P	P
Dry Cleaning (including laundry)	P	P
Dry Cleaning (including laundry less than or equal to 2,000 sq. ft.)	P	P
Employer-Sponsored Child Care	X	X
Extended Lodging Facility	X	X
Fitness Center (less than or equal to 5,000 sq. ft.)	L	L
Fitness Center (more than 5,000 sq. ft.)	C	C
Gunsmith	X	P

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Legend:		
A – As an accessory use only		
C – Permitted subject to approval of a conditional use permit		
L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040		
P – Permitted		
S – Permitted only on second floor or above		
X – Expressly prohibited		
Land Uses		
Hotel	X	X
Kennel/Animal Boarding	X	X
Laundromat	P	P
Locksmith/Keys	P	P
Mail Boxes (accessory to parcel service or contract postal station only)	A	A
Massage Establishment	L	L
Money Transfer Facility	X	X
Mortuary/Funeral Home	X	C
Motel	X	X
Parcel Service/Contract Postal Station	P	P
Photo Processing Shop	P	P
Photocopying/Reproduction	P	P
Picture Framing as Accessory to Art Supplies Store and/or Art Gallery	A	A
Printing and Publishing	P	P
Public Storage (Mini-Storage)	X	C
Salvage Yard	X	X
Service Station	X	C
Studio (Martial Arts/Dance/Photo/Music)	X	L
Tailor	P	P
Tattoo Parlors and Body Piercing Shops	P	P
Tutoring	L	L
Veterinary Services, Domestic	P	P
Eating & Drinking Establishment	GVN-S	GVC-S
Alcohol Sales (on-sale and off-sale)	L	L
Bar, Tavern or Cocktail Lounge	A	A
Outdoor Dining	A	A
Restaurant	P	P
Retail Eating Establishment	P	P
Entertainment/Cultural	GVN-S	GVC-S
Adult Oriented Business	X	X
Amusement or Game Arcade	X	C
Auditorium, including Performing Arts Center	X	C
Concert Hall	X	X
Comedy Club	C	C
Commercial Recreation – Indoor	C	C
Commercial Recreation– Outdoor	X	C
Community Center	X	X
Cultural Institution	P	P

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Legend:		
A – As an accessory use only		
C – Permitted subject to approval of a conditional use permit		
L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040		
P – Permitted		
S – Permitted only on second floor or above		
X – Expressly prohibited		
Land Uses		
Fortunetelling	X	L
Golf Driving Range	X	X
Internet Arcade	X	X
Library	P	P
Lodge/Meeting Hall	P	P
Miniature Golf	X	C
Museum	P	P
Theater (theatrical and motion picture)	P	P
Office	GVN-S	GVC-S
Bank/Financial Institution (retail)	C	C
Data/Cash Processing Office	X	X
Financial Institution/ Corporate Office	X	X
Notary Public	A	A
Office, Administrative	P	C
Office, Professional	P	C
Office, Service	P	P
Stockbroker/Trader	P	P
Medical Uses	GVN-S	GVC-S
Acupuncture or Acupressure Clinic/Office	X	L
Alcoholism Hospital	X	X
Ambulance Service	X	X
Clinic (including medical, dental, psychologist, social work)	P	P
Day Treatment Hospital	X	X
Hospital (including psychiatric)	X	X
Long-Term Facility	X	X
Medical or Dental Laboratories	X	X
Nursing and Convalescent Hospital	X	X
Optometrist/Ophthalmologist	P	P
Out-Patient Facility (Drug and Alcohol)	X	X
Educational Institutions	GVN-S	GVC-S
Business College (Office or Medical/Dental)	X	X
School, Commercial	X	X
School, Driving/Traffic (passenger vehicles and motorcycles)	X	C
School, Accessory Use to Church	X	X
School, Private	C	C
School, Public	P	P

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Legend:		
A – As an accessory use only		
C – Permitted subject to approval of a conditional use permit		
L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040		
P – Permitted		
S – Permitted only on second floor or above		
X – Expressly prohibited		
Land Uses		
School, Vocational or Trade School	C, S	C
Swimming Pool School	S	X
Additional/Accessory Uses	GVN-S	GVC-S
Alcohol Sales	A	A
Assembly Hall	X	X
ATM Kiosk	L	L
Boarding House (see also Monterey Park Municipal Code Section 21.04.147)	X	X
Buildings Exceeding Height Limit	X	X
Community Facility	X	X
Drive-Through Business	X	L
Dump, Inert Solid	X	X
Dump, Rubbish and Refuse	X	X
General Research and Development Facility	X	X
Government or Public Facility	C	C
Government or Public Facility (owned or operated by the City of Monterey Park)	P	P
Live/Work Unit	L	X
Manufacturing, Heavy or Light	X	X
Mixed Uses (Residential & Commercial)	X	X
Parking Lot/Structure	X	A
Private Club	X	C
Public Utility Office	C	C
Public Utility Substation	X	X
Quarry	X	X
Recycling Center	X	X
Refuse Collection	X	X
Rehabilitation Facility	X	X
Religious Institution (Church/Temple/Mosque)	X	X
Single Room Occupancy	X	X
Supportive Housing	X	X
Transitional Housing	X	X
Transfer Station	X	X
Warehouse	X	X
Warehouse and Sales Outlet	X	X
Wireless Communications & Telecommunications Facility	L	L
Wholesale/Distribution	X	X

(Ord. 2097 § 3, 2013)

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3.2.3. Standards of Development.

The development standards criteria set forth in Table 3(B) are intended to provide minimum standards for the development and use of land within the Garfield Village GVN-S and C-S commercial districts.

**Table 3(B)
Development Standards**

REGULATION	GVN-S	GVC-S
Lot size (min.)		
Lot width	50 ft.	100 ft.
Lot depth	100 ft.	100 ft.
Lot area	5,000 sq. ft.	10,000 sq. ft.
1. Front yard (min.)		
a. Abuts a street	0 ft.	0 ft.
2. Side yard (min.)		
a. Abuts a street	0 ft.	0 ft.
b. Abuts commercial property	0 ft.	0 ft.
c. Abuts a residential zone	15 ft.	15 ft.
3. Rear yard (min.)		
a. Abuts a street	0 ft.	0 ft.
b. Abuts commercial property	0 ft.	0 ft.
c. Abuts a residential zone	15 ft.	15 ft.
d. Separated from residential zone by an alley (measured from center of alley)	20 ft.	20 ft.
Building height (max.)		
1. Maximum	28 ft./2 stories	40 ft./3 stories
2. Abutting residential zone	16 ft + 12 ft for additional 5 ft of setback > the minimum	20 ft. + 10 ft for every additional 5ft of setback > the minimum.
Floor area ratio (max.)		
1. Less than 10,000 sq. ft. lot	0.35	0.3
2. 10,000-20,000 sq. ft. lot	0.5	0.5
3. 20,000-30,000 sq. ft. lot	0.65	0.65
4. 30,000-65,000 sq. ft. lot	0.8	0.8

(Ord. 2097 § 3, 2013)

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3.3. Non-conforming Uses, Buildings & Structures

All existing uses, structures and parcels are subject to the provisions of Monterey Park Municipal Code Section 21.30 of the Monterey Park Municipal Code regarding Non-Conforming Uses, Buildings and Structures.

3.3.1. Existing Uses Exemptions.

Any use, building or structure which exists or for which the City issued a building permit as of May 1, 2013, and which, as of said date, conformed to all zoning regulations of the City then in effect, shall not be rendered nonconforming within the meaning of Monterey Park Municipal Code Chapter 21.30, solely by reason of the application of new or revised development standards, as set forth in this chapter; provided that any such existing use, building or structure, upon alteration, addition, or expansion, in whole or in part, must comply with the provisions set forth in Monterey Park Municipal Code Section 21.10.180, 21.36 Design Review Approval. (Ord. 2097 § 3, 2013)

3.4. Standards for Specific Land Uses

3.4.1. Limitations, Special Standards and Accessory Uses.

The land uses listed in Table 3(A) and designated with the letter “L” or “A” are subject to the standards set forth in Monterey Park Municipal Code Section 21.10.040.

3.4.2. Alcohol Sales and Use.

The regulations and criteria for the consideration and issuance of conditional use permits for on-sale and off-sale alcoholic beverage use are set forth in Monterey Park Municipal Code Section 21.10.230, Alcohol Sales.

3.4.3. Service Stations.

Service Stations require a conditional use permit as set forth in Monterey Park Municipal Code Section 21.10.250, Service Stations.

3.5. Off-Street Parking and Loading Standards

Except as otherwise noted in this Specific Plan, parking is required per Monterey Park Municipal Code Chapter 21.22, Article III Off-Street Parking Regulations for Commercial and O-P Zones of the Monterey Park Municipal Code.

3.5.1. Off-Street Parking and Loading.

- (A) Each such lot must have and maintain off-street parking facilities pursuant to Monterey Park Municipal Code Chapter 21.22, Off-Street Parking Regulations.

- (B) Each such lot must have and maintain such loading facilities as may be required by Monterey Park Municipal Code Chapter 21.22, Off-Street Parking Regulations. (Ord. 2097 § 3, 2013)
- (C) The following provisions augment and supersede the provisions of Monterey Park Municipal Code Chapter 21.22:
 - (1) On-street parking spaces within fifty (50) feet of the project lot shall count toward satisfaction of the minimum off-street parking requirements in the GVN-S and GVC-S zones. Unmarked on-street parking shall be calculated as one parking space for every 20 feet of frontage, excluding curb cuts, driveways.
 - (2) No parking shall be required for outdoor dining that is permitted within the public rights-of-way.
- (D) The following table regulates the placement and location of parking facilities.

Table 3(D) Parking Requirements

Allowed Parking/Parking Requirements	
1. Surface Parking	<ul style="list-style-type: none"> a) Allowed to the rear of on-site buildings b) 1 row of parking is allowed to the side of buildings if placed along a driveway connecting to the street c) A 5ft min landscaped buffer shall be provided between the back of sidewalk and the first parking stall along the driveway
2. Underground Parking	<ul style="list-style-type: none"> a) Allowed under the entire site
3. Structured Parking	<ul style="list-style-type: none"> a) Allowed to the rear of buildings and/or on the upper floors of buildings (above a ground floor commercial space) if designed in accordance the design standards and guidelines for structured parking
4. Podium Parking	<ul style="list-style-type: none"> a) Allowed under all buildings if designed in accordance with the standards and guidelines for podium parking
5. Bicycle Parking	<ul style="list-style-type: none"> a) Allowed within surface parking areas and first floor of underground parking areas b) Allowed near building entrances (excluding private service entrance) c) Allowed on private property adjacent to

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	sidewalks d) Allowed on sidewalks if a clear walking path of at least 6 ft is maintained
6. Parking Requirements	<p>1. Excessive surface parking is strongly discouraged. If parking exceeds the minimum standard by 10 percent or more, at least one of the following measures shall be incorporated into the surface parking area:</p> <ul style="list-style-type: none"> i. Increase the number of shade trees provided to a ratio of 1 tree per 5 parking spaces; ii. Divide surface parking areas into at least 2 smaller parking lots divided by a landscaped planter that is at least 10 feet in width (these parking areas may be connected by drive aisles); or iii. Provide a double row of trees (with shrubs and groundcovers surrounding them) between the sidewalk and surface parking area (where parking lots are permitted near sidewalks).
7. Minimum Bicycle Parking Requirements	a) Non-residential parking areas with at least 20 spaces: 1 bicycle space (on a bike rack or within bike locker) per 40 vehicle spaces
8. Shared Parking	a) Shared parking between adjacent lots is allowed if a parking study is prepared (where required) and a shared parking agreement is established and approved by the City Planner pursuant to a Use Permit, and if parking is provided to meet the greatest peak hour demand of the combined uses
9. Landscaping	<p>a) Parking lots shall contain 1 shade tree per 4 parking spaces and have a minimum canopy radius of 15 feet at maturity. Each shade tree shall be spaced no more than 40 feet from another shade tree. Additional accent trees are also allowed within parking lots.</p> <p>b) The minimum tree planter width in parking areas shall be 5 feet.</p>

3.6. Signs

All existing and proposed signage in the Garfield Village Specific Plan Area shall be subject to the signage standards and requirements for commercial development pursuant to Monterey Park Municipal Code

Section 21.24.650 for the GVC-S and GVN-S Land Use Districts with the following exceptions:

- (A) Freestanding signs greater than 7-feet above the average base elevation are prohibited in the GVN-S and GVC-S Land Use Districts.

3.7. Auxiliary Structure, Equipment and Utilities

3.7.1. Mechanical Equipment.

Each lot which has compressors, air-conditioning units or similar machinery, located outside of the exterior walls of any building, must comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.100, Mechanical Equipment.

3.7.2. Trash and Waste Facilities.

Trash and Waste Facilities shall meet the requirements of Monterey Park Municipal Code Section 21.10. 110, Trash and Waste Facilities.

3.8. Development Incentives

3.8.1. PEDESTRIAN AMENITIES INCENTIVE.

Purpose

Throughout the Specific Plan area it is desirable to encourage pedestrian oriented spaces within individual building sites such as plazas, courtyards, and seating areas. Such features not only make the pedestrian environment more pleasant, but they also add significantly to the overall visual quality of the particular project.

Requirements

In order to qualify for the pedestrian amenities incentive bonus, a proposed project must meet the following requirements:

- The minimum lot or development size for projects requesting consideration for the pedestrian amenities bonus must be a minimum of 10,000 square feet.
- A qualifying plaza or courtyard must be designed as an integral part of the overall project and must be specifically related to the main circulation patterns(s) within the project. Leftover pieces of the site, which are not related to the primary pedestrian circulation system, may not be counted as qualified areas.
- The minimum dimension of any qualified area must be 10 feet of hardscape material. Pathways required for normal pedestrian circulation may be included.

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- Any qualified area must be open to the sky except for shade trellises and roof overhangs.
- Any qualified area must incorporate seating, enhanced paving materials, shade trees, and/or trellises and landscaping.
- Areas which are provided for the sole use of employees, such as patios, or business customers, such as outdoor dining areas or lobbies, may not be counted as qualified areas.
- All qualified pedestrian space must be located at ground level. All such space must be easily accessible to the general public during normal business hours and shall be barrier free in terms of handicapped access.

Incentive Bonus

For projects meeting the above requirements, the following development bonuses may be available.

- For every 200 square feet of useable pedestrian plaza or courtyard provided, on-site parking requirements may be reduced by one parking space; provided that a finding can be made that adequate parking will be available to the project.
- The City Planner may make minor adjustments either upward or downward in the above incentive bonuses in order to take into consideration irregularities or constraints of the site, location of the site within the overall Specific Plan area, relationship of the project to adjacent structures and uses, the responsiveness of the project to the Specific Plan Design Guidelines, and any other unique attributes of the development project.
- Through the development agreement process (Chapter 21.44), the City may consider other pedestrian incentive bonuses such as reductions in processing fees, in-lieu fees or utility connection fees. The extent of such bonuses may vary on a case-by-case basis as a result of negotiations between the project applicant and the City.
- The City shall fast track the plan review process for approved incentive Bonuses.

3.8.2. MID-BLOCK PEDESTRIAN PASSAGEWAY INCENTIVE

Purpose

It is desirable to encourage the provision of pedestrian passageways at midblock locations to provide convenient through access to South Garfield Avenue from public and private parking lots at the rear of buildings.

Requirements

In order to qualify for the mid-block pedestrian passageway incentive bonus, a proposed project must meet the following requirements:

- The minimum width of any pedestrian passageway provided under this program shall not be less than 10 feet at any point.
- The pedestrian passageway must be designed to be an integral part of the overall project and must be configured to provide straight forward access from an alley or rear parking area to South Garfield Avenue. The incorporation of plazas into the design is highly encouraged. Business entrances are encouraged to front onto a mid-block arcade.
- The pedestrian passageway must incorporate landscape features, lighting, shade, textured paving and other design elements to enhance the overall pedestrian environment and provide a high level of security and convenience.
- Only one pedestrian passageway must be provided within any block, and it shall be provided in the middle one-third of the block.

A development agreement (Chapter 21.44) between the City and the property owner must be entered into describing responsibilities for maintenance and other liabilities.

Incentive Bonuses

For projects meeting the above requirements, the following development bonuses may be available.

- Required parking requirements or fees may be reduced by 10%, provided that a finding can be made that adequate parking will be available to the project.

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- Through the development agreement process, the City may consider other mid-block pedestrian passageway incentive bonuses such as reduction in fees. The extent of such bonuses may vary on a case-by-case basis between the project applicant and the City.
- The City shall fast track the plan review process for approved incentive Bonuses.

3.8.3. LOT CONSOLIDATION INCENTIVES

Purpose

The presence of small, underutilized lots has been identified as one of the constraints affecting future development in portions of the Specific Plan area. It is desirable to encourage the consolidation of smaller lots into larger development sites in order to achieve the scale and quality of development envisioned for the area.

Requirements

In order to qualify for the lot consolidation incentive a project must meet the following requirements:

- A minimum of two existing adjacent lots must be combined under single ownership.
- In order to qualify for a lot consolidation bonus, all lots combined must be developed as part of a comprehensively planned project to be constructed in a single phase.

Incentive Bonus

For projects meeting the above requirements, the following development bonuses may be available.

NUMBER OF LOTS CONSOLIDATED INCENTIVE BONUSES

- 2 to 3 Lots: 10% Reduction in parking, Add one story to maximum height
- 4 to 6 Lots: 15% Reduction in parking, Add two stories to maximum height
- Through the development agreement process, the City may consider other lot consolidation incentive bonuses such as vacation of alleys, reductions in processing fees, in-lieu fees, or utility connection fees. The extent of such bonuses may vary on a case-by-case basis between the project applicant and the City.

The City shall fast track the plan review process for approved incentive Bonuses.

3.8.4. SHARED PARKING AND ACCESS INCENTIVES

Purpose

The use of parking facilities that are shared between adjacent properties can reduce the overall amount of parking spaces required and therefore allow more space for landscaping and other uses. When access drives are shared between adjacent properties, the number of curb cuts is reduced which provides for greater traffic safety.

Incentive Bonus Provisions

The provision of a shared parking/access incentive bonus will be evaluated on a case by case basis. The City may approve up to a 15% reduction in parking requirements when it is clear that the adjacent uses are compatible and that sharing parking and/or access is practical and efficient for both uses. The City shall fast track the plan review process for approved incentive Bonuses.

Shared Parking/Access Requirements

In order to qualify for a shared parking / access incentive, the following minimum criteria must be satisfied:

- Shared access driveways must be constructed over the common property line between adjacent uses and reciprocal access agreement must be recorded. Enhanced pavement and landscaping at the entrances may be required.
- When parking is shared between adjacent properties under a City enforceable shared-parking agreement, a minimum of 2 two-way traffic aisles must connect the two sites if a single shared access is not provided.
- Pedestrian safety and access must be prime consideration in the design of any shared parking/access facilities. See Figure 3-1 Pedestrian Access within shared Lots.

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3.8.5. FAÇADE RENOVATION INCENTIVE

Purpose

Improving the physical appearance of buildings within the Specific Plan area, is one of the important goals of this Specific Plan. The Façade Renovation Program seeks to bring new life to older buildings along South Garfield Avenue by assisting property owners to upgrade the appearance of their buildings and therefore improve the overall image of Monterey Park's neighborhood shopping district.

Bonus Incentives

- To encourage revitalization, the City may offer cash rebates for a portion of the cost of approved front and/or rear façade improvements.
- Participants in the rebate program may also be eligible for a reimbursement of architectural fees.
- In addition, a low-interest loan program may also be available to assist property owners with long-term financing of eligible improvements and other incentives.
- The City shall fast track the plan review process for approved incentive Bonuses.

Eligible Improvements

- Eligible improvements for rebate and loan programs include, but are not limited to:
 - Storefront Remodeling;
 - Mall/Alleyway Facades;
 - Exterior Paint;
 - Awnings, Canopies;
 - Lighting;

- Glazing;
- Doors

Requirements and Procedures

- All façade improvements, in order to be eligible for financial assistance, must comply with the Design Guidelines for the South Garfield Village Specific Plan Area and be approved in advance by the City.
- Applicants shall follow procedures established by the City for the administration of the Façade Renovation Incentive Program. Procedures include the submittal and approval of an application and plans and specifications. Generally, the process will proceed as follows:
 - Pre-application meeting with staff;
 - Obtain preliminary design and cost estimates for improvements based on Design Guidelines;
 - Staff reviews and provides comments;
 - Obtain final plans, specifications, and construction bids, submit to City for review/approval:
 - City issues letter of commitment and applicant signs statement of agreement with conditions of approval;
 - Applicant obtains private funding of low-interest loan from City, obtains necessary permits, and completes project; and/or
 - City reimburses applicant upon satisfactory completion of work based on actual invoices and letter of commitment.

3.8.6. RESTAURANT DEVELOPMENT INCENTIVES

Purpose

To establish a quality restaurant with meeting and banquet facilities within the Specific Plan area is encouraged. This type of restaurant/banquet facility is especially desirable in the Neighborhood Shopping District where the philosophy is to grant incentives to restaurants, which provide a wide range of culinary options and dining experiences from around the world.

Bonus Incentives

The City shall fast track the plan review process for approved incentive Bonuses.

Definition

For the purpose of this section a “quality” restaurant is one which has sit down service only at booths and tables and serves, at a minimum, lunch and dinner. Minimum seating capacity should be about 40-50 persons. The facility may include a separate cocktail lounge

Restaurant Development Requirements

In order for a proposed quality restaurant to qualify for the above incentives, the following minimum criteria shall be satisfied:

- The restaurant shall be a “quality” full-service facility as defined herein;
- The restaurant shall have a minimum seating capacity of approximately 40 to 50 persons; and
- Banquet/meeting facilities shall be provided for a minimum of 40 persons.

3.9. Design Review Approval

The Development Review procedures set forth in Monterey Park Municipal Code Chapter 21.36 – Design Review of the Monterey Park Municipal Code shall apply to all commercial properties in the South Garfield Specific Plan area. The Design Review Board must certify that construction plans for a new building or exterior remodel of an existing building in any commercial zone conform with Monterey Park Municipal Code Chapter 21.36 before an applicant may submit plans to the Building Division for a plan check or other application. (Ord. 2097 § 3, 2013)

3.10. General Commercial Requirements

3.10.1. Property Maintenance.

In addition to any other provisions of this Zoning Code, all commercial zones are subject to the requirements of Monterey Park Municipal Code Section 21.10.065, Property Maintenance.

3.10.2. Lighting.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.090, Lighting.

3.10.3. Walls, Fences and Hedges.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.120, Walls, Fences and Hedges.

3.10.4. General Landscaping Regulations.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.130, General Landscaping Regulations.

3.10.5. Parking Lot Landscape Standards.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.140, Parking Lot Landscape Standards.

3.10.6. Landscape Plan Requirements.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.150, Landscape Plan Requirements.

3.10.7. Landscaping Maintenance.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.160, Landscaping Maintenance.

3.10.8. Transportation Demand and Trip Reduction Measures.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.210, Transportation Demand and Trip Reduction Measures.



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4 Design Guidelines

This chapter explains design concepts and establishes design policies and design guidelines for development within the Specific Plan area.

4. DESIGN GUIDELINES

4.1. Purpose and Intent

The guidelines within this chapter describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area. The design guidelines shall be used in conjunction with the development standards described in Chapter 3: Land Use & Development Standards.

These design guidelines will serve to promote cohesive design and community identity. Graphics and photographic images are included as a visual reference and should not be interpreted as the only design solution. Creative approaches are encouraged.

These Design Guidelines serve the following functions:

- To establish design guidelines for site design, architecture, circulation, parking, lighting, and other distinguishing features.
- To provide developers, builders, planners, architects, landscape architects and property owners with guidelines and recommendations, to aid in maintaining the high level of community cohesiveness and unity, while still allowing for a degree of personal expression.
- Create a highly desirable commercial zone that is an asset to the Specific Plan area and the City of Monterey Park.
- Encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- Promote mobility while potentially reducing greenhouse gas emissions, encouraging healthier lifestyles, and providing opportunities for social interaction.
- Create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity and authentic architectural style.

The terms “shall”, “should”, and “may” are used within the Design Guidelines. The term “shall” is used to denote a design standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The term “may” is used to denote a design treatment that is allowed or optional.

4.2. General Village Design Guidelines

This section applies to all future development within the Specific Plan area. They should be used in conjunction with the development standards specific to this area.

4.2.1. Overall Building Design

Buildings shall be sited and designed to have a strong street presence along public frontages, especially along South Garfield Avenue and public streets within the Specific Plan area.

Architectural details and enhanced elevations shall be applied to rear and side facades facing streets, alleys, and other public spaces to avoid blank walls that could dominate public views.

Building design and siting should take advantage of natural ventilation, heating, and cooling, sun and wind exposure, and solar energy opportunities. Passive solar orientation and design is encouraged to capture natural daylight and to use natural cooling techniques in place of air conditioning. Building siting should consider solar access for adjacent buildings.



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4.2.2. Building Articulation



- Facades that are visible from streets, trails, outdoor gathering spaces, parks and open spaces, and parking areas shall be articulated to improve the design quality. Publicly visible facades shall include many of the following elements/treatments:
 - Change in plane
 - Change in colors, textures, materials, or masonry patterns
 - Stylized and/or recessed face, windows, or doors
 - Upper floor step-back
 - Overhanging roof eaves, porticos, awnings, canopies, lattice, or grates
 - Columns, posts, or tower elements
 - Three-dimensional expression lines, cornices, or roof parapets
 - Ribs or pilasters
 - Piers and fenestration pattern
 - A tree or other prominent and decorative landscaping features
 - An equivalent element that subdivides the wall into human scale proportions

- Completely blank side and rear building facades shall be avoided. These facades should include articulating elements such as windows, columns, changes in wall texture or color, change in wall plane, or other design feature that breaks up the mass of the building. The level of articulation of side and rear facades, especially those with limited public visibility, may be less than that of the front facade, but they shall not be devoid of articulating elements altogether.

4.2.3. Building Massing

- Varied building setbacks should be used to provide articulation and functional features such as entrances, courtyards, outdoor dining or seating areas, etc.
- Bay windows, stepped buildings, height changes, and setback variations are encouraged between businesses to break up large buildings and create attractive, interesting entries and storefronts.
- Tower elements or other monumental features are strongly encouraged at focal points such as corners, plazas, major entrances, or where walkways meet sidewalks. All elevations of a tower element or monument feature shall be completely constructed, with no blank walls or partially finished sides.
- Architectural elements such as windows, arcades, awnings, porticos, and other similar features should be used to break up the massing of large buildings.



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4.2.4. Indoor-Outdoor Relationship

- Architecture and site design shall respond to the regional climate by providing indoor-outdoor transitional spaces where appropriate. Deeply covered, shaded, and protected areas create visual depth and interest while providing shelter and appropriate pedestrian scaled spaces for the public. The following features should be utilized to provide meaningful outdoor gathering and entry spaces:



- Porches, verandas, courtyards, and gardens accommodate outdoor seating areas adjacent to restaurants, coffee shops, bookstores, and other similar uses.
- Awnings cover entries and provide opportunities for signage. Awnings shall be no longer than a single storefront and shall be of a style and color complementary to the architectural style and character of the building. Multiple awnings over individual windows are preferred over one covering an entire storefront.
- Trellises can create a covered walkway to protect pedestrians from the sun, and provide aesthetic relief and a pedestrian scale to larger buildings.
- Deep overhangs can provide shade and protection but should only be used when appropriate to the architectural style and character of the building.
- Arcades along storefronts that cover pedestrian walkways, separate buildings, or provide a more pleasing experience for pedestrians.
- Loggias provide covered seating areas or other covered retail spaces.

4.2.5. Building Colors and Materials

- A variety of high-quality, durable colors shall be provided to create interesting and attractive building designs and avoid monotony.
- Green materials that withstand local environmental conditions are strongly encouraged, including recycled-content carpet, cellulose insulation, engineered lumber, certified wood, natural floor coverings, and recycled-content interior finishes.
- Exterior colors and materials shall be used to define the building form, details, and massing.
- Low and no volatile organic compound (VOC) paint and finishes are encouraged.
- When multiple buildings are proposed, a minimum of two color schemes should be provided for each architectural style. In general, each color scheme should have 1 or 2 complimentary main colors and up to three complementary accent colors that are appropriate for the architectural style and character of the building.
- Changes in materials and colors should only occur if there is a change in plane. The change of materials and colors on outside corners is prohibited. Instead, materials and colors should change on inside corners.



Examples of appropriate building materials

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- Materials and colors used on the front facade shall be wrapped along the side facade to an inside plane or to an appropriate transition point several feet beyond the front elevation to avoid the appearance of false facades.
- Decorative elements shall be used to break up the plane of the facade and create visual interest. Encouraged decorative elements include shutters, exposed rafter ends, cross beams, decorative grille work, decorative stucco, clay pipe vents, decorative ceramic tile, and other similar features that are appropriate for the architectural style and character of the building.
- Building details such as flashing, pipes, and metal vents may be used as an enhancement with complementary colors/materials or painted to match the building or roof surface so as to virtually disappear.
- The natural color of brick, stone, and tile should be maintained; these materials should not be painted or glazed.
- Corporate/franchise building colors, branding, and architectural features are permitted if the proposed design meets the guidelines contained in this chapter in all other respects.
- Side or rear facades that face walkways or streets shall only include false windows and door openings defined by frames, sills, and lintels, or similar modulations of the wall, when actual doors and windows are not feasible because of the nature of the building use.

4.2.6. Base and Top Treatments

- Where appropriate to the architectural style and character of the building, facades shall include treatments to define the building base, including:
 - Thicker walls, ledges or sills
 - Textured materials such as stone, masonry or textured concrete
 - Different colored materials such as ceramic tile, granite, marble, smooth finished stone or block, mullions or panels
 - Raised planter boxes
 - Enriched landscaping with a mature height of at least 18 inches

- Where appropriate to the architectural style and character of the building, facades shall include treatments to define the building top, including:
 - Cornice treatments
 - Roof overhangs (with brackets)
 - Stepped or shaped parapets
 - Textured materials
 - Different colored yet compatible materials



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4.2.7. Entry Design

- Primary building entrances shall be designed as prominent features of the front.
- Awnings, overhangs, arcades, or other design features that provide shelter are strongly encouraged around entries and along walkways and sidewalks.
- Entries should be enhanced with additional elements to create a pedestrian scale, including massing variation and changes in materials, color, and roof form.
- Buildings that are part of a grouping and buildings with multiple businesses shall include compatible design treatments such as arcades, awnings, and simple signage as entry elements. Individual storefront entries should be emphasized.
- Service entrances shall be located and designed to be visually unobtrusive to site entries, building entrances, and public rights-of-way. Service entrances should be located behind or on the side of buildings.



4.2.8. Windows and Doors

- Windows shall be proportional to the facade and reflect the architectural style and character of the building.
- Window size and shape shall provide a balanced relationship with the surrounding roof and walls.
- Accent shutters are encouraged (as appropriate to the architectural style of the building). Accent shutters shall be proportional to the window opening to appear functional. Shutters should be placed adjacent to the window frame in a manner that doesn't look "tacked on" or fake.
- Windows should further enhance, not dominate, the overall architectural character.
- Energy efficient windows are required on exterior walls.
- Windows with clear glazing are most desirable, especially for ground floor uses.
- Large storefront windows are encouraged along sidewalks for commercial uses to encourage pedestrian activity.
- Architecturally compatible relief detailing is encouraged on entry doors.
- Upper story windows that are visible from streets, common spaces, walkways, parks, and open spaces shall be designed with window trims and grids that match the front elevations of the structure.

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4.2.9. Roofs

- A variety of roofing forms, pitches, slopes, details, and high-quality, durable materials should be used on buildings, and shall be compatible with the overall style and character of the building.
- Roof heights shall be varied to create visual interest and avoid monotony.
- Flat roofs shall be accompanied by a cornice, trim or other accent features.
- Gable ends shall be separated so they are not located adjacent to each other.
- Roofs shall be constructed of high-quality, durable roofing materials and colors that are consistent with the architectural style of the building. A variety of roof materials and colors is required to avoid monotony. Acceptable roofing materials include clay, concrete tile, or asphalt shingle. Unacceptable materials include pressed wood, corrugated fiberglass, and asphalt roll roofing.
- Roof colors and materials that meet or exceed Energy Star requirements shall be used to reduce the heat island effect. Green roofs and rooftop gardens may be used to reduce heat impacts and energy demands.
- Rooftop solar panels, solar films, small-scale wind turbines, and other similar features may be used to generate energy.



4.2.10. Equipment Screening and Service Areas

- Small-scale wind turbines and solar heating and energy production panels and films are encouraged. The design and location of roof-mounted solar panels and small-scale wind turbines should reflect the architectural style and character of the building. These items do not need to be screened, since screening may limit productivity.
- Roof-mounted mechanical equipment (excluding solar panels, solar films, and small-scale wind turbines) on non-residential buildings shall be screened from views from streets, walkways, common areas, parking lots, parks, and open space areas with parapets and other architectural features that are compatible with the architectural style and character of the building.
- Ground-mounted mechanical equipment shall be located behind privacy walls/fences, inside utility cabinets, and/or behind landscaping to screen from streets, walkways, parking lots, parks, and common areas. Items to be screened include, but are not limited to, power transformers/sectors, electrical equipment, backflow preventers, antennas, large satellite dishes, HVAC (heating, ventilation, and air conditioning) equipment, and other similar mechanical equipment and utilities.
- Ground-mounted equipment, refuse container enclosures, and similar uses that may become a nuisance shall not be located near the main entrance of the building, windows of the building or adjacent building.
- Energy and water efficient appliances, fixtures, lighting, and windows shall meet or exceed state energy performance standards. Energy Star qualified (or equivalent rating system) models of mechanical equipment are strongly encouraged. All street and pedestrian lights shall be LED type or as approved by the City Engineer.

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- Equipment should be located to maximize energy efficiency, such as by locating cooling equipment in shaded areas that are protected from the hot sun, thus reducing the energy needed to cool the air.
- Exterior on-site utilities shall be located underground, including drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communication wires and equipment.
- Service and storage areas shall be located behind or to the side of buildings and screened from public view of streets, common areas, and walkways with walls and/or landscaping integral with the building and site design.
- The location and hours of loading and unloading areas should be designed to minimize noise impacts on the surrounding residential neighborhood.
- The design of outdoor storage areas (including shopping cart storage) shall be integrated into the design of the adjacent buildings to avoid onsite visual impacts.
- Onsite temporary storage areas should be provided and designed to minimize impacts on adjacent uses.
- Storage, service, and loading areas shall be designed and located on-site so service vehicle activities and movements do not disrupt the on- and off-site traffic flow.
- Refuse collection and storage facilities should be generally located away from public areas or screened from public view. Refuse container enclosures shall be designed with similar architectural treatments and colors as the adjacent buildings and shall meet the City's Trash Enclosure Ordinance.
- Locks are strongly encouraged for security purposes.



4.2.11. Fences and Walls

- Fences and walls used throughout the Specific Plan area shall be constructed using high quality materials and consistent with the architectural style of the building.
- Street-adjacent and perimeter wall and fence design, location, and height shall reflect the character and overall aesthetic of the Specific Plan area and be consistent in quality and color palette to create a consistent aesthetic.
- Fences and walls along collector (divided or undivided) streets and project perimeters shall not exceed six (6) feet in height.
- Perimeter and street-adjacent walls and fences shall be constructed of attractive, durable, and low maintenance materials, including but not limited to precast concrete with textured or stone finishes, wood, wrought iron, tubular steel, wood, or other.
- Landscaping shall be required along walls and fences to break up the massing and provide greenery throughout the Specific Plan area. Long, uninterrupted walls and fences (generally greater than 30 feet) shall be avoided along streets and adjacencies with parks, trails, and other common spaces.

4.2.12. Exterior Lighting

- Adequate lighting shall be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces shall be kept to the minimum necessary for safety and security purposes.
- The scale, materials, colors, and design detail of light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings. Light posts shall be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation. Extremely tall light posts and fixtures shall be avoided. Bollard lighting is encouraged to illuminate walkways without providing spillover.
- Lighting fixtures shall be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures shall enhance the overall design and character of the building and site.
- Exterior lighting should be unobtrusive and not cause glare or spillover into neighboring properties, and lighting fixtures should direct illumination downward to minimize light pollution impacts. Up-lighting, spot-lighting, and decorative color lighting may be appropriate for prominent buildings and features, but illumination should not adversely impact neighboring properties with sensitive uses, such as residential.
- If security lighting is required, security lighting fixtures shall be hooded, recessed, and/or located in such a manner to only illuminate the intended area.
- All building entrances, including alleys, plazas, drive isles, paseos, walkways, common areas, and others shall be well lit.
- Lighting sources (e.g. bulbs) should be concealed from view to prevent glare and promote lighting uniformity.

4.3. Special Use Design Guideline

4.3.1. Small-scale Retail Establishments (less than 5,000 sf)

- Transparent storefront windows should account for approximately 50 percent of the facade length for each business.
- Seating, plazas, landscaping, and other design elements should be provided to serve as gathering areas and to add to the pedestrian experience.

4.3.2. Large Format/Buildings (more than 5,000 sf)

- A building that contains office or commercial uses that require large lots.
- All street fronting entrances shall be at the grade of the adjacent sidewalk, paseo, courtyard, or plaza.
- Allowed uses for all floors include: Office, Commercial, and Ancillary Food Service and Service Uses.

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4.3.3. Restaurants

- Location and design should create or take advantage of gathering areas throughout commercial and mixed-use areas.
- Outdoor seating areas with tables, chairs, umbrellas, potted plants, trellises and other design features are strongly encouraged.
- Outdoor seating areas shall be located and designed to be publicly visible.
- Franchise or chain restaurants shall be designed to reflect the overall architectural style and character of the building or commercial area.
- Standardized architecture (e.g., franchise or chain architecture) shall only be permitted if the architectural style and design meet the requirements of the Commercial Guidelines contained herein.



4.3.4. Entertainment Uses

- Uses, including theaters, nightclubs, bars, billiard halls, bowling alleys, and other similar uses shall utilize a high degree of architectural expression to reflect their function. Architectural designs should attract and draw attention.
- Building entrances shall be emphasized with architectural forms, special materials, distinctive lighting, signage, or other elements that dramatize the use.
- Entertainment uses shall be separated from residential and other uses that may conflict with the higher levels of light, noise, and pedestrian traffic.



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4.3.5. Convenience Stores and Gas/Service Stations

- Uses shall be located along major streets for easy vehicular access and to minimize impacts to residential uses within the Specific Plan area.
- When located on a corner, access from adjacent sites or side streets is encouraged to ease congestion along major streets.
- Freestanding buildings shall be designed with complementary architectural style and character of adjacent commercial uses.
- Subdued colors and materials are required to promote a harmonious appearance with the surrounding area. Bright accent colors used to express corporate logos shall be used on a limited basis and shall not be internally illuminated except as permitted for a sign.
- Landscaping, low walls, or berms shall be provided along sidewalks, walkways, and common areas to provide screening.
- If used, screening walls shall be constructed of noncombustible materials (no wood fences) consistent with the colors and materials of the primary building. Landscaping shall be incorporated into the design of screening walls.



4.4. Public Space and Amenities Design Guidelines

This section addresses the design of all public spaces, paseos, plazas, pedestrian linkages, parking lot access walkways, etc. (including spaces on private property that are open to the general public) within the *Specific Plan*. These public spaces are intended to:

- Provide links to pedestrian and bike trails and function as nodes and rest areas within the South Garfield Village.
- Create gathering spaces for residents and visitors that are inviting, enhance the overall character of the Village, and serve a variety of users with passive and active uses.
- Promote walking and bicycling within the Village.
- Encourage interaction with visitors/users.
- Provide transitional space including outdoor cafes and other meeting areas.

Additional landscaping standards for street/sidewalk streetscape are provided in Chapter 5.

4.4.1. Plazas, Paseos, Parklets and Courtyards

Plazas, paseos and courtyards provide passive open space with flexibility and opportunities for café tables, seating, social gatherings, special events, street performances etc. Fountains, sculptural elements, banners and thematic signage/lighting and/or public art are encouraged for this area.



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Pedestrian paseos should be provided that extend through/between buildings to link parking lots to sidewalks, plazas, public spaces, and storefronts. Paseos should be a minimum of twenty feet wide, well-lit, and appointed with decorative furnishings and wall treatments. Such areas may also provide opportunities for outdoor dining.



Pedestrian paseos should be straight with clear “through visibility”. Store entries and shop windows are encouraged along paseos. Decorative paving materials should be used that create a warm rich texture while minimizing heat reflectivity. Any paving materials used in the plaza areas should complement the paving pattern and color of the pavement used in the public right-of-way.

Parklets are small areas of expanded “sidewalk” areas that create space for pedestrian amenities such as seating, outdoor dining, trees, and landscaping. They buffer pedestrians from moving vehicles, calm traffic, and beautify streets. They can be permanent or temporary installations that occupy one or two on-street parking spaces.



Site amenities form elements of commonality, which help to establish the identity of a commercial area and provide comfort and interest to its users. Individual site amenities within a commercial setting should have common features, such as color, material, and design to provide a cohesive environment and a more identifiable character.



Seating is an important amenity that should be provided throughout commercial areas within the Specific Plan area. Seating in the public right-of-way should coordinate with other streetscape furnishings (see Streetscape Furniture, Chapter 5.5).

Walls and fences are generally used for security purposes to define ownership, to mitigate nuisances such as noise, and to screen areas from public view. Walls and fences should be kept as low as possible while performing their functional purpose.

Landscaping should be used in combination with walls to soften the otherwise blank surfaces. Vines planted on walls are strongly encouraged to hide flat wall surfaces and to help reduce graffiti.

Pedestrian scale lighting is strongly encouraged. The style and color of lighting should relate to the overall architectural design of the primary commercial structure.

Tree grates should occur along street edges and plazas where a continuous walking surface is needed. Grate sizes should be a minimum



of four feet in diameter. Knockouts must be provided to enlarge the inside diameter for supporting a larger tree trunk as the tree grows.

Tree guards should extend vertically from tree grates and serve to protect trees in highly active areas. Tree guards should be narrow and painted in a similar color and relate to other site furnishings.

Bollards are intended to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design should coordinate with other streetscape furnishings. In locations where emergency access may be necessary, removable bollards are encouraged.

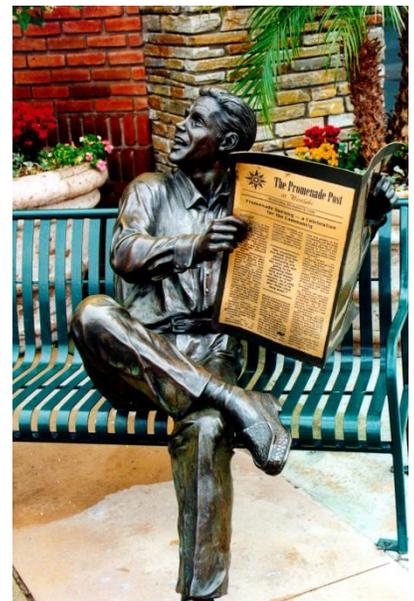
Trash receptacle design should coordinate with other streetscape furnishings. Pots and planters should be located where pedestrian flow will not be obstructed. Pots and planters should be durable and have natural color tones that complement the adjacent structures.

4.4.2. Public Art and Focal Features

Public art and visual focal features should be provided whenever possible within public spaces. Art associated with commercial development is encouraged to invite participation and interaction, add local meaning, interpret the community by revealing its culture or history, and/or capture or reinforce the unique character of a place. Public art on private property is subject to the review and approval of the Design Review Board.

The City may consider any public arts program, such as “Art in Public Space” to encourage and assist private business to provide permanent installations of a wide variety of art mediums.

- The setting of public art shall be considered in its design; likewise, the impact of physical space and nearby structures on public art shall be considered.
- Freestanding pieces of art or sculpture shall be placed to avoid locations where it would compete with a storefront or obstruct a pedestrian path, create a traffic hazard or compete with another piece of art or sculpture.
- Public art shall be deployed in concert with other features, such as a plaza or architectural features that acknowledge and respond to the presence of the art and make the art an integral part of site development rather than a stand-alone object.
- Public shall have no text, except for plaques.
- The selection and placement of the art shall be an integral part of the design process. It shall not be a last minute effort.



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- The art piece shall be maintained by the business owner in a neat and orderly manner acceptable to the City.
- The art piece shall be a permanent, fixed asset to the property upon which it is located.
- The art piece shall be placed in a location that is visually accessible to the public, such as a building façade, landscaped area or public gathering plaza. The art piece may be designed as an integrated part of the building, streetscape, or landscape.
- Wall murals, and sculptural elements attached to walls are encouraged.
- The art piece shall be comprised of permanent type materials and require a low level of on-going maintenance. Durable and weather-resistant materials are recommended. Such materials may include, but are not limited to steel, bronze, concrete, wood, plastic, and stone.
- Any lettering/signing on a piece or its foundation must be approved by the City prior to installation. Project identification is allowed; however, product advertising is not permitted.
- The art piece shall be constructed at a size that is proportional to the size of the adjacent building(s) and other related physical improvements.
- The art piece shall be designed by persons with experience and knowledge of monumental scale piece and shall provide the City with background information verifying these capabilities.

4.5. Signage Design Guidelines

For purposes of this Specific Plan, the existing City of Monterey Park Sign Ordinance, (Municipal Code Chapter: 21.24 Sign Regulations) shall apply. However, specific building signage design guidelines have been provided to augment these regulations. In the event of conflict between the City ordinance and the following guidelines, the guidelines shall prevail.

- Signs should be oriented to the pedestrian, even if also designed for vehicles.
- Lettering styles shall be proportioned, simple, and easy to read.
- No portion of the sign (including support materials) shall project above the cornice, parapet, or roof eave unless it is integral to the building architecture, such as a uniquely designed theater marquee.
- Signs shall not cover windows, architectural elements, or architectural details.
- Businesses in alleys, courtyards, or plazas should be identified from the street.
- Signs shall be durable, weatherproof, well-designed, and act as unique expressions of the business or building. Mounting hardware shall be an attractive and integral part of the sign design, or be hidden behind the sign.
- Street numbers shall be prominently displayed at the main entrance to every business and be clearly visible from the street, drive isles, or alleys.
- In addition to the sign requirements in the zoning ordinance, a master sign program shall be required for buildings with more than three tenants or sites with more than one building (excluding accessory structures). This program should require that each tenant sign has an appropriate and compatible size, location, shape, orientation, and scale. The number of signs should be in proportion to the length of the property. All signs on a property shall share common design elements, such as:
 - Materials
 - Size
 - Shape
 - Lighting technique
 - Placement
 - Alignment
 - Method of attachment

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4.5.1. Sign Colors and Materials

- Sign materials shall complement the overall architectural character of buildings on the property and be constructed out of high quality materials, such as acrylic, aluminum, and weather resistant wood and composite materials.
- Sign materials shall be durable, weatherproof, and treated or painted so that they will not discolor, rust, fade, crack, or corrode.
- Sign materials shall make a positive contribution to the legibility of the sign. Glossy finishes that cause glare and reflections are discouraged.
- Sign colors shall complement the colors of adjacent buildings on the site.
- The color of the sign frame and letters should generally contrast the background of the sign or wall to maximize legibility. Light letters on a dark background or dark letters on a light background are most legible.
- The color scheme should be limited to fewer colors to maintain visual balance. Colors or color combinations that interfere with legibility of the sign copy or that interfere with viewer identification of other signs shall be avoided.



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4.5.2. Sign illumination

- Unless otherwise noted, appropriate types of illumination include:
 - External lighting that is directed on the sign face or provided from an on- or off-site light pole.
 - Backlighting of individually mounted letters and sign symbols.
 - Internal illumination of box signs that illuminate just the letters, logos, or symbols of the sign, but not the sign background. Internally illuminated box signs that illuminate the entire sign (letters, symbols, logos, and background) are discouraged.
- Sign lighting level shall not overpower the facade or nearby signs. The light source shall be angled toward the sign and should be shielded from pedestrian view.
- LED or other low energy use lighting sources shall be used for sign lighting.



4.5.3. Temporary Signs

- All temporary signs shall conform to the size and display period standards as required in the Sign Regulations in the City of Monterey Park municipal code.
- Signs designed or intended for temporary use shall not be displayed on a permanent basis. Temporary signs should not interfere with permanent signs and should retain similar color schemes and style as existing signs.
- Materials shall be sturdy and able to withstand rain, wind, and sun for the duration of use. Temporary window signs should not take over more than 25 percent of the window space.

4.5.4. *Appropriate Sign Types*

Awning/Marquee Signs

Awning/marquee signs are signs that are printed on, painted on, or otherwise attached to an awning or marquee above an entry or window. These signs are generally used along building facades that are adjacent to a sidewalk or walkway.

- Signs shall only be placed on the front face (the skirt or valance) of awnings, but may be placed on any face of marquees.
- Lettering should not exceed 8 inches in height and symbols or logos should not exceed 12 inches in height. The overall width of the sign (text, symbols, and logos) shall not exceed 80 percent of the awning or marquee width.
- If illuminated, signs shall be externally illuminated and directed at the sign, not the entire awning or marquee. Marquees on theaters and other unique uses may be internally illuminated.
- Replaceable valences are encouraged to avoid the need to replace awnings or paint out previous tenant signs when a new tenant moves in.
- When a business closes or an occupant otherwise vacates the structure, the signage and awning must be removed, denoting that the business is no longer in operation.



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Directional and Wayfinding Signs

Directional signs are small freestanding signs that provide direction to pedestrians and vehicles entering or navigating through the site.

- Directional signs are strongly encouraged along internal driveways and pedestrian walkways, and when a site has multiple businesses, buildings, or functions. Directional signage is encouraged when the site has multiple businesses or functions (e.g., to direct service trucks to loading/unloading areas and customers to appropriate parking areas).
- Directional signage shall be simple and include a simple directional arrow and the name of the area, business, or the user to be alerted.
- Directional signs shall have a similar design and theme as all of the signs on the site. However, these signs should be smaller in terms of scale and height related to other types of freestanding or monument signs.
- Directional signs shall be illuminated by external lighting fixtures or with internal lighting that only illuminates text and arrows.
- All traffic and pedestrian signs, including without limitations, directional and wayfinding signs, shall be approved by the City Engineer.



Wall Signs

- Wall signs are vehicle- and pedestrian-oriented signs that are mounted flat on the facade of a building.
- Wall signs shall not project more than 12 inches from the facade and should not exceed 24 inches in height.
- If multiple wall signs are used along a facade, the cumulative width of signs should not exceed 50 percent of the facade width.
- Building facades shall be designed with specific areas dedicated for wall signs. The location, placement, and size of wall signs should create a consistent pattern of signs on the facade. In general, wall signs should be placed above the building entrances and below the roofline.
- Wall signs shall not be placed in random locations along a facade nor should they be placed over building details, cornices, molding, windows, or other prominent building features.
- Wall signs should be positioned within architectural features such as the panels above storefronts, on the transom, or flanking doorways.
- Wall signs may be illuminated by external lighting fixtures, with back-lighting behind individually cut letters and symbols, or by internally illuminating individually cut sign letters and symbols. Internally illuminated box or can signs are strongly discouraged. Instead, internally illuminated signs (where appropriate) should be individually cut around lettering and symbols.



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Monument Signs

Monument signs are signs that are located within the front setback (generally between the sidewalk and building) and are attached to a freestanding structure supported by one or more uprights, braces, columns, poles, or other similar structural components placed on or into the ground. While it is noted that this sort of sign should not be located within a pedestrian oriented corridor, there are some character areas where current uses are automobile oriented (such as Pomona Boulevard). Monument style signage would be appropriate at locations that are not where automobile orientation is predicted to remain within the South Garfield Village planning area.



- Monument signs near vehicular entrances should be oriented perpendicular to the street. No more than one sign is allowed per vehicular entrance. If the vehicular entrance is for more than one business, multiple businesses may be identified on one sign.
- Monument signs shall not cause line-of-sight issues with driveways or intersections. Monument signs should be located at least 10 feet from driveway entrances.
- Monument signs should be rectilinear in form and scaled for use by pedestrians and drivers. In general, horizontal monument signs up to 3.5 feet in height are preferred; however, narrower vertical signs may be appropriate up to 8 feet in height for major entries and multi-tenant commercial centers.
- Landscaping, especially evergreen and flowering plants, is strongly encouraged around the base of the monument sign to highlight and define the base while screening support structures. Landscaping provided should equal at least twice the sign face surface area.
- Monument signs shall be constructed of high-quality, durable materials. Materials, finishes, and colors should complement the architectural style and character of the buildings and other onsite signs.
- Internal illumination is prohibited on monument signs. Illumination from external lighting fixtures or back-lighting behind individually mounded letters and symbols is encouraged.

Plaque Signs

Plaque signs are signs that are attached to flat against a building facade, generally at the eye level of pedestrians, and are often used to identify individual businesses or unit, to provide a directory of multiple businesses or units, or to display menus.

- Plaque signs should not exceed a surface area of 6 square feet and should not project more than 2 inches from the wall face.
- Only one individual business or unit sign should be provided for each business or unit.
- Directory signs should be located near common building entrances. Only one directory sign should be provided on a facade.
- Menu displays are strongly encouraged for restaurants and should generally be located near entrances.
- Plaque signs shall be illuminated by external lighting fixtures. Menu displays may include internal illumination.



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Projecting Signs

Projecting signs are double-sided signs that project perpendicular to the building facade and hang from a mounted wall brace on the facade or from a roof overhang, such as an arcade. Projecting signs are primarily oriented towards pedestrians.



- Wall-mounted projecting signs shall not extend more than 3 feet from the facade. Signs hanging from a roof overhang should generally be centered with the overhang. The total sign area should not exceed 10 square feet.
- A minimum vertical clearance of 8 feet (as measured from the bottom of the lowest part of the sign to the adjacent ground surface) shall be maintained over sidewalks, walkways, and common areas.
- Projecting signs should generally be located near entrances, below second floor windows. No portion of the sign should extend above the roof line.
- Only one projecting sign should be allowed per tenant.
- Projecting signs shall be illuminated by external lighting fixtures



Window Signs

Window signs are those signs located within a window/storefront of a business and are oriented toward the adjacent sidewalk or walkway.

- Window signs shall not occupy more than 25 percent of the window.
- Permanent window signs should be created with permanent, fade-resistant paint, decals, gold-leaf, or etching.
- Window signs may also hang on the inside of the window. Mounting hardware and equipment should be concealed.
- The location, size, and shape of window signs should add to a storefront display, not detract from views into the business.
- Window signs may be illuminated from external light sources or from lighting within the storefront. Internally illuminated window signs should be limited to “open” signs.



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5 Circulation & Streetscape Design

This chapter explains the circulation and streetscape design and proposed mobility plans for pedestrians and bicycles.

5. CIRCULATION & STREETScape DESIGN

This Specific Plan is designated for active streetscapes, which are pedestrian in scale and accommodate multiple modes of travel. Residents, employees, students and visitors, of all ages and abilities, will be able to live, work, learn and play, with little need for automobiles. People coming to the Specific Plan area may come on foot, bike, transit, and other modes. For those who drive, these guidelines promote an environment of “park once and walk,” as opposed to parking multiple times.

Development in the Specific Plan area shall be designed to help create a safe and comfortable environment for pedestrians, vehicles and multiple transit modes through the following methods:

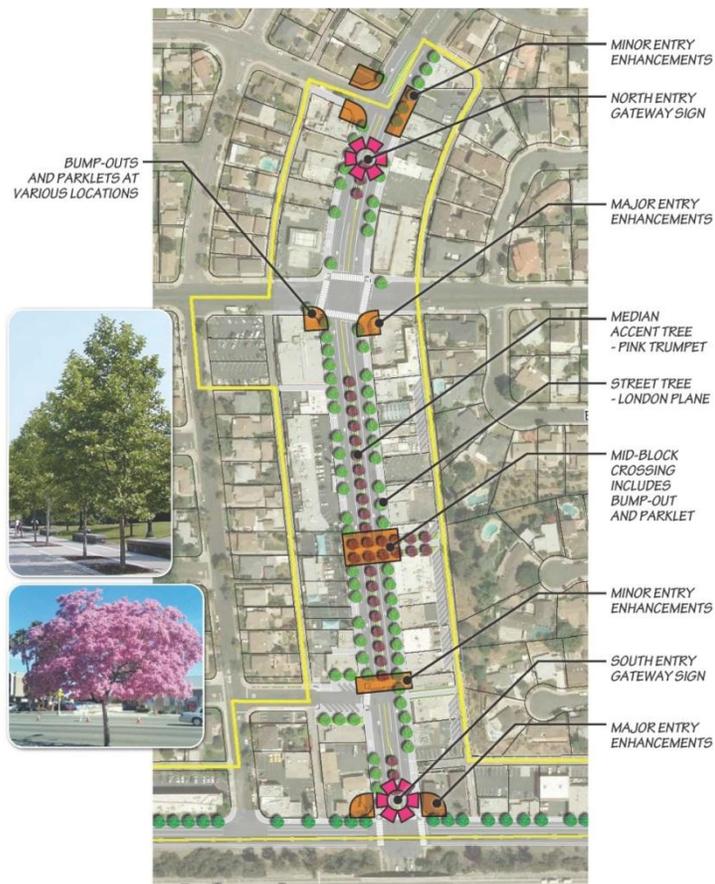
- Providing a clear and discernible vehicular circulation pattern that provides access to convenient parking areas.
- Combining parallel parking, angled parking, and standard parking throughout commercial areas to create variety and interest and help define various public spaces.
- Reducing off-street parking requirements with proper Transportation Demand Management strategies when appropriate to take advantage of transit oriented mixed-use and alternate transportation opportunities.
- Considering additional reductions of off-street parking requirements when options such as employee transit passes, sheltered bicycle parking, car share/van pool programs, and other Transportation Demand Management strategies reduce the need for automobiles.
- Providing active and on-going management of shared parking where uses have different peak parking demands.
- Encouraging time limits and parking permit programs to encourage turnover near commercial uses and reduce the amount of on-street parking for transit.
- Permitting angled parking on private streets or on-site areas to increase the number of spaces provided.

5.1. Circulation and Streetscape Concept

This chapter describes the anticipated improvements within the public realm of the two major roadways within the Specific Plan area; south Garfield Avenue and Pomona Boulevard. The conceptual improvements that follow are designed to provide better movement, shared roadway uses, safe access to businesses, clear access to convenient parking, and provide a more walkable pedestrian environment. Figure 5-1, Garfield Avenue Streetscape Concept (below), highlights the primary elements of the streetscape improvements along Garfield Avenue, followed by Figure 5-2, an enlarged view of the Garfield Avenue showing the streetscape, alley reconfigurations, and the Fernfield Drive circulation/parking improvements. The proposed circulation, parking, and streetscape improvements are conceptual in nature. Any alterations to vehicle parking and circulation areas in the public right-of-way shall be brought to the attention of the adjacent property owners and shall come back to the City Council for final approval.

Figure 5-3 provides a typical Cross Section of Garfield Avenue, including the “Sharrow”. On the same page as the Cross Section, Figure 5-4 illustrates the artist rendering of the proposed improvements on Garfield Avenue, looking north at Fernfield Drive

Figure 5-1: Circulation and Streetscape Concept



See the following pages for enlargements and cross section details for both Garfield Ave and E. Pomona Blvd.

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Figure 5-2: Garfield Avenue Streetscape and Circulation

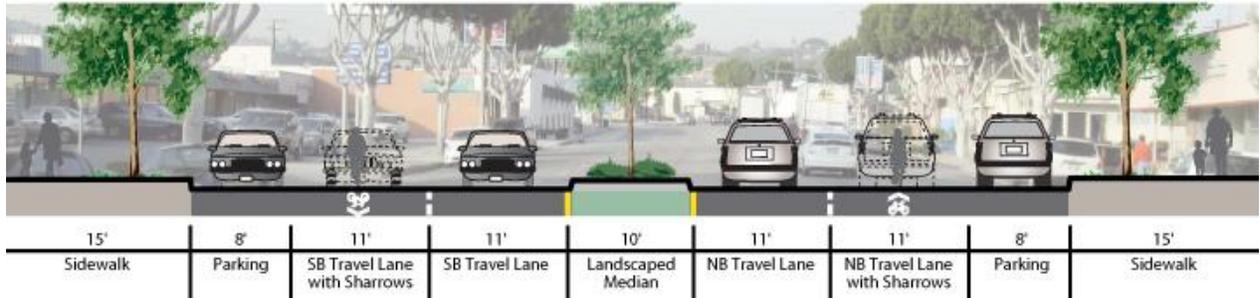


Floral Dr. to Riggin St.



Riggin St. to Pomona Blvd.

Figure 5-3: Typical Garfield Avenue Cross Section



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Figure 5-4: Artist rendering – Garfield avenue, looking North at Fernfield



Drive

5.2. Mid-Block Crossing

To provide for safe and pedestrian-friendly access to both sides of Garfield Avenue, it is recommended that a mid-block crosswalk be provided between the long stretch of roadway, approximately half way between Riggins Street and Pomona Boulevard. See Figure 5-5 below, Mid-Block Crossing Plan View. This plan illustrates bump-outs on both sides of the roadway to provide a shorter crossing distance, as well as an opportunity to create a parklet or other useable space for enhanced pedestrian amenities. As an added safety feature consider adding a "HAWK" or other pedestrian activated signal. This location has the potential to encourage future consideration for enhancing the paseo that connects to the east side alley. On the following page, Figure 5-6 Artist Rendering of Mid-Block Crossing further illustrates the concept.

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Figure 5-5: Mid-Block Crossing



Figure 5-6: Mid-Block Crossing Graphic



5.3. Pomona Boulevard Improvements

Existing conditions on Pomona Boulevard provide a westbound only three lane roadway with north side on street parking and no delineated bicycle lane. While this Specific Plan does not provide any changes within the roadway, sidewalk improvements should still be incorporated. Sidewalk improvements should include evaluation of existing sidewalk condition, and repair or replace as necessary, as well as a comprehensive street tree planting within 4' x 4' curb adjacent tree wells, spaced approximately 30' on center, where feasible, in order to create a true pedestrian tree canopy to walk under.

5.4. Parking and Alleys

5.4.1. Vehicle Driveways and Curb Cuts

- Curb cuts are breaks or openings in the curb for the purpose of allowing vehicular access between streets and developed areas. A safe, walkable, and enjoyable pedestrian environment should be enhanced by minimizing curb cuts, which damage walkability and potential building density.
- Access to private property should be through a minimum number of strategically placed drive isles or alleys opposed to multiple curb cuts for individual uses.
- The number of driveways should be limited. Shared use driveways are strongly encouraged to provide sufficient vehicular access while minimizing impacts to the pedestrian and bicycle realms.

5.4.2. Surface Parking

- Parking lots must be screened from streets with berms, landscaping, walls, and/or other features compatible with the overall design concept.
- Parking should be located at the rear of the principal building with access from cross streets and drive isles.
- Measures to manage and appropriately maintain stormwater are required within surface parking lots, such as bio-swales, permeable surfaces, and provision of landscaping.
- Large shade tree species that have limited impacts to sidewalk/walkway/trail uplift are strongly encouraged to shade vehicles, screen views of parking from adjacent uses and streets, and reduce the heat island effect.

5.4.3. Alleys

The following are the recommended alley improvements for both sides of Garfield Avenue and the northerly side of Pomona Boulevard. An initial review of the paving quality should determine areas where maintenance is needed, in order to provide ample room for multi-modal alley access. Repave the west side of Garfield alley as necessary, and clearly mark parallel spaces wherever feasible. In addition, the alleys on the east side of Garfield Avenue, from Riggin Street south, and the north side of all of East Pomona Boulevard, should include repaving to allow for one way traffic and the addition of striped parking spaces, both parallel, and angled where shown on the design concept plan. Enhanced

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pedestrian paseos will provide safe and inviting access to store fronts and other street front amenities.

Figure 5-7: Rear Alley Parking Concept



5.5. Gateway and Entries

This Specific Plan identifies design treatments for a number of key gateways and entries into the Village. Each of these is described below.

5.5.1. *South Gateway – S. Garfield Avenue and E. Pomona Boulevard*

A gateway plaza at the southern tip of Monterey Park, South Garfield Avenue intersecting at East Pomona Boulevard, could create an inviting public gathering space marking the beginning of South Garfield Village for north bound visitors. This southern most entry point will create a strong visual civic statement to all incoming visitors and residents of Monterey Park and South Garfield Village.

This entry could include a large signage treatment and significant landscaping. Seating and other street furniture (lighting, signage, water fountains, etc.) should be included.

5.5.2. North Gateway – S. Garfield Avenue and W. Floral Drive

A gateway plaza at the north entrance point of the Village, W. Floral Drive intersecting at South Garfield Avenue, could create an inviting public gathering space marking the beginning of South Garfield Village for all south bound visitors and residents. This entry point will create a strong visual civic statement to all visitors and residents entering South Garfield Village.

This entry could include a large signage treatment and significant landscaping. Seating and other street furniture (lighting, signage, water fountains, etc.) should be included.

5.5.3. Major Entries

Major entries occur at:

- Riggin Street/South Garfield Avenue;
- Pomona Boulevard/South Garfield Avenue;

Major entries will announce arrival to the Village with vertical monuments with accent planting and special paving. These entry monuments will incorporate distinctive, custom-fabricated materials such as metals and translucent acrylic eco-resins.

These entries support and complement gateway elements in design and materials and contribute to the overall place-making.

5.5.4. Minor Entries

Minor entries occur at:

West Ferndale/South Garfield Avenue
West Floral Drive/South Garfield Avenue

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Figure 5-8: Primary Entry Gateway Monument

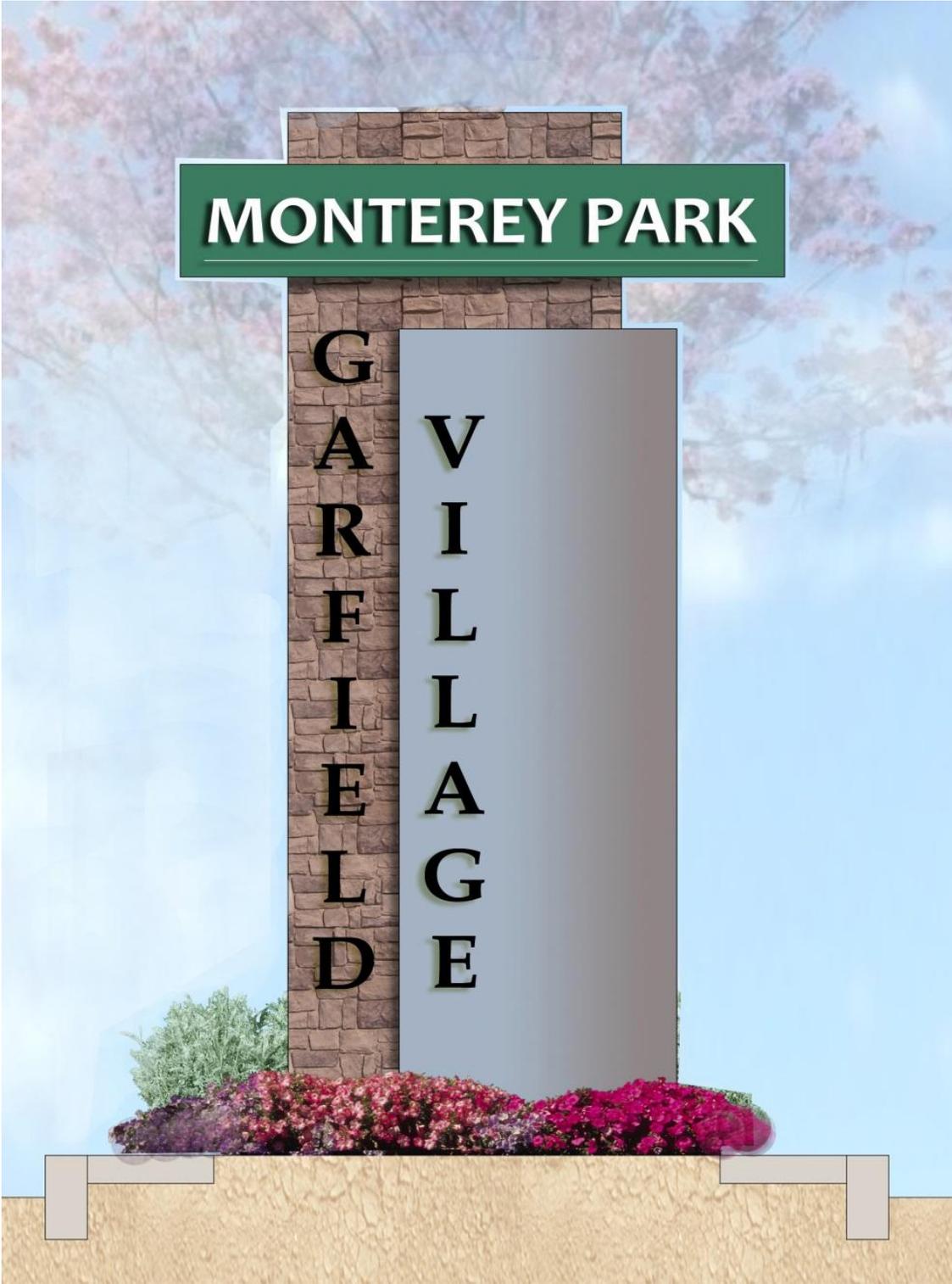


Figure 5-9: Secondary Gateway Entry Monument



5.5.5. Wayfinding System

While entry monuments and entry design treatments indicate the neighborhood identity, the addition of “Wayfinding Signs” are a vital component to navigating the Village. Clearly visible wayfinding signs provide information and directions to the local businesses and easily accessible parking. A well thought out and cohesive family of signage adds interest and value to locals and visitors alike.

More importantly a signage program should be designed that provides drivers with options to parking locations in the alleys and behind businesses, including private lots that may share parking with adjacent businesses.

5.6. Pedestrian and Bicycle Circulation, Transit Facilities

5.6.1. Pedestrian Circulation

- Pedestrian access, public spaces, and buildings must be designed to accommodate people of all ages and abilities through consultation with appropriate city staff and the Americans with Disabilities Act.
- Walkways should be provided along natural paths of travel to connect between buildings, sidewalks, parking areas, and common areas.
- Trellises, landscaping, sitting areas, and building orientation should enhance the pedestrian experience and encourage pedestrian activity. Pedestrian walkways are encouraged within parking lot medians to provide a safe pedestrian path.
- All pedestrian activity areas must have adequate lighting.
- Paving and landscaping should distinguish and unify walkways, common spaces, and other activity areas.
- Shaded courtyards, plazas, arcades, and paseos are encouraged within, between, or around buildings.
- Gathering spaces should be located where high levels of pedestrian activity are anticipated, such as adjacent to major entrances and near uses that allow for more interactivity with the space, including delis, cafes, restaurants, theaters, and other food and entertainment services.
- Pedestrian crossing areas must be enhanced with striping, paving, bollards, bulb-outs, or other design features that notify drivers of potential pedestrian activities. When parking is provided behind buildings, pedestrian plazas or walkways shall connect to rear parking areas.

- The design of pedestrian connections, public spaces, and buildings must accommodate people of all ages and abilities through consultation with appropriate city staff and the Americans with Disabilities Act.
- Well designed and human-scaled pedestrian corridors and spaces that create meaningful gather spaces and allow for increased connectivity are strongly encouraged.

5.6.2. Bicycle Circulation

Bicycle circulation is important to reduce parking demand, reduce congestion and vehicle miles traveled and reduce automobile emissions. Furthermore, bicycling has a positive impact on public health as well as providing affordable transportation alternatives. Bicycle facilities within the Specific Plan area would include:

- Sharrows (lane markings) along Garfield Avenue to denote to drivers to expect bicycles in the street as well as to indicate to the bicyclist the safest position in the street for visibility and avoiding riding too close to parked vehicles. The combination of lane markings, slower traffic speeds and traffic calming techniques such as bulb-outs at the intersections will reduce overall vehicle speed and create a safe environment for riding in the street.

The overall bicycle circulation plan within the Garfield Village Specific Plan is compatible with the San Gabriel Valley Bike Master Plan, adopted December 2014. (For most recent updates visit the San Gabriel Valley Bike Master Plan at their website; <http://www.dobikeplan.com>).

Also, see the Proposed Bicycle Circulation Concept Plan in Figure 5-10, at the end of this Chapter, which is subject to the review and approval of the Traffic Commission.

5.6.3. Transit Circulation

Transit circulation plays an important role in the success of creating a transit-oriented village. Transit amenities, such as bus pullouts and shelters, will be provided at bus stops within or adjacent to the Specific Plan area.

Public Transit

Public Transportation plays an important role in the success of creating a transit oriented village. South Garfield Village residents have direct

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access to many ways of public transportation, information on these transit lines are described below.

- Sprit Bus (compliments LA County MTA routes):
 - Routes 1 & 2 - travels east along Riggin Street
 - Route 5 - travels west along Riggin Street
- LA Metro Bus- Regional Transportation Service
 - Bus Line 68 – travels along Pomona Avenue, Garfield Avenue, and Riggin Street
- Montebello Bus line
 - Bus Line 30- travels north/south along Garfield Avenue

There are three bus stops located in the immediate Specific plan area. All bus stops belong to LA Metro Bus Line 68.

- Pomona Boulevard/Wilcox Avenue
- South Garfield Avenue/ Pomona Boulevard
- West Riggin Street/ South Garfield

5.6.4. Transit Facilities

Bicycle Facilities

- Bicycle racks and storage lockers are encouraged on all properties that permit commercial uses or publicly-owned facilities (i.e. parks). Bicycle racks should be placed between the sidewalk and building entrance (adjacent to a pedestrian walkway) or within a designated area of a parking lot.
- Bicycle racks must be placed in visible locations to discourage theft. Bicycle racks and storage lockers must be tamper resistant and anchored to the ground.
- Adequate spacing shall be provided between multiple bicycle racks to ensure that bicycles can be easily placed and removed from the racks. In general, a two feet clearance should be maintained around bicycle racks to allow users to access and secure bicycles from the sides.

5.7. Streetscape Design

The circulation network within the Specific Plan area is a key component of the envisioned livable and walkable urban village experience. An attractive and inviting streetscape design will encourage pedestrian and bicycle travel throughout South Garfield Village and will promote public

health and social cohesion, qualities that contribute to exceptional quality of life. Streets within South Garfield Village will be more than circulation routes; they will also serve as social spaces, aesthetic community amenities, gateway and neighborhood identifiers, and a source of recreation.

Public street design will treat stormwater through vegetation and will maximize shade with abundant street trees, thereby minimizing the heat island effect and maximizing aesthetic appeal and pedestrian comfort.

Inviting streetscapes will encourage the use of outdoor spaces, thereby promoting social interaction, health and wellness, and community vitality. Landscape planting, hardscape, furnishings, and lighting will together enhance community legibility through highlighting and distinguishing circulation networks and linkages, conveying street hierarchy and creating visually notable key nodes and destinations and distinguishing circulation networks, linkages, hierarchy, nodes, and gateways/entries.

5.7.1. Streetscape Furnishings

Street Furniture (e.g., benches, trash and recycle receptacles, tree grates, etc.) can be intermittently located at strategic points along the street, in parks, and in commercial areas. Selection of these features should reflect the style and character of the buildings, lighting, and other street details. Furnishings will be made of durable, high-quality materials, and should be selected for functional compatibilities, resistance to vandals, and ease of maintenance. See Exhibit 5-12: Preferred Furniture Palette at the end of this chapter.

5.7.2. Streetscape Lighting

Consistent with streetscape furnishings, lighting within South Garfield Village will express the envisioned aesthetic with simple clean lines and durable materials. Lighting design will help differentiate between land uses, highlight public and pedestrian-scaled spaces, provide continuity and aesthetic appeal along corridors, and ensure pedestrian and vehicular safety. Lighting along multi-use paths, walkways, and other areas used by pedestrians should be provided.

Lighting will include high efficiency technologies (LED), dark-sky cutoffs, will not trespass onto adjacent properties, and will be shielded or recessed to minimize glare and reflections.



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Public street lighting will meet City of Monterey Park's standards; however, alternative street light designs may be allowed, subject to approval by the City Planner. Chapter 4: Design Guidelines addresses guidelines for building and site lighting.

FIGURE_5-10: BICYCLE CIRCULATION PLAN

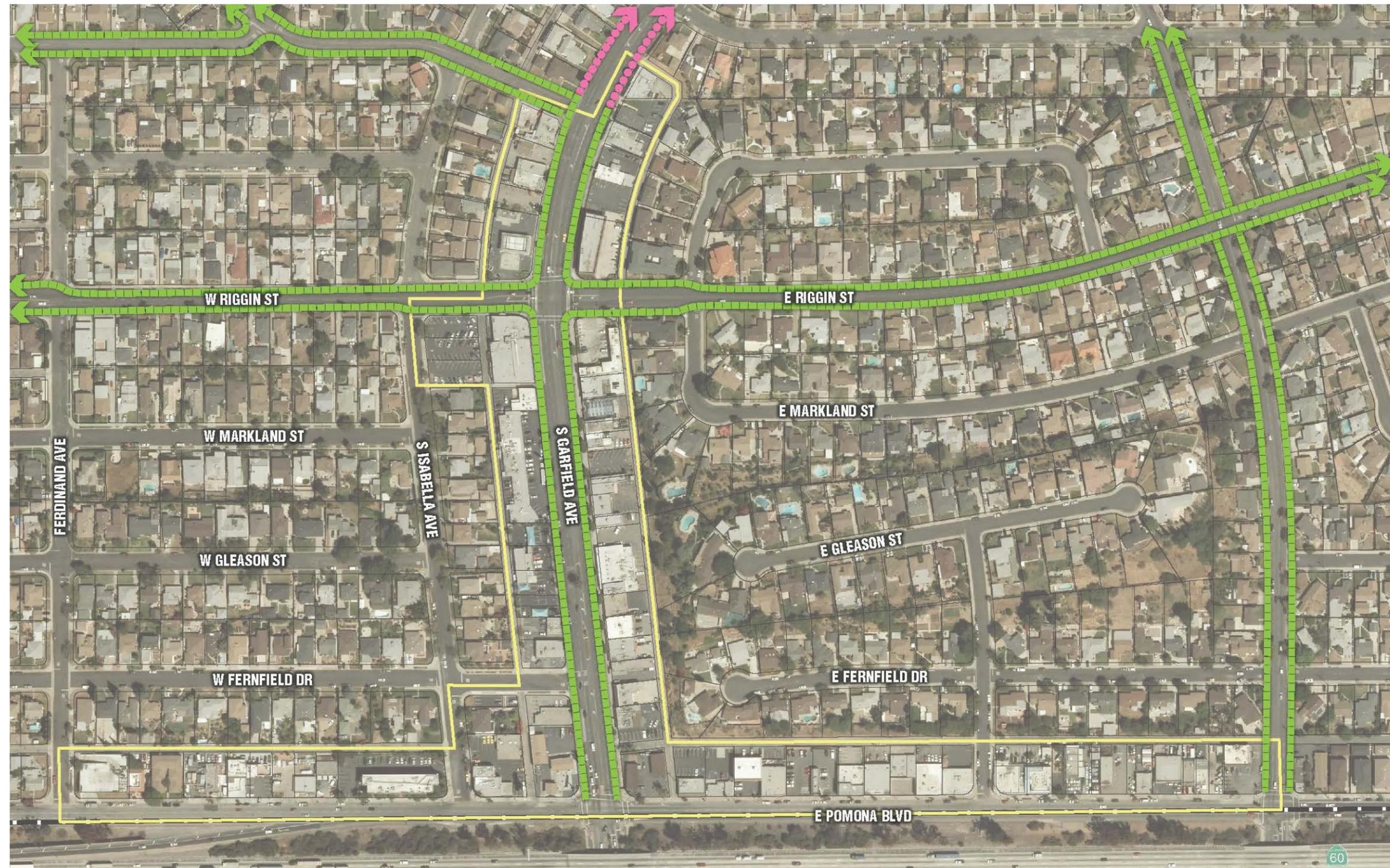


Figure 5-12: Furniture Palette





6 Infrastructure & Public Services

This Chapter contains policies and objectives regarding the provisioning of public infrastructure and services for existing and future development within the Garfield Village Specific Plan area.

6. INFRASTRUCTURE & PUBLIC SERVICES

6.1. Sanitary Water

The City of Monterey Park currently provides sanitary water to the Specific Plan area. The current system has adequate capacity to support existing and future development.

6.2. Potable Water

The City of Monterey Park currently provides potable water to the Specific Plan area. The current system had adequate capacity to support existing and future development. Development projects will be responsible for the cost of connections to the water system.

6.3. Storm Water and Water Quality

The Specific Plan area is currently considered built-out. Storm water is managed by the City through a storm water sewer system. The current system has adequate capacity to support existing and future development.

6.4. Energy

Gas service is currently provides to the Specific Plan area by Southern California Gas Company. Electric service is provides to the Specific Plan area by Southern California Edison. Both systems have adequate capacity. New development will be required to negotiate with these private utilities for the conveyance of service.

6.5. Solid Waste Management

The City of Monterey Park contracts with Athens Services for solid waste and recycling within Monterey Park, including the project area. Garbage, green waste, and recycling collection is currently and will continue to be collected.

6.6. Fire Protection

- Fire service to Monterey Park is provided by the Monterey Park Fire Department. Fire service will be provided primarily by Monterey Park Fire Department Station 62, located at 2001 W. Elmgate Street. Existing thoroughfares and alleyways provide adequate access to private property for fire protection. Future street improvements per the Specific Plan take into account access requirements for fire protection.

6.7. Police Protection

The Monterey Park Police Department provides police service for the project area. The station is located at 320 Newmark Avenue. This station would be used to respond to emergencies at the site. Emergency response times for the Department are dependent on where the patrol vehicles are in relation to a call, as well as the nature of the call.



7 Administration, Implementation, & Financing

This Chapter describes the process for implementing and administering the Garfield Village Specific Plan, including the processes for development review, non-conforming uses, and amendments. This Chapter also provides a detailed implementation plan and identifies potential funding sources for various development activities.

7. ADMINISTRATION, IMPLEMENTATION, & FINANCING

7.1. General Plan Amendments

California law requires that a Specific Plan be consistent with the General Plan of the adopting locality. To this end, existing General Plan goals and policies were reviewed to ensure consistency between the Garfield Village Specific Plan and the Monterey Park General Plan (See Appendix A).

7.2. Zoning Code/Map Amendments

Concurrent with the adoption of the Garfield Village Specific Plan, certain provisions of the City of Monterey Park Municipal Code and Zoning Map will be amended to include language recognizing the existence of this Specific Plan and providing exceptions from certain code requirements in areas addressed by this Specific Plan.

7.3. Administration and Enforcement

It shall be the duty of the City of Monterey Park to enforce the provisions set forth in the Garfield Village Specific Plan. All officers, employees, and officials of the City of Monterey Park who are vested with the duty or authority to issue permits or licenses shall comply with the provisions of the Garfield Village Specific Plan, and shall not issue any permit or license or approve any use or building that would be in conflict with the Garfield Village Specific Plan. Any permit, license, or approval issued that is in conflict with the requirements of the Garfield Village Specific Plan shall be considered null and void.

7.4. Relationship to Zoning Code

The Garfield Village Specific Plan establishes a set of regulations, standards, guidelines, and processes for any existing and proposed development, and shall constitute the zoning for development within the Specific Plan area. Unless expressly modified herein, the provisions of the City of Monterey Park Municipal Code shall remain in full force and effect and shall continue to apply to the Specific Plan area.

The regulations, development standards, and guidelines as contained in the Specific Plan shall apply in their entirety to the review of development proposals; where Specific Plan development standards and guidelines do not provide adequate direction, the City of Monterey Park Municipal Code should prevail. Where regulations, development standards and guidelines of this Specific Plan conflict with the City of

Monterey Park Municipal Code, the regulations, development standards and guidelines of this Specific Plan shall prevail.

7.5. Severability

If any portion of the Garfield Village Specific Plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and the invalidity of such provision shall not affect the validity of the remaining portion of the Garfield Village Specific Plan.

7.6. Amendments to Specific Plan

The Garfield Village Specific Plan may be amended in the same manner by which it was originally adopted. In addition, an amendment shall demonstrate that it meets the intent of the Specific Plan's goals and objectives or provide a finding that the amendment enhances the Plan or is necessary to implement the Plan's goals and objectives. All sections or portions of the Specific Plan to be changed or that may be affected by the change shall be included in the Specific Plan Amendment. A concurrent amendment of the General Plan is not required, provided the City Council determines that any substantive changes would not conflict with the goals, objectives, policies, or programs of the City of Monterey Park General Plan.

7.7. Phasing and Financing Project Improvements

The implementation program identifies the specific actions and steps that should be undertaken within the next one to ten years to implement the Specific Plan and realize the Garfield Village Specific Plan vision. This implementation matrix represents the culmination of the entire Garfield Village planning process and the strategies referenced throughout the Specific Plan. The matrix is a tool to help implement and monitor progress of the Specific Plan and can be revised to reflect changes in community priorities and available resources.

Funding and financing for projects and programs identified within this chapter will require a comprehensive and creative financing approach through the use of various financing mechanisms, including debt financing, equity financing, loan guarantees, and tax credits. Additionally, grants should be pursued for public improvements and arts projects.

Table 6-1 lists potential financing mechanisms available from State and Federal agencies, as well as selected private and nonprofit entities. Note that funding and financing programs are dynamic and change according

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to available funds, changes in State and Federal law, and other factors. The list is not exhaustive and should be supplemented as new sources become available.

**Table 6-1:
Potential Financing Mechanisms**

Federal/MPO
<p><i>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)</i> With the recent adoption of the Sustainable Communities Strategy, the SCAG grant program focuses on combining transportation and land use elements in order to achieve emissions reduction targets. All SCAG-member local jurisdictions are eligible for funding for planning projects that meet local needs and is consistent with the regional Sustainable Communities Strategies.</p> <p>The Compass Blueprint and Active Transportation grants are most applicable to implementing the Garfield Village Specific Plan. Compass Blueprint grants are available for projects that integrate sustainable transportation and land use planning. Examples of projects that qualify under this program are as follows: Transit-Oriented Development (TOD) planning; General Plan, Specific Plan and development code assistance; Parking strategies; and development feasibility analyses. Active Transportation grants are available for projects that promote alternatives to motor vehicles. Examples of projects that qualify under this program are as follows: Bicycle and pedestrian projects; complete streets; safe routes to schools; and first mile/last mile planning.</p>
<p><i>FEDERAL TRANSIT ADMINISTRATION</i> The Federal Transit Administration operates the Alternatives Analysis Grant program, to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined, travel corridor. Funds may be used to assist in conducting alternatives analysis when at least one of the alternatives is a new fixed guideway system or an extension or an existing fixed guideway system. The statutory match for this program is 80% Federal and 20% local.</p>
State
<p><i>INFRASTRUCTURE STATE REVOLVING FUND PROGRAM OF THE CALIFORNIA</i></p>

Federal/MPO
<p><i>INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (CIEDP)</i> The California Infrastructure and Economic Development Bank (I-Bank) administers the Infrastructure State Revolving Fund Program, which provides low-cost, long-term to local governments for public infrastructure projects. Funding assistance ranges from \$50,000 to \$25,000,000, at subsidized interest rates fixed for the term of financing. Project categories eligible for funding include city streets, public safety features, public transit and environmental mitigation, among others. Projects that obtain funding through the Infrastructure State Revolving Fund Program must promote economic development, sustain long-term employment opportunities.</p>
<p><i>CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)</i> The California Infrastructure and Economic Development Bank finances public infrastructure and private development to promote job growth, a strong economy, and improve the quality of life for California citizens. The I-Bank has authority to issue tax exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The current programs operated through the I-Bank are as follows: Infrastructure State Revolving Fund Program (mentioned above), Statewide Energy Efficiency Program, 501(c)(3) Revenue Bond Program, Industrial Development Revenue Bond Program, Exempt Facility Revenue Bond Program, Governmental Bond Program and the Small Business Loan Guarantee Program.</p>
<p><i>CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) GRANTS</i> The California Department of Transportation (Caltrans) Sustainable Transportation Planning Grants are intended to strengthen the economy, promote equity, and protect the environment. The Sustainable Communities Grant program funds transportation planning projects that identify and address deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in system improvements. Past projects awarded funding through this program include bike and pedestrian safety enhancement plans, corridor enhancement studies, and transit plans, surveys and research. It should be noted that Caltrans grants are for</p>

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Federal/MPO
<p>transportation planning, not for the development of environmental documents or actual construction. Sustainable Communities grants range from \$50,000 to \$500,000, with an 11.47% local match required.</p>
<p><i>CALIFORNIA STRATEGIC GROWTH COUNCIL GRANTS</i> California’s Strategic Growth Council administers the Affordable Housing and Sustainable Communities (AHSC) Grant Program, to facilitate the reduction of greenhouse gas emissions. The program funds land use, housing, transportation, and land preservation projects to support infill and compact development. Eligible projects for funding include affordable housing, transit, active transportation, non-infrastructure related active transportation projects, transit oriented development projects, complete streets capital projects, other greenhouse gas and air pollution reduction projects, strategic agricultural easements, and sustainable communities strategy implementation plans. These projects support related and coordinated public policy objectives, including the following: reducing air pollution; improving conditions in disadvantaged communities; supporting or improving public health; improving connectivity and accessibility to jobs, housing and services; increasing options for mobility including active transportation; increasing transit ridership; preserving and developing affordable housing for lower income households; and protecting agricultural lands to support infill development.</p>
Local and Regional
<p><i>CITY GENERAL FUND</i> The City’s General Fund is used to support ongoing City operations and services, including general government operations, development services, public safety and community services. Primary revenue sources for the General Fund are property taxes, sales taxes, and intergovernmental revenues. It is not uncommon for cities that are seeking to improve their community to commit a certain amount of the General Fund to the effort over a period of years. Improvements and ongoing projects or programs should have general community-wide benefits.</p>
<p><i>GENERAL OBLIGATION BONDS (G.O. BONDS)</i></p>

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G.O. bonds may be used to acquire, construct, and improve public capital facilities and real property; however, they may not be used to finance equipment purchases, or pay for operations and maintenance. G.O. Bonds must be approved by two-thirds of the voters throughout the issuer's jurisdiction in advance of their issuance and typically require the issuing jurisdiction to levy a uniform ad valorem (property value) property tax on all taxable properties to repay the annual debt service.

REVENUE BONDS

This type of debt is undertaken to fund projects whose payback is tied to specific revenue streams. This form of debt does not require a public vote. Common uses of fund projects whose funds are housing and social services.

DEVELOPMENT INCENTIVE PROGRAMS

Incentive programs are created to encourage the private sector to provide the desired public improvement.

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<p><i>BUSINESS IMPROVEMENT AREAS (BIAS)</i></p> <p>BIAs are self-taxing business districts. BIAs include Business Improvement Districts (BIDs), Local Improvement Districts (LIDs), and other such financial districts. Business and/or property owners pay for capital improvements, maintenance, marketing, parking, and other items as jointly agreed to through systematic, periodic self-assessment. Downtown Perris has in place a Transit-Based BID, it is recommended that a Property-Based BID be established in the near term. Districts can undertake a wide variety of programs, including, but not limited to, the following:</p> <ul style="list-style-type: none">• Fountains, benches, and trash receptacles and integrated signing• Street lighting• Security services that are supplemental to those normally provided by the municipality.• Special cleaning operations, graffiti removal, and waste management• Decorations and public art• Promotions of public events that benefit the area• Furnishing music to any public place in the area• Promotion of tourism within the area (only businesses benefiting from tourist visits can be assessed for this type of benefit)• Any other activities that benefit businesses located in the area
<p><i>LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT (LMDS)</i></p> <p>The Landscaping and Lighting Act of 1972 enables assessments to be imposed to finance the maintenance and servicing of landscaping, street lighting facilities, ornamental structures, and park and recreational improvements.</p>
<p><i>SPECIAL BENEFIT ASSESSMENTS</i></p> <p>Special Benefit Assessment Districts (ADs) are formed to finance specific improvements for the benefit of a specific area by levying an annual assessment on all property owners in the</p>

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<p>district. Each parcel of property within an AD is assessed a portion of the costs of the public improvements to be financed by the AD, based on the proportion of benefit received by that parcel. The amount of the assessment is strictly limited to an amount that recovers the cost of the “special benefit” provided to the property. Traditionally, improvements to be financed using an AD include, but are not limited to, streets and roads, water, sewer, flood control facilities, utility lines and landscaping. A detailed report prepared by a qualified engineer is required and must demonstrate that the assessment amount is of special benefit to the parcel upon which the assessment is levied. Prior to creating an assessment district, the City, county or special district must hold a public hearing and receive approval from a majority of the affected property owners casting a ballot. Ballots are weighted according to the proportional financial obligation of the affected property. There are many assessment acts that govern the formation of assessment districts, such as the Improvement Act of 1911, Municipal Improvement Act of 1913, Improvement Bond Act of 1915, and the Benefit Assessment Act of 1982, as well as other specific facility improvement acts.</p>
<p><i>DEVELOPMENT IMPACT FEES</i> Development impact fees are exactions that lessen the impacts of new development resulting from increased population or demand on services. The City’s current development impact fees could help to offset costs of public improvements, architectural review, etc.</p>
<p><i>IN-LIEU PARKING FEE</i> The use of a parking in-lieu fee to construct and fund common parking facilities serving the commercial businesses has been used successfully in other village revitalizations. Potential funding sources range from in-lieu fees for spaces to parking revenues from monthly parking and short-term parking fees. The city will need secure, accessible, well-signed and reasonably priced off-street parking, in addition to on-street parking, as the Plan is realized and Garfield Village reaches its full potential.</p>
Private and Nonprofit

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<p><i>PRIVATE DONATIONS</i></p> <p>Private donations for a variety of different types of projects are generally available from foundations, institutions, and corporations that have major interests in these areas. Information about grants is available online, in libraries and from nonprofit support organizations like the Center for Nonprofit Management in Los Angeles.</p>
<p><i>DONOR PROGRAMS</i></p> <p>Some of the proposed Specific Plan improvements may lend themselves to a public campaign for donor gifts. Donor programs have been used very successfully in many cities to provide funds for streetscape and community design elements. Such programs can be tailored to solicit contributions from individuals, corporations, local businesses, and community and business associations. Many improvements could be funded by donor gifts for items such as benches, trash receptacles, street trees, street tree grates, public art elements, and information kiosks. Donors could be acknowledged with a plaque on the element itself or other prominent display, such as a “wall of fame” with donor names. This type of program could be spearheaded by an active village management program, and could draw from the wider community of businesses and residents.</p>

Table 6-2: Implementation Matrix

Project/Program/Action Step	Timeline	Leaders & Team Members	Potential Funding Sources
Garfield Avenue Improvements			
1. Median Improvements	ST	C	General Fund
2. Garfield Village Gateways	MT	C, B	General Fund, BID
3. Streetscape Improvements (Wayfinding, Lighting, Sidewalks, Furniture)	LT	C, B	General Fund, BID
4. Sharrows and Crosswalk Striping	MT	C	General Fund, Transportation Enhancements
5. Alleyways Parking Improvements/Signage	MT	C, B	General Fund, BID
6. Mid-block Crossing/Signal Improvements	ST	C	General Fund
7. Pedestrian Alleyway Connection	LT	C, B	General Fund, BID, Transportation Enhancements
Fernfield Improvements			
1. Fernfield Block Reconfiguration/On-Street Parking	LT	C	General Fund, BID
Pomona Boulevard Improvements			
1. Roadway Striping	LT	C, CT	General Fund, Transportation Enhancements
2. Streetscape Improvements (Wayfinding, Lighting, Sidewalks, Furniture)	LT	C, B	General Fund, BID

LEGEND

Timeline: ST = 0-2 year, MT = 2-3 years, LT = 3 or more years

Leaders/Team Members: C = City of Monterey Park, CT = CalTrans P = Property Owners, B = Business Owners, R = Residents

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