OPENING OF MEETING

1. Call Meeting to Order

2. Flag Salute

3. Roll Call

4. Approval of Agenda

5. Commission Disclosures

6. Public Comments

Citizens wishing to address the Planning Commission on land use and development matters may do so at this time. Note that the Commission cannot respond to or take any action on the item.

Citizens wishing to speak on an agenda item will be given the opportunity to speak after the item is presented by staff.

Limit your comments to three (3) minutes. State your name and address at the podium for the record.

CONSENT CALENDAR

7. Approval of Planning Commission Minutes

Action minutes from the Planning Commission Meeting of August 13, 2019.

8. Approval of Modification Minutes

Action minutes from the Modification Committee Meeting of August 13, 2019.
PUBLIC HEARING

9. Code Amendment No. 767

Address: Citywide

Request: The City of El Monte is proposing revisions to the Municipal Code for the following Chapters: 17:08 (Parking Requirements); 17:20 (Modification – Variance); 17.22 (Design Review); 17.24 (Conditional Use Permits); 17.38 (R-2 Zone); 17.40 (R-3 Zone); 17.42 (R-4 Zone); 17.45 (Mixed/Multi-use Zone); 17.74 (Multiple Tenant Development Standards); and 17.80 (SP-1 El Monte Gateway Specific Plan).

The Planning Commission will make a recommendation to the City Council, with the City council making the final decisions at a future public hearing.

CEQA Recommendation: The proposed Code Amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) under the general rule that CEQA does not apply to activities which can be seen with certainty to have no effect on the environment.

Case Planner: Betty Donavanik, Community & Economic Development Director

Recommendation: Adopt resolution recommending City Council approval.

Resolution: 3553

REGULAR AGENDA

10. Conditional Use Permit No. 06-19

Address: 3266 Santa Anita Avenue / 8580-018-030

Request: A Conditional Use Permit request to allow the off-sale of beer and wine (Type 20 ABC license) at an existing gas station located in the C-2 (Retail Commercial) zone. The request is made pursuant to the requirements of Section 17.24.040(44) of the El Monte Municipal Code (EMMC).

Case Planner: Tony Bu, Associate Planner

Recommendation: Adopt resolution of denial

Resolution: 3547
11. Director’s Report
12. City Attorney’s Report
13. Commissioner Comments

NEXT SCHEDULED CITY PLANNING COMMISSION MEETING
Tuesday, September 10, 2019 at 7:00 P.M.
City Hall East – City Council Chambers

Availability of staff reports: Copies of the staff reports or other written documentation relating to each item of business described hereinabove are on file in the offices of the Planning Division, City Hall West, 11333 Valley Boulevard, El Monte, California, 91731. These documents are available for public inspections during regular business hours, Monday through Thursday, 7:30 a.m. to 5:30 p.m., except legal City holidays. You may also call the Planning Division at (626) 258-8626 for information.

Individuals with special needs: The City of El Monte wishes to assist individuals with special needs. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Division at (626) 258-8626. Notification 48 hours prior to the meeting will enable us to make reasonable arrangements to ensure accessibility to this meeting. [28 Code of Federal Regulations 35.102-35.104 ADA Title II]

General explanation of how the meeting is conducted:
1. The staff report is presented by City Planning staff.
2. The City Planning Commissioners ask questions if necessary for clarification.
3. The City Planning Commission Chair opens the public hearing.
4. The applicant makes a presentation to the City Planning Commission.
5. Individuals speaking in favor of the project address the Commission.
6. Individuals speaking against the project address the Commission.
7. The applicant responds to project opponents.
8. The public hearing is closed.
9. City Planning Commission members discuss the project.
10. City Planning Commission members vote on the project.
11. At the next scheduled Commission meeting, which is usually two weeks after the hearing, a resolution confirming the Commission action will be adopted.
12. Any interested party who disagrees with the City Planning Commission decision may appeal the Commission's decision to the City Council within 10 calendar days of the adoption of the resolution. Any appeal filed must be directed to the City Clerk’s Office and must be accompanied by a fee of $1,620.35. Any individual that received notice of this meeting from the City of El Monte will receive notice of an appeal, if one is filed.
1. Call Meeting to Order – Meeting was called to order by Commissioner Peralta at 7:04 p.m.

2. Flag Salute – The Flag Salute was led by Commissioner Cruz.

3. Roll Call – The roll call was led by Community & Economic Development Director Donavanik

Commissioners present:  Cruz, Gonzalez, Peralta, Nuño, Wong

Commissioners absent:

Staff present:  Community & Economic Development Director Donavanik
                            Deputy City Attorney Vazquez
                            Senior Planner Lee
                            Associate Planner Bu
                            Landscape Technician Graciano
                            Planning Secretary Magdaleno

4. Approval of Agenda:

Motion:  by Commissioner Gonzalez to approve agenda, seconded by Chairperson Nuño.

Motion carried 5-0.

5. Commission Disclosures:

None.

6. Public Comments:

None.

Note: There was an error in the recording; recording started from Item No. 10 and on.
CONSENT CALENDAR

7. Approval of Consent Calendar Items No. 7 & 8

Motion: by Commissioner Nuño to approve Consent Calendar Items No. 7 & 8, seconded by Vice-Chair Wong. Motion carried 5-0.

PUBLIC HEARING

9. Conditional Use Permit No. 06-19
(Continued from the meeting of July 23, 2019)

A Conditional Use Permit request to allow the off-sale of beer and wine (Type 20 ABC license) at an existing gas station located in the C-2 (Retail Commercial) zone. The request was made pursuant to the requirements of Section 17.24.040(44) of the El Monte Municipal Code (EMMC) for property located at 3266 Santa Anita Avenue, El Monte, CA.

Note: The surrounding neighbors provided a petition of residents who were not in favor of Conditional Use Permit No. 06-19.

PUBLIC COMMENTS:

Speaker #1: Patricia Chavez, resident of 3226 Granada, El Monte, spoke against the conditional use permit request. Stated there are plenty of stores that provide alcohol along Santa Anita Avenue and does not see why the applicant has gone to the commission again it was turned down in the past. She reported this is a problem area already.

COMMISSIONER COMMENTS

Commissioner Gonzalez Comments/Questions related to:
- Maximum number of licenses in the area; oversaturation in area
- Understand community’s concerns; technically not a school but still provides a curriculum

Commissioner Wong Comments/Questions related to:
- Number of ABC Licenses, is there a consequence for having too many in the tract
- Is there a Finding of Convenience for the preceding 9 licenses
- Negative public health and welfare impacts, social equity consequences for exceeding amount of licenses in the city; excessive consumption leads to early death and car accidents; has negative impacts on the community

Commissioner Nuño Comments/ Questions related to:
• Applicant is running a business and selling a legal product
• Tour buses stopping on the street and food vendor not part of business
• Conditions of approvals have been recommended including no singles, hours of sales, and onsite security

**Commissioner Peralta Comments/Questions related to:**
• Too many offsale liquor licenses in the neighborhood was reason CUP was denied in 2014
• Inconsistent information from ABC and City staff
• Adequate parking mentioned in staff report; 16 off street parking spaces is false/incorrect, 8 are behind fence locked.
• Bus stop; vendor sets up to sell food
• Location is surrounded by residential
• Does not see the need when this area is surrounded by places where liquor is sold; very conveniently
• Oversaturated; there is no necessity and no convenience with two locations one block away

**Commissioner Cruz Comments/Questions related to:**
• How often are receipts of percentages of alcohol sales reported to the city?

Motion: by Commissioner Gonzalez to deny the request of Conditional Use Permit No. 06-19 because there was no finding of public convenience, seconded by Commissioner Peralta. Motion carried 3-2 (Cruz, Nuño).

10. Conditional Use Permit No. 11-19

A Conditional Use Permit requested to allow a warehouse and distribution use to occupy a recently constructed 35,000 square foot industrial building that is located within 150 feet of residential used and zoned properties. The subject property is located in the M-1 (Light Manufacturing) zone. The request was made pursuant to Chapter 17.24 (Conditional Use Permits) of the El Monte Municipal Code for property at 10620 Hickson Street, El Monte, CA

**COMMISSIONER COMMENTS:**

**Commissioner Gonzalez Comments/Questions related to:**
• Are there any impacts to the neighborhood?
• Were signs posted onsite and was there any feedback?

**Commissioner Wong Comments/Questions related to:**
• Pedestrian study required; what does that entail?
• Include school hours on study
• Semi-truck deliveries? UPS, Fed-EX allowed on Hickson Street but not on Esto Street.
• Delivery process; deliveries 4x/day
• Bike racks for employees
Commissioner Cruz Comments/Questions related to:
- Coordinate with Rio Vista and Gidley schools

Commissioner Nuno Comments/Questions related to:
- Pallet rack height
- Has lease been signed?
- Building permit required for tenant improvements

Commissioner Peralta Comments/Questions related to:
- Area has always been manufacturing
- Will you receive and ship products via semi-trucks?
- Short term & long term bike parking

Motion: by Commissioner Núñez to approve Conditional Use Permit No. 11-19, seconded by Commissioner Gonzalez with the following added and/or amended conditions. Motion carried 5-0.

REGULAR AGENDA

11. Time Extension Request for Conditional Use Permit No. 11-18

On July 24, 2018, the Planning Commission adopted Resolution No. 3511, approving Conditional Use Permit No. 11-18 to establish a religious assembly use in a 16,345 square foot tenant space within an existing 65,700 square foot multi-tenant office/industrial building. The project included interior tenant improvements and exterior enhancements to landscape and parking facilities. The Applicant has requested a one (1) year time extension to complete the building and safety permitting process and obtain the necessary permits to begin construction on the project. Any additional time extension requests will not be accepted for property located at 3401 Rio Hondo Avenue, El Monte, Ca.

Motion: by Commissioner Gonzalez to approve Time Extension Request for Conditional Use Permit No. 11-18 with a new expiration date of August 3, 2020, seconded by Vice-Chair Wong. Motion carried 5-0.

12. General Plan Conformity No. 01-19

Community & Economic Development Director Donavanik provided a PowerPoint presentation regarding a future street located between Cogswell Road and Mountain View Road, south of Magnolia Street.

Commissioner Gonzalez Comments/Questions related to:
- Additional property taxes for additional square footage.
- Taxes would go to the county and City of El Monte
Commissioner Nuño Comments/ Questions related to:
- Has never seen the piece of property
- Residences have encroached into the area?
- Property subdivided and residents will legally own piece of property?
- Access easement maintained?

Commissioner Cruz Comments/Questions related to:
- Do property owners on Cogswell Ave. have the option of access to the back street?

Motion: by Commissioner Gonzalez to adopt Resolution No. 3552 recommending City Council approval of General Plan Conformity No. 01-19, seconded by Commissioner Nuño. Motion carried 5-0.

13. Director’s Report – Community & Economic Development Director Donavanik informed the Commissioners that the focus of the joint Planning Commission/City Council meeting will be on the High Density project that came before the Planning Commission. The meeting will have a workshop type setting and will take place at the community center on Tuesday, September 17, 2019, at a regular City Council meeting, open to the public.

Ms. Donavanik also passed out flyers for the community outreach workshop for the skate park. Informed that staff is working with the Tony Hawk Foundation and also that there is a new skate board shop off of Peck Road with a ribbon cutting coming soon.

14. City Attorney’s Report – None

15. Commissioner Comments – Commissioner Cruz inquired for latest information on the League of CA Cities Workshop in Long Beach.

Commissioner Nuño thanked staff for their hard work.

Commissioner Wong asked if there was an update on the San Gabriel Valley Mosquito & Vector Control.

Adjournment

Meeting adjourned at 8:33 p.m.

Respectfully submitted,

_________________________________
Planning Commission Chairperson
Cesar Peralta

___________________________________
Planning Commission Secretary
Marcella Magdaleno
CITY OF EL MONTE MODIFICATION COMMITTEE

TUESDAY AUGUST 13, 2019

5:00 P.M.
CITY HALL WEST – CONFERENCE ROOM A
11333 VALLEY BOULEVARD

OPENING OF MEETING

1. Call Meeting to Order
2. Flag Salute
3. Roll Call

Committee Members:
Roberto Estrada Cruz, Planning Commissioner
Nancy Lee, Senior Planner
Javier Galindo, Building Inspector

Other Staff Present:
Tony Bu, Associate Planner
Werner Abrego, Planning Aide
Marlene Vega, Planning Aide

4. Public Comments

Citizens wishing to address the Modification Committee on land use and development matters may do so at this time. Note that the Committee cannot respond to or take any action on the item.

Citizens wishing to speak on an agenda item will be given the opportunity to speak after the item is presented by staff.

Limit your comments to three (3) minutes. State your name and address the record.

None.
PUBLIC HEARING

5. **Modification No. 20-19**

   **Address:** 11572 Embree Drive / APN: 8538-014-006

   **Request:** The Applicant is requesting approval to legalize a 144 square foot second-story living space addition to an existing 2,494 square foot two-story single-family residence for a total living area of 2,638 square feet. Modification No. 20-19 is requested to reduce the second-story addition side yard setback requirement from five (5) feet to zero (0) feet. The Modification request is made pursuant to Chapter 17.20 (Modification – Variance) of the El Monte Municipal Code (EMMC).

   **Motion:** by Senior Planner Lee to approve Modification No. 20-19, seconded by Commissioner Cruz. Motion carried 3-0. Approved with the following conditions:

   1. The project shall strictly conform to the plans on file with the City Planning Division and as presented to the Modification Committee on August 13, 2019 and as amended herein.

   2. The project shall be in complete compliance with all Building and Safety Division and Fire Department standards.

   3. The applicant shall work with Planning Division Staff to include a roof-brow overhang to the east-facing portion of the office addition. The roof-brow overhang shall be seamlessly incorporated to the existing roof system.

   4. The Applicant shall submit updated landscape and irrigation plans from a Landscape Architect that comply with Chapter 17.10 (Landscape Requirements) and 17.11 (Water Efficiency) to the satisfaction of the Planning Division. An irrigation audit or supplemental information may be required pending Staff’s review of installation. *(Revised by Modification Committee on August 13, 2019)*

   5. The finish materials of the addition shall match/complement the existing house.
6. **Modification No. 21-19**

   **Address:** 4730 Helmgate Drive / APN: 8547-015-054

   **Request:** The Applicant is proposing to construct a 458 square foot second-story addition to an existing 1,260 square foot one-story single-family residence for a total living area of 1,718 square feet. Modification No. 21-19 is requested to reduce the required parking from a three-car to a two-car garage. The proposed second-story addition will consist of two (2) new bedrooms and one (1) new bathroom for a total bedroom/bathroom count of four (4) bedrooms and three (3) bathrooms.

   **Motion:** by Senior Planner Lee to approve Modification No. 21-19, seconded by Commissioner Cruz. Motion carried 3-0. Approved with the following conditions:

   1. The project shall substantially conform to the site plan, floor plan and elevation plans on file with the City Planning Division and as presented to the Modification Committee on **August 13, 2019** and as amended herein.

   2. The project shall be in complete compliance with all Building and Safety Division and Fire Department standards.

   3. The applicant shall work with Planning Division Staff to include a roof-brow overhang on the front façade of the addition to continue the roofline of the first story. The roof-brow overhang shall be seamlessly incorporated to the existing roof system.

   4. The applicant shall work with Planning Division Staff to include additional architectural features to enhance the front façade of the residence. Such architectural enhancements shall include (not limited to): window shutters, window trims, or any other decorative treatments that are deemed appropriate by the Planning Division.

   5. The finish materials of the addition shall match/complement the existing house.

   6. The applicant shall attach a copy of the final decision letter with the conditions of approval to the submitted building plans.

**Adjournment**

Meeting adjourned at 5:36 p.m.

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**NEXT SCHEDULED MODIFICATION COMMITTEE MEETING**

Tuesday, August 27, 2019 at 5:00 P.M.

City Hall West – Conference Room A
TO: CITY PLANNING COMMISSION
FROM: BETTY DONAVANIK
COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR
BY: BETTY DONAVANIK
COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR
SUBJECT: CODE AMENDMENT NO. 767 (AMENDMENTS TO THE TEXT OF THE ZONING CODE)
LOCATION: CITYWIDE
APPLICANT: CITY OF EL MONTE
ENVIRONMENTAL DETERMINATION: CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION PURSUANT TO SECTION 15061(B)(3)
RECOMMENDATION: RECOMMEND CITY COUNCIL ADOPT THE CEQA EXEMPTION AND APPROVE CODE AMENDMENT NO. 767

PROPOSED AMENDMENTS TO THE ZONING CODE

Occasionally it is necessary to update sections of the Municipal Code (“Code”) to make them consistent with the City’s current uses, practices, and development patterns, to update obsolete development standards and development fees, to comply with State and Federal Law, to clarify ambiguous requirements, and to streamline the review process to support economic development in the City. The proposed Code Amendment focuses on revisions to the following Chapters in Title 17 Zoning: 17.08 (Parking Requirements); 17.20 (Modification – Variance); 17.22 (Design Review); 17.24 (Conditional Use Permits); 17.38 (R-2 Zone); 17.40 (R-3 Zone); 17.42 (R-4 Zone); 17.45 (Mixed/Multi-use Zone); 17.74 (Multiple Tenant Development Standards); and 17.80 (SP-1 El Monte Gateway Specific Plan).

Code sections which have been changed are clearly delineated for each section in Attachment C, included with this staff report. These show the changes in underline, bold, and strike-through text. The draft Ordinance shows the Municipal Code sections as already having incorporated the amendments.
## MISCELLANEOUS CODE AMENDMENTS

The proposed Code Amendments and explanations are provided in the table below.

<table>
<thead>
<tr>
<th>Issue Area/Reason for Amendment</th>
<th>Proposed Code Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Parking Location</strong></td>
<td></td>
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<tr>
<td>The current Code requires that parking</td>
<td>17.08.050 - Parking location.</td>
</tr>
<tr>
<td>spaces for residential uses be located</td>
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<tr>
<td>within 150 feet of the unit that it serves.</td>
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<tr>
<td>This parking distance requirement is not practical as there are mixed-use and transit-oriented development projects that are located on large sites. Projects on large sites could include parking areas or parking structures that are located farther than 150 feet from the residential unit or the parking could be located offsite on an adjacent parcel. A reciprocal parking and access agreement would be required for parking located on a separate parcel.</td>
<td></td>
</tr>
<tr>
<td><strong>Modification and Variance Filing Fees</strong></td>
<td>17.20.060 - Filing fees.</td>
</tr>
<tr>
<td>The filing fees listed in the current Code for Modification and Variance applications are obsolete and do not reflect the current City fee schedule.</td>
<td>17.20.120 - Variances and modifications—Decision.</td>
</tr>
<tr>
<td>The Code section would be amended to state that filing fees and extension fees be collected in accordance with the City’s fee schedule.</td>
<td></td>
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<tr>
<td><strong>Design Review Applicability</strong></td>
<td></td>
</tr>
<tr>
<td>The current thresholds for projects subject to Design Review are outdated and do not reflect practices of other jurisdictions and current development trends and practices.</td>
<td>17.22.020 - Applicability.</td>
</tr>
<tr>
<td>The amendment would streamline the review process for smaller development projects, update thresholds for façade renovations and require Design Review for billboards in the Freeway Overlay Zone (Billboards).</td>
<td>Design Review by the Planning Commission would be required for the following:</td>
</tr>
<tr>
<td>1. Any new non-residential structure of 5,000 square feet or more;</td>
<td></td>
</tr>
<tr>
<td>2. The expansion of an existing structure, if greater than a twenty-five (25) percent increase of the current gross floor area, except single-family residential structures; [NO CHANGE]</td>
<td></td>
</tr>
<tr>
<td>3. Conversion of a building from a residential use to any other nonresidential use; [NO CHANGE]</td>
<td></td>
</tr>
<tr>
<td>Issue Area/Reason for Amendment</td>
<td>Proposed Code Amendment</td>
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<td>--------------------------------</td>
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<tr>
<td>4. Any physical modification to a structure that is visible from the street that involves a major portion of the structure or has a substantial visual impact on the structure or its surroundings. Substantial alterations normally include changes to building massing, addition of 200 square feet or more to a building elevation that faces a street, addition of height covering more than 25 percent of the existing roof area to provide an improved architectural design (e.g., towers or other architectural features) that faces a street;</td>
<td></td>
</tr>
<tr>
<td>5. Any new mixed-use with residential or multi-family residential development in the Downtown Transit-Oriented District Specific Plan and MMU zone; [NO CHANGE]</td>
<td></td>
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<tr>
<td>6. New construction of a billboard or rehabilitation of an existing billboard within the Freeway Overlay Zone (Billboard).</td>
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</table>

**Uses Subject to Conditional Use Permits (CUP)**

*Religious Institutions* – The current Code requires that religious institutions (i.e. churches, mosques, temples, synagogues, seminaries, temporary revivals or other places used for religious worship) obtain a CUP in any Commercial, MMU or less restrictive zone.

This provision is in conflict with the Federal "Religious Land Use and Institutionalized Persons Act (RLUIPA)" which protects religious institutions from unduly burdensome or discriminatory land use regulations.

*Multiple-tenant Development* – The current Code does not allow for multiple-tenant development in the MMU zone.

**17.24.030 - Conditionally permitted uses in any zone.**

Add “Religious Institutions” as a conditionally permitted use in any zone.

**17.24.040 - Conditionally permitted uses in specified zones.**

Add CUP requirement for multiple-tenant development in the MMU, C-1 or less restrictive zone.
## CODE AMENDMENTS

<table>
<thead>
<tr>
<th>Issue Area/Reason for Amendment</th>
<th>Proposed Code Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Industrial buildings in Manufacturing (M) zones located within 150 feet of residential</em> – The current Code requires a CUP for new construction or <em>occupancy</em> of buildings located in any M zone that is located within 150 feet of residentially zoned or used properties. The Code requires a CUP for specific uses to address potential impacts to surrounding areas, which is a common requirement in other jurisdictions. A CUP would still be required for construction of new structures located within 150 feet of residentially zoned properties. Furthermore, the Code prohibits the operation, manufacturing, processing or treatment of products in any M-zone that is obnoxious or offensive by reason of emission of odor, dust, gas fumes, smoke, liquids, wastes, noise, vibrations, disturbances, or other similar causes or may impose hazard to life or property.</td>
<td>Require a CUP for the following: Construction of any new primary, non-accessory industrial structure in any M-zone within 150 feet of a residentially zoned property, this subsection shall not apply to uses authorized under Chapter 5.18. An operations and maintenance or similar agreement approved by the City shall be required prior to the occupancy of any industrial structure in any M-zone.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trash Enclosures for Residential Development</th>
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</thead>
<tbody>
<tr>
<td>The current Code requires a common trash enclosure for all sites with five (5) or more residential units.</td>
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</tr>
<tr>
<td>All condominium and townhouse development projects within the last five (5) years have requested Variances (and have been granted approvals) to allow for individual trash cans for ownership units. Condominium and townhouse developments typically provide individual trash receptacles for the homeowners. Trash enclosures are typically common in rental and apartment developments.</td>
<td>Chapter 17.38 - R-2 Zone 17.38.030 - Regulations. J. Trash Areas.</td>
</tr>
<tr>
<td></td>
<td>Chapter 17.42 - R-4 ZONE 17.42.020 - Regulations. J. Trash Areas.</td>
</tr>
<tr>
<td></td>
<td>Require common trash enclosures for sites with five (5) or more rental units.</td>
</tr>
<tr>
<td>Issue Area/Reason for Amendment</td>
<td>Proposed Code Amendment</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-------------------------</td>
</tr>
</tbody>
</table>
| MMU – Minimum Lot Area for Residential Development | 17.45.030 - Regulations. Table 17.45.030A Development Regulations—Mixed/Multiuse Zone (MMU)  
Exempt lots not fronting an arterial street from the minimum 22,000 square foot and minimum 100 foot of linear frontage requirement for residential development in the MMU zone. |
| MMU Zone Residential Parking Requirements | 17.45.050 - Parking regulations.  
- Studio -1 space per unit  
- One bedroom -1.5 spaces per unit  
- Two bedrooms - 2 spaces per unit  
- Three or more bedrooms - 2.5 spaces per unit  
- Additional guest parking 1/4 space per unit |
|                                    |  
The current residential parking requirements in the MMU zone are as follows:  
- Studio -1 space per unit  
- One bedroom -1.7 spaces per unit  
- Two bedrooms - 2 spaces per unit  
- Three or more bedrooms - 2.5 spaces per unit in common parking areas; 3 spaces per unit if private and enclosed.  
- Additional guest parking 1/4 space per unit  
The current parking requirements for a one bedroom unit is not practical as the parking requirement of 1.7 per unit will never equate to one (1) full parking space.  
The current parking requirements for the three bedroom unit is confusing and should be consistent regardless of the |
## CODE AMENDMENTS

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>parking area being open or enclosed.</td>
<td>The intent of reduced parking requirements in the MMU zone is to encourage residents to walk and/or bike to adjacent commercial services and to utilize public transportation.</td>
</tr>
<tr>
<td><strong>Multiple Tenant Development</strong></td>
<td>Chapter 17.74 Multiple Tenant Development Standards</td>
</tr>
<tr>
<td>The current Code requires a minimum lot size of 45,000 square feet for any proposed multiple tenant development. Additionally, a single tenant within a multiple-tenant development shall occupy 20% of the floor area or be a minimum of 5,000 square feet in size.</td>
<td>Eliminate 45,000 square foot minimum lot size for multiple tenant development. Eliminate requirement of minimum 20% of floor are or minimum of 5,000 square feet for a single tenant.</td>
</tr>
<tr>
<td>This standard was adopted in 1989 when big-box retailers and shopping centers with anchor-tenants was the norm. Commercial and mixed-use developments have now shifted to multiple tenant developments with quick-serve eating/beverage establishments and smaller retail or office spaces.</td>
<td></td>
</tr>
</tbody>
</table>

## GATEWAY SPECIFIC PLAN

In September of 2007, the City Council approved the original El Monte Transit Village Specific Plan (SP-1) transit-oriented mixed-use development and certified an Environmental Impact Report for the project. In November of 2011, the title of the Specific Plan was changed to SP-1 El Monte Gateway Specific Plan (Specific Plan”). The Gateway Specific Plan encompasses 60 acres and provides for five (5) Land Use Sub-districts allowing a variety of land use types including 1,850 residential units and 1,398,000 square feet of non-residential uses including commercial retail space, office uses, hotels, and entertainment uses.

The five (5) Specific Plan Land Use Sub-districts include the Mixed Use Sub-district, the Transit Sub-district, the Gateway Sub-district, the River Sub-district, and the Parks and Open Space Sub-district. Additionally, there are three (3) Villages within the Mixed Use Sub-district, including the Rio Paseo Village, the North Promenade Village and the South Promenade Village.
The Mixed Use Sub-district is intended to provide a complimentary mix of residential, commercial, entertainment, and retail uses. The design guidelines for the South Promenade Village within the Mixed Use Sub-district calls for a more formal and broad entrance to the hotel, office towers, and regional retailers.

The Sub-districts and Villages are shown in the maps below.

**Gateway Sub-districts Map**

**Mixed Use Sub-district Villages Map**
The Mixed-use Sub-district allows for the development of the following uses:
- 1850 dwelling units
- Retail, office, entertainment retail, conference, hotel uses, child development center totaling 1,398,000 square feet

The following projects have been approved within the Mixed Use Sub-district:
- Parcel 1 – The Exchange project with 132 affordable apartment units (currently occupied).
- Parcel 2 – 212 market-rate apartment units (in building plan check).
- Parcel 4 – Mixed-use project with 208 apartment units and 25,844 square feet of commercial uses (under construction).

**Gateway Sub-district/Parcel 5**

Grapevine Development is the Master Developer for the Gateway Specific Plan. Parcel 5 is located within the Gateway Sub-district of the Specific Plan. Parcel 5 is 3.6 acres and is located on the west side of Santa Anita Avenue and north of the San Bernardino Interstate 10 freeway. The Gateway Sub-district is intended to serve as the southern entry gateway into the Specific Plan area. When the Specific Plan was adopted in 2007, Parcel 5 was occupied by an auto dealership. The Specific Plan requires that future development of parcels within the Gateway Sub-district be subject to subsequent environmental analysis and discretionary reviews pursuant to the C-3 General Commercial zoning district which was the zoning designation for the site prior to adoption of the Specific Plan.

Grapevine Development proposes to develop Parcel 5 (The Vine) with the uses below. The Vine was presented to the Planning Commission at a study session on November 13, 2018.

The Vine
- 174 room hotel with a 5,000 square foot ballroom
- 109,000 commercial uses including a cinema, fitness center, food and beverage, retail, and entertainment uses, and office uses
- Parking structure

The development uses proposed on Parcel 5 have already been previously allocated within the Mixed Use Sub-district and meet the intent of the Mixed Use Sub-district and the design guidelines of the South Promenade Village. Therefore, the proposed Code Amendment would eliminate the Gateway Sub-district and add it to the Mixed Use Sub-district, South Promenade Village. All proposed uses on Parcel 5 would be subject to the Mixed Use Sub-district outlined in Table 6-1 Permitted Uses and Permit Requirements of the Specific Plan.
Gateway Specific Plan Development Review Procedures

Chapter 6 Land Use and Development Regulations of the Gateway Specific Plan requires all development within the Specific Plan be reviewed for consistency with the Specific Plan by the Conformity Review Committee. The Conformity Review Committee would then make a recommendation to the Planning Commission for final review and action. Per the Specific Plan, the Conformity Review Committee consists of the following members:

- Two members of the Planning Commission
- One member designated by the City Manager
- One member designated by the Deputy City Manager for Community Development
- One member designated by the Redevelopment Director

Aside from the Planning Commission and the City Manager, the other City positions are no longer active (Deputy City Manager for Community Development and Redevelopment Director). As part of the entitlement process for any proposed development project, City staff reviews the project to ensure that it is consistent with the applicable development code and/or specific plan regulations and design guidelines prior to making a recommendation to the Planning Commission for review and action. Parcel 5 has already been presented to the Planning Commission at a study session. Furthermore, the entitlements for Parcel 5 will require review and approval by the Planning Commission at a future date. Therefore, the proposed Code Amendment would eliminate the Conformity Review Committee to reduce redundancy and streamline the review process for development projects within the Gateway Specific Plan. Should a proposed development project be inconsistent within the Specific Plan, the applicant would be required to apply for a modification, variance, or amendment to the Specific Plan.

ENVIRONMENTAL REVIEW

The proposed Code Amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) under the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. City staff has determined that the actions contemplated in the proposed Code Amendment shall not have a significant environmental effect and therefore, adoption of the proposed Code Amendment is exempt from CEQA.

RECOMMENDATION

Staff recommends that the Planning Commission review the amendments and consider the following Actions:

A. Adopt a CEQA Exemption pursuant to Section 15061(b)(3); and

B. Make the Finding of Facts articulated in the draft resolution and ordinance and recommend to City Council the approval of Code Amendment No. 767.
ATTACHMENTS

A. Draft Planning Commission Resolution No. 3553
B. Draft City Council Ordinance
C. Relevant sections of the Municipal Code showing changes
D. Gateway Specific Plan
E. Public Hearing Notice
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EL MONTE RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF EL MONTE APPROVAL OF CODE AMENDMENT NO. 767 AMENDING CHAPTERS: 17.08 (PARKING REQUIREMENTS); 17.20 (MODIFICATION – VARIANCE); 17.22 (DESIGN REVIEW); 17.24 (CONDITIONAL USE PERMITS); 17.38 (R-2 ZONE); 17.40 (R-3 ZONE); 17.42 (R-4 ZONE); 17.45 (MIXED/MULTI-USE ZONE); 17.74 (MULTIPLE TENANT DEVELOPMENT STANDARDS); AND 17.80 (SP-1 EL MONTE GATEWAY SPECIFIC PLAN) OF THE EL MONTE MUNICIPAL CODE AND ADOPTION OF A CEQA EXEMPTION PURSUANT TO SECTION 15061(B)(3)

WHEREAS, The California Constitution recognizes the authority of cities to make and enforce, within their borders, “all local, police, sanitary, and other ordinances and regulations not in conflict with general laws.” (Cal. Const., art. XI, § 7.)

WHEREAS, the City of El Monte (the “City”) Planning Commission (the “Planning Commission”) is organized and established pursuant to California Government Code Section 65101 and El Monte Municipal Code (“EMMC”) Chapter 2.24;

WHEREAS, the City seeks to implement various miscellaneous amendments to EMMC Title 17 and amend the El Monte Gateway Specific Plan to facilitate cohesive and beneficial developments while ensuring the public safety and welfare through its exercise of its police power;

WHEREAS, notice of a Planning Commission public hearing on August 27, 2019 to consider this Code Amendment No. 767/Ordinance No. ____; was effectuated in accordance with the publication requirements set forth in California Government Code Section 65090;
WHEREAS, the Planning Commission conducted a duly noticed public hearing on August 27, 2019 concerning the prospective recommendation set forth herein at which evidence, both written and oral, was presented;

WHEREAS, after such public hearing, the Planning Commission adopted Planning Commission Resolution No. 3553 finding the proposed Code Amendment No. 767/Ordinance No. ____ to be consistent with the General Plan and recommending approval of said Ordinance to the City Council; and

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF EL MONTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1. That the facts set forth in the recitals above are true and correct.

SECTION 2. That this resolution constitutes the required written recommendation to the City Council in accordance with Government Code Section 65855.

SECTION 3. That pursuant to due notice as required by law, a full and fair public hearing was held by and before this Planning Commission at a regularly scheduled meeting on August 27, 2019, at which time, all interested persons were given full opportunity to be heard and present evidence.

SECTION 4. Findings.

A. Environmental Review. This Code Amendment No. 767/Ordinance No. ____ is exempt from the California Environmental Quality Act (CEQA) pursuant to
Section 15061(b)(3) under the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. City staff has determined that the actions contemplated in this Code Amendment No. 767/Ordinance No. ____ shall not have a significant environmental effect and therefore, adoption of this Code Amendment No. 767/Ordinance No. ____ is exempt from CEQA.

B. General Plan Consistency. The Planning Commission finds that Code Amendment No. 767 is consistent with the General Plan. Generally, all of the amendments are consistent with the following General Plan goals and policies: Goal LU-1 Compatible residential, commercial, and industrial development that is sensitivity integrated with existing development and neighborhoods and minimizes impacts on surrounding land uses; Goal LU-2 Revitalization and redevelopment of residential, commercial and industrial areas though the sensitive integration of infill development, elimination of blight, and master planning efforts; Goal LU-4 A complementary balance of land uses that provide adequate opportunities for housing, economic activity, transportation, parks, and recreation to support an exemplary quality of life and a sustainable community; Community Design Element (“Create a quality built environment”); Land Use Element “Revitalize and reinvest in the community”); Housing Element (“Improve and maintain housing quality”); and Economic Development Element (“Support businesses and improve the quality of life”).

SECTION 5. Based upon the conclusions in the recitals and findings set forth above, the Planning Commission recommends that the City Council approve Code Amendment No. 767.
SECTION 6. That the Secretary of the City Planning Commission of the City of El Monte, California, shall certify to the adoption of this resolution and shall cause a copy of the same to be forwarded to the applicant.

________________________
Cesar Peralta, Chairperson

ATTEST:

________________________
Marcella Magdaleno, Secretary
El Monte City Planning Commission

STATE OF CALIFORNIA)  
COUNTY OF LOS ANGELES) SS:  
CITY OF EL MONTE)

I, Marcella Magdaleno, Secretary of the Planning Commission of the City of El Monte, do hereby certify that the above and foregoing is a full, true, and correct copy of Resolution No. 3553 adopted by the Planning Commission of the City of El Monte, at a regular meeting by said Commission held on August 27, 2019, by the following votes to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

________________________
Marcella Magdaleno, Secretary  
El Monte City Planning Commission
ORDINANCE NO. ______

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EL MONTE AMENDING CHAPTERS: 17.08 (PARKING REQUIREMENTS); 17.20 (MODIFICATION – VARIANCE); 17.22 (DESIGN REVIEW); 17.24 (CONDITIONAL USE PERMITS); 17.38 (R-2 ZONE); 17.40 (R-3 ZONE); 17.42 (R-4 ZONE); 17.45 (MIXED/MULTI-USE ZONE); 17.74 (MULTIPLE TENANT DEVELOPMENT STANDARDS); AND 17.80 (SP-1 EL MONTE GATEWAY SPECIFIC PLAN) OF THE EL MONTE MUNICIPAL CODE

WHEREAS, The California Constitution recognizes the authority of cities to make and enforce, within their borders, “all local, police, sanitary, and other ordinances and regulations not in conflict with general laws.” (Cal. Const., art. XI, § 7.)

WHEREAS, the City of El Monte (the “City”) Planning Commission (the “Planning Commission”) is organized and established pursuant to California Government Code Section 65101 and El Monte Municipal Code (“EMMC”) Chapter 2.24;

WHEREAS, the City seeks to implement various miscellaneous amendments to EMMC Title 17 and amend the El Monte Gateway Specific Plan to facilitate cohesive and beneficial developments while ensuring the public safety and welfare through its exercise of its police power;

WHEREAS, notice of a Planning Commission public hearing on August 27, 2019 to consider this Code Amendment No. 767/Ordinance No. ____; was effectuated in accordance with the publication requirements set forth in California Government Code Section 65090;

WHEREAS, the Planning Commission conducted a duly noticed public hearing on August 27, 2019 concerning the prospective recommendation set forth herein at which evidence, both written and oral, was presented;

WHEREAS, after such public hearing, the Planning Commission adopted Planning Commission Resolution No. 3553 finding the proposed Code Amendment No. 767/Ordinance No. ____ to be consistent with the General Plan and recommending approval of said Ordinance to the City Council; and

WHEREAS, notice of a City Council public hearing on _____, 2019 to consider this Code Amendment No. 767/Ordinance No. ____; was effectuated in accordance with the publication requirements set forth in California Government Code Section 65090.
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The recitals above are true and correct and incorporated into the body of this Code Amendment No. 767/Ordinance No. ____ herein by this reference.

SECTION 2. Subsections A through E of Section 17.08.050 (Parking Location) of Chapter 17.08 (Parking Requirements) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:

A. Parking spaces provided for residential uses shall be located on the same property as the use it serves, except where joint use or reciprocal parking and access agreements have been approved by the Planning Commission.

B. For projects with more than one unit on a lot the garage shall not face or open onto a public street.

C. No vehicle shall overhang a public right-of-way or encroach into any public or private easement utilized for ingress or egress. Neither a required side yard abutting a street nor a required front yard shall be used for off-street parking. Where no street side yard setback is required, vehicles shall be parked no closer than six (6) feet to the right-of-way.

D. All required off-street parking shall be located on the same property as the use it serves, except where joint use or reciprocal parking and access agreements have been approved by the Planning Commission.

E. All vehicles must park on paved or otherwise improved surfaces. Surfaces that are paved with materials other than asphalt concrete or Portland Cement concrete are subject to approval by the City Engineer.

SECTION 3. Section 17.20.060 (Filing Fees) of Chapter 17.20 (Modification-Variance) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:

Section 17.20.060 – Filing fees.

Before accepting an application for filing, the Planning Division shall collect a fee for the purpose of defraying the expenditures incidental to the proceedings prescribed in this chapter. The amount of the fees collected shall be in accordance with the fee schedule of the city.

SECTION 4. Subsection C of Section 17.20.120 (Variances and Modifications - Decisions) of Chapter 17.20 (Modification-Variance) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:
C. Abandonment and Extension. If the use authorized by any variance, modification, design review or conditional use permit is, or has been, unused, abandoned or discontinued for a period of twelve (12) months, or the conditions have not been complied with, said variance, modification, design review or conditional use permit shall become null and void and of no further force or effect, unless an extension therefor has been granted by the Planning Commission upon the written petition of an interested person filed with the Planning Commission prior to the expiration of such twelve-month period. A fee in accordance with the fee schedule of the city shall be payable at the time of filing the written petition for any such extension.

SECTION 5. Section 17.22.020 (Applicability) of Chapter 17.22 (Design Review) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:

Section 17.22.020 – Applicability

A. The city Planning Commission shall review and approve, conditionally approve, or deny the architectural design and site configuration for the following:

1. Any new nonresidential structure of 5,000 square feet or more;

2. The expansion of an existing structure, if greater than a twenty-five (25) percent increase of the current gross floor area, except single-family residential structures;

3. Conversion of a building from a residential use to any other nonresidential use;

4. Any physical modification to a structure that is visible from the street that involves a major portion of the structure or has a substantial visual impact on the structure or its surroundings. Substantial alterations include changes to building massing, addition of 200 square feet or more to a building elevation that faces a street, and addition of height covering more than 25 percent of the existing roof area to provide an improved architectural design (e.g., towers or other architectural features) that faces a street.

5. Any new mixed-use with residential or multi-family residential development in the Downtown Transit-Oriented District Specific Plan and MMU zone.

6. New construction of a billboard or rehabilitation of an existing billboard within the Freeway Overlay Zone (Billboards).

B. The Director shall review and approve, conditionally approve, or deny the architectural design for new developments or additions in the RHOD that
result in more than one story. Also refer to Chapter 17.37 (Rurban Homesteads Overlay District) for additional standards and requirements.

SECTION 6. Section 17.24.030 (Conditionally Permitted Uses in Any Zone) of Chapter 17.24 (Conditional Use Permits) of Title 17 (Zoning) of the El Monte Municipal Code is amended by the addition of a new Subsection 12, which shall read as follows:

12. Religious institutions.

SECTION 7. Subsection 42 of Section 17.24.040 (Conditionally Permitted Uses in Specified Zones) of Chapter 17.24 (Conditional Use Permits) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:

42. Multiple-tenant development in the MMU, C-1 or less restrictive zone.

SECTION 8. Subsection 43 of Section 17.24.040 (Conditionally Permitted Uses in Specified Zones) of Chapter 17.24 (Conditional Use Permits) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:

43. Construction of any new primary, non-accessory industrial structure in any M-zone within 150 feet of a residentially zoned property, this subsection shall not apply to uses authorized under Chapter 5.18. An operations and maintenance or similar agreement approved by the City, shall be required prior to the occupancy of any industrial structure in any M-zone.

SECTION 9. Section 17.24.040 (Conditionally Permitted Uses in Specified Zones) of Chapter 17.24 (Conditional Use Permits) of Title 17 (Zoning) of the El Monte Municipal Code is amended to by the deletion of Subsection 22 (Churches, mosques, temples, synagogues, seminaries, temporary revivals or other places used for religious worship in any C, MMU or less restrictive zone), and such Section 17.24.040 shall be renumbered accordingly.

SECTION 10. Subsection J of Section 17.38.030 (Regulations) of Chapter 17.38 (R-2 Zone) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:

J. Trash Areas. For all sites serving five (5) or more rental dwelling units, the outside trash and garbage collection areas shall be paved and enclosed on at least three (3) vertical sides by a solid five-foot wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures shall be of a size sufficient to contain all trash containers maintained outside the building. All required walls or screening shall at all times be adequately maintained.

SECTION 11. Subsection J of Section 17.40.030 (Regulations) of Chapter 17.40 (R-3 Zone) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:
J. Trash Areas. For all sites serving five (5) or more rental dwelling units, the outside trash and garbage collection areas shall be paved and enclosed on at least three (3) vertical sides by a solid five-foot wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures shall be of a size sufficient to contain all trash containers maintained outside the building. All required walls or screening shall at all times be adequately maintained.

SECTION 12. Subsection J of Section 17.42.030 (Regulations) of Chapter 17.42 (R-4 Zone) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:

J. Trash Areas. For all sites serving five (5) or more rental dwelling units, the outside trash and garbage collection areas shall be paved and enclosed on at least three (3) vertical sides by a solid five-foot wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures shall be of a size sufficient to contain all trash containers maintained outside the building. All required walls or screening shall at all times be adequately maintained.

SECTION 13. Rows Nos. 4 and 5 set forth in Table 17.45.030A of Section 17.45.030 (Regulations) of Chapter 17.45 (Mixed/Multiuse Zone) of Title 17 (Zoning) of the El Monte Municipal Code are amended to read as follows:

| 4. Minimum lot area for any new project which contains residential only or mixed use with a residential component. | 22,000 sq. ft. | See Section 17.45.040 for lot area per dwelling unit. For sites less than 22,000 sq. ft., new projects shall be non-residential only. This subsection shall not apply to residential development not fronting an arterial street. |
| 5. Minimum lot frontage for any new project which contains residential only or mixed use with a residential component. | 100 linear feet | This subsection shall not apply to residential development not fronting an arterial street. |

SECTION 14. The first row set forth in Table 17.45.050A (Parking Standards – Mixed/Multiuse Zone MMU) of Section 17.45.050 (Parking Regulations) of Chapter 17.45 (Mixed/Multiuse Zone) of Title 17 (Zoning) of the El Monte Municipal Code is amended to read as follows:

| Multi-family residential and condominiums | Studio -1 space per unit | Per unit; Tandem parking is allowed in cases where multiple spaces are assigned to a single unit |
| 1 bedroom - 1.5 spaces per unit | Two bedrooms - 2 | |
| | | |
SECTION 15. Chapter 17.74 (Multiple Tenant Development Standards) of Title 17 (Zoning) of the El Monte Municipal Code is amended in its entirety to read as follows:

17.74.010 – General.

Multiple tenant development shall be subject to the regulations specified in this chapter and to such additional regulations as may be specified in the conditional use permit authorizing the same.

17.74.020 – Floor area.

The floor area ratio of dissimilar uses shall be identified on an approved floor plan submitted by the developer.

17.74.030 - Recordation of covenant.

Prior to issuance of a building permit, the owner of a multiple tenant development shall submit to the Planning Division a covenant which runs with the land and benefits the city in recordable form that the owner will:

A. Maintain the buildings and the premises in the multiple tenant development in a good and first class condition;

B. Maintain the landscaping on the site in a good and first class condition; and

C. Control signage in the multiple tenant development.

SECTION 16. Section 17.74.030 (Recordation of Covenant) of Chapter 17.74 (Multitenant Development Standards) of Title 17 (Zoning) of the El Monte Municipal Code by the deletion of its Subsection D.

SECTION 17. Subsection 4 of Subsection C of Section 17.80.010 (Adoption) of Chapter 17.80 (SP-1 El Monte Gateway Specific Plan) of Title 17 (Zoning) of the El Monte Municipal Code is hereby deleted and shall be held as a “Reserved” Subsection and such deletion shall be incorporated into the text of the 2017 El Monte Gateway Specific Plan.
SECTION 18. Chapter 17.80 (SP-1 El Monte Gateway Specific Plan) of Title 17 (Zoning) of the El Monte Municipal Code is amended so that all references to the “Conformity Review Committee” is hereby deleted and such deletion shall be incorporated into the text of the 2017 El Monte Gateway Specific Plan.

SECTION 19. Chapter 17.80 (SP-1 El Monte Gateway Specific Plan) of Title 17 (Zoning) of the El Monte Municipal Code is amended so that all references to the “Deputy City Manager for Community Development” shall mean and refer to the “Director of Community and Economic Development” and such amendments shall be incorporated into the text of the 2017 El Monte Gateway Specific Plan.

SECTION 20. Section 4.1.2 (Specific Plan Land Use Sub-Districts) of Chapter 4 (Development Plan) of the 2007 El Monte Gateway Specific Plan is hereby amended as follows:

- Figure 4.2: The “Mixed-Use Sub-District” shall now include the “Gateway Sub-District.”
- Figure 4.2a: The “South Promenade Village” shall be extended to include the newly added “Mixed-Use Sub-District” area.
- Table 4-2: The “Gateway Sub-District (EMG-G)” land use is deleted.
- Page 4-8 Development: Section D (Gateway Sub-District EMG-G) is deleted.

SECTION 21. Section 6.18 (Development Review Procedures) of Chapter 6 (Land Use and Development Procedures) of the 2007 El Monte Gateway Specific Plan is hereby amended by the deletion of Subsection B.

SECTION 22. Section 6.5 (Permitted Uses) of Chapter 6 (Land Use and Development Procedures) of the 2007 El Monte Gateway Specific Plan is hereby amended as follows:

- Table 6-1 (Permitted Uses and Permit Requirements El Monte Gateway Specific Plan District): Replace “P-DR” with “P.”
- Table 6-1 (Permitted Uses and Permit Requirements El Monte Gateway Specific Plan District): Eliminate “EMG-G” District.
- Table 6-1 (Permitted Uses and Permit Requirements El Monte Gateway Specific Plan District): Add “Drive-thru facilities – Secondary to a primary restaurant, supermarket, bank, pharmacy, retail, etc. use” with a CUP in the EMG-MU District.

SECTION 23. Section 6.10 (Permitted Heights by Land Use Sub-District, Table 6-2a) of Chapter 6 (Land Use and Development Procedures) of the 2007 El Monte Gateway Specific Plan is hereby amended by the deletion of the “EMG-G” District.
SECTION 24. Section 7.5 (Administration and Enforcement) of Chapter 7 (Implementation and Administration) of the 2007 El Monte Gateway Specific Plan is hereby amended as follows:

The provisions as set forth in the El Monte Gateway Specific Plan shall be enforced by the Director of Community and Economic Development. All officers, employees, and officials of the City of El Monte who are vested with the duty or authority to issue permits or licenses shall conform with the provisions of this Specific Plan, and shall not issue any permit or license, or approve any use or building, which would be in conflict with this Specific Plan.

SECTION 25. CEQA/Environmental. This Code Amendment No. 767/Ordinance No. _____ is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) under the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. City staff has determined that the actions contemplated in this Code Amendment No. 767/Ordinance No. _____ shall not have a significant environmental effect and therefore, adoption of this Code Amendment No. 767/Ordinance No. _____ is exempt from CEQA.

SECTION 26. Inconsistent Provisions. Any provision of the El Monte Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, is hereby repealed or modified to the extent necessary to implement the provisions of this Ordinance.

SECTION 27. Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or any part thereof is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrase would be subsequently declared invalid or unconstitutional.

SECTION 28. Construction. The City Council intends this Ordinance to supplement, not to duplicate or contradict, applicable state and federal law and this Ordinance shall be construed in light of that intent. To the extent the provisions of the El Monte Municipal Code as amended by this Ordinance are substantially the same as the provisions of that Code as it read prior to the adoption of this Ordinance, those amended provisions shall be construed as continuations of the earlier provisions and not as new enactments.

SECTION 2. Publication and Effective Date. The Mayor shall sign and the City Clerk shall attest to the passage of this Ordinance. The City Clerk shall cause the same to be published once in a newspaper of general circulation within fifteen (15) days after its adoption. This Ordinance shall become effective thirty (30) days after adoption.
PASSED, APPROVED AND ADOPTED by the City Council of the City of El Monte at the regular meeting of this ___ day of ______________, 2019.

__________________________________________
Andre Quintero
Mayor of the City of El Monte

ATTEST:

__________________________________________
Catherine A. Eredia
City Clerk of the City of El Monte

STATE OF CALIFORNIA  )
COUNTY OF LOS ANGELES    )  SS:
CITY OF EL MONTE        )

I, Catherine A. Eredia, City Clerk of the City of El Monte, hereby certify that the foregoing Ordinance No._____ was introduced for a first reading on the ___th day of ______________, 2019 and approved for a second reading and adopted by said Council at its regular meeting held on the ___th day of ______________, 2019 by the following vote, to-wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

__________________________________________
Catherine A. Eredia
City Clerk of the City of El Monte
1. **17.08.050 - Parking location.**

   A. Parking spaces provided for residential uses shall be **within one hundred fifty (150) feet of the unit served located on the same property as the use it serves, except where joint use or reciprocal parking and access agreements have been approved by the Planning Commission.**

   B. For projects with more than one unit on a lot the garage shall not face or open onto a public street.

   C. No vehicle shall overhang a public right-of-way or encroach into any public or private easement utilized for ingress or egress. Neither a required side yard abutting a street nor a required front yard shall be used for off-street parking. Where no street side yard setback is required, vehicles shall be parked no closer than six (6) feet to the right-of-way.

   D. All required off-street parking shall be located on the same property as the use it serves, except where joint use or reciprocal parking and access agreements have been approved by the Planning Commission.

   E. All vehicles must park on paved or otherwise improved surfaces. Surfaces that are paved with materials other than asphalt concrete or Portland Cement concrete are subject to approval by the City Engineer.

2. **17.20.060 - Filing fees.**

   Before accepting any application for filing, the city shall charge and collect, for the purpose of defraying the expenditures incidental to the proceedings prescribed herein, the respective fees specified in the following subsections:

   A. Variance. For each application for a variance a fee of one thousand five hundred dollars ($1,500.00).

   B. Modification. For each application for a modification of any provision of this title with respect to property developed with one single-family structure on a single lot a fee of one hundred dollars ($100.00). For each application for a modification of any provision of this title with respect to all other development a fee of four hundred fifty dollars ($450.00).

   C. Appeals.
1. For each appeal to the Planning Commission from any order, requirement, decision or determination of the Modification Committee in the administration or enforcement of the provisions of this title, a fee of twenty dollars ($20.00) for property developed with one single-family structure on a single lot and a fee of two hundred dollars ($200.00) for all other types of development.

2. For each appeal to the City Council from any order, requirement, decision or determination of the City Planning Commission in the administration or enforcement of the provisions of this title, including an appeal therefrom concerning modifications and any appeal therefrom concerning a recommendation against an amendment to the zoning ordinance to change property from one zone to another, and including an appeal therefrom concerning an order, requirement, decision or determination initially made by the Modification Committee, a fee of eighty dollars ($80.00); provided, however, that there shall be no fee for the filing of such appeal if it is signed by the owners or adult residents of ten (10) or more parcels of property, a portion of which is within the radius of three hundred (300) feet from the subject property.

Before accepting an application for filing, the Planning Division shall collect a fee for the purpose of defraying the expenditures incidental to the proceedings prescribed in this chapter. The amount of the fees collected shall be in accordance with the fee schedule of the city.

3. **17.20.120 - Variances and modifications—Decision.**

   C. Abandonment and Extension. If the use authorized by any variance, modification, design review or conditional use permit is, or has been, unused, abandoned or discontinued for a period of twelve (12) months, or the conditions have not been complied with, said variance, modification, design review or conditional use permit shall become null and void and of no further force or effect, unless an extension therefor has been granted by the Planning Commission upon the written petition of an interested person filed with the Planning Commission prior to the expiration of such twelve-month period. A fee in the amount of sixty dollars ($60.00), in accordance with the fee schedule of the city shall be payable at the time of filing the written petition for any such extension.

4. **17.22.020 - Applicability.**

   A. The city Planning Commission shall review and approve, conditionally approve, or deny the architectural design and site configuration for the following:

   1. Any new commercial, office, or industrial building, non-residential structure of 5,000 square feet or more;
2. The expansion of an existing structure, if greater than a twenty-five (25) percent increase of the current gross floor area, except single-family residential structures;

3. Conversion of a building from a residential use to any other nonresidential use;

4. Any facade renovation or exterior improvement that is visible from the street where the improvement value as determined by the Chief Building Official exceeds one hundred thousand dollars ($100,000.00); **Any physical modification to a structure that is visible from the street that involves a major portion of the structure or has a substantial visual impact on the structure or its surroundings. Substantial alterations include changes to building massing, addition of 200 square feet or more to a building elevation that faces a street, and addition of height covering more than 25 percent of the existing roof area to provide an improved architectural design (e.g., towers or other architectural features) that faces a street.**

5. Any new mixed-use with residential or multi-family residential development in the Downtown Transit-Oriented District Specific Plan and MMU zone.

6. **New construction of a billboard or rehabilitation of an existing billboard within the Freeway Overlay Zone (Billboard).**

B. The Director shall review and approve, conditionally approve, or deny the architectural design for new developments or additions in the RHOD that result in more than one story. Also refer to Chapter 17.37 (Rurban Homesteads Overlay District) for additional standards and requirements.

5. **17.24.030 - Conditionally permitted uses in any zone.**

12. Religious institutions

17.24.040 - Conditionally permitted uses in specified zones.

22. Churches, mosques, temples, synagogues, seminaries, temporary revivals or other places used for religious worship in any C, MMU or less restrictive zone;

42. Multiple-tenant development in the **MMU**, C-1 or less restrictive zone; (for guidelines, see City Planning Commission Resolution No. 2021, adopted February 6, 1989) (Chapter 17.74 of this Code);

43. **New development or construction or occupancy of an industrial building in any M zones within one hundred fifty (150) feet of a residentially zoned or used property; Construction of any new primary, non-accessory industrial structure in any M-zone within 150 feet of a residentially zoned property, this subsection shall not**
apply to uses authorized under Chapter 5.18. An operations and maintenance or similar agreement approved by the City, shall be required prior to the occupancy of any industrial structure in any M-zone.

6. **Chapter 17.38 - R-2 ZONE**

17.38.030 - Regulations.

| J. Trash Areas. For all sites serving five (5) or more rental dwelling units, the outside trash and garbage collection areas shall be paved and enclosed on at least three (3) vertical sides by a solid five-foot wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures shall be of a size sufficient to contain all trash containers maintained outside the building. All required walls or screening shall at all times be adequately maintained. |

7. **Chapter 17.40 - R-3 ZONE**

17.40.020 - Regulations.

| J. Trash Areas. For all sites serving five (5) or more rental dwelling units, the outside trash and garbage collection areas shall be paved and enclosed on at least three (3) vertical sides by a solid five-foot wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures shall be of a size sufficient to contain all trash containers maintained outside the buildings. All required walls or screening shall at all times be adequately maintained. |

8. **Chapter 17.42 - R-4 ZONE**

17.42.020 - Regulations.

| J. Trash Areas. For all sites serving five (5) or more rental dwelling units, the outside trash and garbage collection areas shall be paved and enclosed on at least three (3) vertical sides by a solid five-foot wall and on the fourth side by a view obscuring gate to screen the containers from view. Trash enclosures shall be of a size sufficient to contain all trash containers maintained outside the buildings. All required walls or screening shall at all times be adequately maintained. |

9. **Chapter 17.45 - MIXED/MULTIUSE ZONE**

17.45.030 - Regulations.

Table 17.45.030A

Development Regulations—Mixed/Multiuse Zone (MMU)
4. Minimum lot area for any new project which contains residential only or mixed use with a residential component. 22,000 sq. ft. See Section 17.45.040 for lot area per dwelling unit. For sites less than 22,000 sq. ft., new projects shall be non-residential only. This subsection shall not apply to residential development not fronting an arterial street.

5. Minimum lot frontage for any new project which contains residential only or mixed use with a residential component. 100 linear feet. This subsection shall not apply to residential development not fronting an arterial street.

17.45.050 - Parking regulations.

| Multi-family residential and condominiums | Studio - 1 space per unit |
|                                          | 1 bedroom - 1.7-1.5 spaces per unit |
|                                          | Two bedrooms - 2 spaces per unit |
|                                          | Three or more bedrooms - 2.5 spaces per unit in common parking areas; 3 spaces per unit if private and enclosed. |
|                                          | Additional guest parking 1/4 space per unit |
|                                          | Per unit; Tandem parking is allowed in cases where multiple spaces are assigned to a single unit |

10. Chapter 17.74 - MULTIPLE TENANT DEVELOPMENT STANDARDS

17.74.020 – Site area.

The site for any proposed multiple tenant development shall consist of an area not less than forty-five thousand (45,000) square feet in size. Sites under forty-five thousand (45,000) square feet in size shall not be developed for multiple nonresidential tenant uses.

17.74.0230 - Floor area.

The floor area ratio of dissimilar uses shall be identified on an approved floor plan submitted by the developer.

(Zoning ordinance § 17.74.20)

17.74.0340 - Recordation of covenant.
Prior to issuance of a building permit, the owner of a multiple tenant development shall submit to the Planning Division a covenant which runs with the land and benefits the city in recordable form that the owner will:

A. Maintain the buildings and the premises in the multiple tenant development in a good and first class condition;

B. Maintain the landscaping on the site in a good and first class condition; and

C. Control signage in the multiple tenant development;

D. Maintain or reserve for occupancy by a single tenant twenty (20) percent of the leasable floor area of the multiple tenant development or of five thousand (5,000) square feet of the improved useable commercial tenant or commercial user structures on the site, whichever is lesser.

11. Chapter 17.80 - SP-1 (EL MONTE GATEWAY SPECIFIC PLAN)

17.80.010 - Adoption.

(C) 4. The City Council does not accept the recommendation of the Planning Commission supplemental motion number 4, and the City Council modifies Section 6.18.B the text of the July 20, 2007 draft text of the specific plan to read as follows:

(B) Establishment of Specific Plan Conformity Review Committee for the Specific Plan.

Upon adoption of this Specific Plan, the City of El Monte shall form a Specific Plan Conformity Review Committee ("CRC") for the purpose of reviewing each subsequent development project proposal within the boundaries of the Specific Plan area. The CRC shall consist of five (5) members appointed as follows:

• Two (2) members of the Planning Commission shall be appointed to the CRC by the City Council as the regular members of the CRC, plus two (2) other members of the Planning Commission shall be appointed by the City Council to serve as alternate members of the CRC in the event of the absence of one or more of the regular members of the CRC appointed by the City Council;

• The City Manager shall designate one (1) member to serve on the CRC;

• The Deputy City Manager for Community Development shall designate one (1) member to serve on the CRC;

• The Redevelopment Director shall designate one (1) member to serve on the CRC.

At the discretion of the City Council, ex officio members may be appointed to the CRC from time to time for the purpose of providing additional guidance to the CRC. All
meetings of the CRC shall be open to the public and shall adhere to the Brown Act. Upon the completion of its review, the CRC shall submit its recommendation and written report for each development project proposal to the Planning Commission. Voting procedures of the CRC for the purpose of submitting a recommendation of approval to the Planning Commission for each development project application shall be unanimous vote of the members of the CRC participating.

1. Duties of the CRC.

Subsequent to the adoption of the Specific Plan, the CRC shall be granted the authority to review individual development applications to ensure consistency with the standards and guidelines expressed in this Specific Plan.

2. Review of Development Project Applications by the CRC.

The CRC shall be granted the authority to make a recommendation to the Planning Commission that the design concept each individual development project application meets the spirit and intent of the Specific Plan.

3. Action by CRC.

No recommendation for approval of a development project application may be issued by the CRC except by the majority vote of the members of the CRC. If any development project application reviewed by the CRC is not recommended for approval by majority vote of the members of the CRC, then such development project application shall be forwarded to the Planning Commission for action and consideration without a recommendation for approval by the CRC. If a development project application is not recommended for approval by a majority vote of the CRC then the members of the CRC shall prepare a written report addressed to the applicant and the Planning Commission which sets forth the reasons the CRC does not recommend the approval of the particular development project permit application.

4. Development project application filing, processing and review. Each development project application for any development project to be undertaken within the Specific Plan area shall be reviewed by the CRC, and following such review by the CRC, by the Planning Commission, using the same procedure as set forth in Chapter 16, Chapter 17.22 and Chapter 17.24, as applicable, of the El Monte Municipal Code.

5. The recommendation of the CRC as submitted to the Planning Commission with regard to each development project application is advisory in nature and is subject to the independent review of the Planning Commission.

Deputy City Manager for Community Development

1. Replace all references of “Deputy City Manager for Community Development” with “Director of Community and Economic Development”
Conformity Review Committee

1. Delete all references to “Conformity Review Committee”

Chapter 4 – Development Plan

• Modifications to Section 4.1.2 Specific Plan Land Use Sub-Districts as follows:
  1. Figure 4.2 – Add “Gateway Sub-District” to the “Mixed-Use Sub-District”
  2. Figure 4.2a – Extend “South Promenade Village” to include newly added Mixed-Use Sub-District” area
  3. Table 4-2 – Eliminate “Gateway Sub-District (EMG-G) land use
  4. Page 4-8 Development Plan – Eliminate Section D. Gateway Sub-District (EMG-G)

Chapter 6 – Land Use and Development Regulations

• Modifications to Section 6.18 Development Review Procedures

B. Establishment of Conformity Review Committee
Upon adoption of this Specific Plan, the City of El Monte shall form a Conformity Review Committee for the purpose of reviewing each subsequent development project proposal within the boundaries of the Specific Plan area. The Conformity Review Committee shall consist of the following five (5) members:
Two (2) members of the Planning Commission, appointed as regular members
Two (2) members of the Planning Commission, appointed as alternate members
One (1) member designated by the City Manager
One (1) member designated by the Deputy City Manager for Community Development
One (1) member designated by the Redevelopment Director

At the discretion of the City Council, ex officio members may be appointed to the CRC from time to time for the purpose of providing additional guidance to the CRC. All meetings of the CRC shall be open to the public and shall adhere to the Brown Act. Upon the completion of its review, the CRC shall submit its recommendation and written report for each development project proposal to the Planning Commission. Voting procedures of the CRC for the purpose of submitting a recommendation of approval to the Planning Commission for each development project application shall be unanimous vote of the members of the CRC participating.

1. Duties of the Conformity Review Committee.
Subsequent to the adoption of the Specific Plan. The CRC shall be granted the authority to review individual development applications to ensure consistency with the standards and guidelines expressed in this Specific Plan.

2. Review of Development Project Applications by the Conformity Review Committee. The CRC shall be granted the authority to make a recommendation to the Planning Commission that the design concept each individual development project application meets the spirit and intent of the Specific Plan.

3. Action by the Conformity Review Committee. No recommendation to the Planning Commission of a development project application may be issued by the CRC except by the majority vote of the members of the CRC. If any development project application reviewed by the CRC is not recommended for approval by majority vote of the members of the CRC, then such development project application shall be forwarded to the Planning Commission for action and consideration without recommendation for approval by the CRC. If a development project application is not recommended for approval by a majority vote of the CRC then the members of the CRC shall prepare a written report addressed to the applicant and the Planning Commission which sets forth the reasons the CRC does not recommend the approval of the particular development project permit application.

4. Development Project Application Filing, Processing and Review. Each development project application for any development project to be undertaken within the Specific Plan area shall be reviewed by the CRC, and following such review by the CRC, by the Planning Commission, using the same procedure as set forth in Chapter 16, Chapter 17.22 and Chapter 17.24, as applicable, of the El Monte Municipal Code.

5. The recommendation of the Conformity Review Committee as submitted to the Planning Commission with regard to each development project application is advisory in nature and is subject to the independent review of the Planning Commission.

- Modifications to Section 6.5 Permitted Uses
  1. Table 6-1 Permitted Uses and Permit Requirements El Monte Gateway Specific Plan District
     a. Replace “P-DR” with “P”
b. Eliminate “EMG-G” District

c. Add “Drive-thru facilities – Secondary to a primary restaurant, supermarket, bank, pharmacy, retail, etc. use” with a CUP in the EMG-MU District

- Modifications to Section 6.10 Permitted Heights by Land Use Sub-District, Table 6-2a
  1. Eliminate “EMG-G” District

Chapter 7 – Implementation and Administration

- Modifications to Section 7.5 Administration and Enforcement

The provisions as set forth in the El Monte Gateway Specific Plan shall be enforced by the Deputy City Manager for Director of Community and Economic Development. All officers, employees, and officials of the City of El Monte who are vested with the duty or authority to issue permits or licenses shall conform with the provisions of this Specific Plan, and shall not issue any permit or license, or approve any use or building, which would be in conflict with this Specific Plan. Any permit, license or approval issued that is in conflict with the requirements of this Specific Plan shall be considered null and void.
EL MONTE GATEWAY SPECIFIC PLAN

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1.0 EXECUTIVE SUMMARY

The El Monte Gateway Specific Plan is a comprehensive policy and regulatory guidance document for the private use and development of all properties within the El Monte Gateway Specific Plan area. By providing the necessary regulatory and design guidance, the Specific Plan ensures that future development of lands within the El Monte Gateway Specific Plan area (both privately owned lands as well as publicly owned lands which are approved for private use and development) implements the City of El Monte’s comprehensive community development goals for the Specific Plan area. This Specific Plan is a community-based plan, developed with extensive input from community members, appointed/elected officials, business and private property owners and public agencies which currently own and control substantial portions of the lands included in the Specific Plan area.

The El Monte Gateway Specific Plan area is a unique opportunity to establish a vibrant, mixed-used urban activity center for the City of El Monte. The City of El Monte seeks to capitalize on recent development interest in the downtown core area, including the existing commercial core and its environment. The Specific Plan provides the opportunity to contribute to the City’s overall vision for the downtown area.

The El Monte Gateway Specific Plan provides the City’s official land use policy for the project area. Through the establishment of comprehensive land use regulations and design guidance, the Specific Plan will ensure future private development projects fulfill the spirit and intent of the Specific Plan and that future expansion of public transit uses within the Specific Plan are consistent with comprehensive community development goals.

The Specific Plan and Environmental Impact Report certified as part of the adoption of the Specific Plan incorporate data and technical analysis related to the potential impacts associated with the build-out of the Specific Plan area. As a public improvements plan, the Specific Plan anticipates the potential impacts of new development and identifies a full range of infrastructure improvements necessary to carry out the plan. Additionally, the Specific Plan identifies the required discretionary review procedures for subsequent implementation of the Specific Plan.
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INTRODUCTION

2.0 INTRODUCTION

2.1 PROJECT INTRODUCTION

The El Monte Gateway is envisioned as a regionally significant, mixed use community that integrates public transit, residential, retail, commercial, recreational and entertainment uses.

Located entirely within the redevelopment project area of the Downtown El Monte Redevelopment Project, the El Monte Gateway is located in the west-central portion of the City of El Monte and encompasses approximately 60.15 acres. The El Monte Gateway includes properties owned by the City of El Monte, the State Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transit Agency (METRO), and a private developer.

The Project as a Model for Transit Oriented Development - The El Monte Gateway is based upon design principles embodied in the concept of TOD. This concept involves the creation of compact, mixed, pedestrian-friendly development in close proximity to mass transit facilities. Density, transit accessibility and the pedestrian orientation features are the core components of this concept. The TOD approach is a land use strategy utilized to stimulate transit usage, to utilize green building concepts and to reduce traffic generation. The ultimate effects of these strategies are reduced traffic congestion, reduced energy consumption and reduced area and mobile source air pollutant emissions. Both land use and demand-side strategies are issues currently being addressed in reducing the country's greenhouse gas emission, one-third of which are from vehicular sources. Other ancillary effects of this development approach include reduce household transportation expenses, greater efficiency of land use through reduced parking requirements, increases in transit choices, strengthening of core downtown uses and the commercial core of the community, and more efficient use of existing urban infrastructure.

Sustainable Design - The area will be designed to integrate the principles of sustainable design throughout all aspects of the project. The green methodologies that will be utilized incorporate sustainable site design, optimizing energy use, conservation of water, natural resource conservation through appropriate use and reuse of materials as well as waste management, and protection of indoor air quality. The current criteria used for evaluating the effectiveness of sustainable facility design is the LEED (Leadership in Energy and Environmental Design) certification system managed by the U.S. Green Building Council. The El Monte Gateway Specific Plan embraces sustainable design as an integral component to successful implementation.

Improvement of Urban Open Space and Recreational Experience - The project will include reconfiguration of the existing parkland, improvements and additions to the existing recreational opportunities improved access to and visibility of public parklands,
rehabilitation of existing historic resources, implementation of the Emerald Necklace concepts along the Rio Hondo River adjacent to the site, the integration of a pedestrian/trail system throughout the development and the establishment of pedestrian connections to adjacent commercial and residential areas.

**Improve Connectivity** - The existing Metro Transit Center stands as an isolated island in Downtown El Monte, with poor pedestrian connections to surrounding residential and commercial areas. As a result, utilization of mass transit is not as high as would normally be expected given the extensive transit resources and system connections available. The proper redevelopment of the Gateway site has potential to reconnect the various sections of El Monte, generating new economic activity and increasing bus ridership. If successful, the project could stimulate additional infrastructure investments, such as an underpass connection to the Transit Center to the Flair Park business center located south of Interstate 10 and pedestrian bridges connecting the Valley Mall to the east, that create even more connections to support Downtown El Monte.

**Increase in Housing Supply** - This project will provide badly needed housing in a region of severe overcrowding and extremely high housing costs. The Gateway Specific Plan will have a mix of housing types and sizes, designed to accommodate the needs of a diverse population. Of the 1,850 dwelling unit proposed, approximately 80% for sale and 20% will be rental. Because the site is located within the boundaries of the Downtown El Monte Project Redevelopment Area, a goal has been established to make 15% of the units affordable to low- and moderate-income households.

**Creation of New Jobs for the Community** - The mixed use nature of this project means that it will create significant employment opportunities for the residents of El Monte, both during and after completion of construction. There will be a broad range of occupational opportunities, from hourly retail, to service, to clerical and professional. The area will establish strategic alliances with the Rosemead-El Monte Adult School, the Rio Hondo Community College, the Workforce Improvement Board, and other service providers to identify job opportunities and recruit local residents into job training programs designed to qualify participants for the jobs that the project will create. An estimated 3000+ jobs are forecast to be created at this location based on the proposed retail commercial and office professional space forecast to be constructed at the area.

**Establishment of a Regional Education Center** - The project will contain a number of features designed to establish the area as a regional learning center. The project will include a child development center, a conference center adjacent to the hotel, and other facilities designed to provide lifetime learning opportunities to residents of the area as well as the larger community. In addition to the strategic alliances established to support job training programs, the area will include satellite classroom space for use by community colleges, Cal State Los Angeles, and other public educational institutions.
Satisfaction of Other Community Needs - There is considerable dissatisfaction in the local community about the lack of choices in retail and restaurants as well as the absence of a full-service grocery store. The mixed use retail component of the Gateway will fill this gap. Another concern frequently expressed is the lack of public gathering places. The Gateway will provide a number if outdoor plazas and "town centers," replace the existing "log cabin" in Pioneer Park that is used by many community organizations with a new community building, and create a conference center adjacent to the hotel.

Building the Emerald Necklace. The project will implement the concepts contained within the Emerald Necklace plan, a 17-mile river parkway corridor extending along the Rio Hondo and San Gabriel Rivers. A linear corridor within the project site fronting the Rio Hondo River will be landscaped and operated consistent with the Emerald Necklace landscape, operation and maintenance guidelines. The project will provide public access to the river at various points and include a designated regional access entry. The project will function as a major active recreational and commercial focal point along the Emerald Necklace parkway.

2.2 PURPOSE AND INTENT

To provide a regulatory ‘bridge’ between the City of El Monte’s General Plan and project level development within the Specific Plan area, the El Monte Gateway Specific Plan provides a comprehensive set of plans, design guidelines, regulatory standards, and administrative and implementation programs. This document is designed to provide for and encourage high-quality development within the Specific Plan area, to include residential, mixed use, entertainment, recreational, open space and commercial uses.

The El Monte Gateway Specific Plan is not intended to be an inflexible document; rather it has been developed to provide as much flexibility as allowed by State law and by local ordinance. It should also be noted that this Specific Plan may be amended over time to reflect the City of El Monte’s most current vision for this vital downtown area.

2.3 ORGANIZATION OF THE SPECIFIC PLAN

The El Monte Gateway Specific Plan is organized into the following chapters:

Chapter 1 – Executive Summary
This chapter provides a broad overview of the El Monte Gateway Specific Plan, as well as a historical overview of the project.

Chapter 2 – Introduction
This chapter provides an overview of the Specific Plan’s main components, provides a project description, and states the intent and purpose of the Plan. This chapter also describes the scope and authority of the Plan, and addresses the Specific Plan’s compliance with the California Environmental Quality Act, or CEQA.
Chapter 3 – Planning Framework
This chapter describes the policy foundation for the El Monte Gateway Specific Plan, including Public Outreach Activities, Guiding Principles, and Specific Plan Objectives related to the development and implementation of this Specific Plan.

Chapter 4 – Development Plan
This chapter establishes the overall land use concept, describes the various districts within the Specific Plan area, and provides the necessary infrastructure plans, including the circulation, water, sewer, and storm drain plans.

Chapter 5 – Design Guidelines
This chapter identifies both the overarching themes for the architectural and urban design of the El Monte Gateway, as well as distinct design programs for the project's separate districts.

Chapter 6 – Land Use and Development Regulations
This chapter establishes the land use designations and regulations for the El Monte Gateway. Upon adoption of this Specific Plan, the land use and development standards within this chapter serve as the legal zoning for the Specific Plan area.

Chapter 7 – Implementation and Administration
This chapter provides requirements for development review and administration of the El Monte Gateway Specific Plan, including amendment procedures, an estimate of improvement costs, and implementation priorities.

Chapter 8 – Appendices
This chapter provides background material related to the Specific Plan process, including an analysis of General Plan consistency and technical studies.

2.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

The El Monte Gateway Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA Guidelines, an Environmental Impact Report addressing the impacts associated with development of the El Monte Gateway must be considered and certified by the City of El Monte prior to approval of the Specific Plan.

2.5 AUTHORITY AND SCOPE OF THE SPECIFIC PLAN

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) grants the City of El Monte the authority adopt a specific plan by ordinance (as a regulatory plan) or resolution (a policy driven plan). This Specific Plan is both a regulatory and policy document, providing land use guidance adopted by ordinance and design guidance adopted by resolution.
The Specific Plan has been developed consistent with the provisions of the Transit Village Development Act of 1994, in compliance with Section 65460-65460.10 of the California Government Code.

Both the Metropolitan Transit Authority and CalTrans have recognized that the City’s adoption of the Specific Plan will allow continued use of their activities on parcels currently under their ownership. Future development activity within these sites will require subsequent regulatory and discretionary review in consultation with the City of El Monte.

As a regulatory plan, this document serves as zoning law for the land within the Specific Plan area. Development plans, site plans, and tentative tract and parcel maps for mixed use development must be consistent with both this El Monte Gateway Specific Plan and the El Monte General Plan. The scope of subjects covered in this Specific Plan includes land use, infrastructure, development standards, design guidelines and implementation measures, and meets the minimum requirements of a specific plan, as established by California Government Code, in addition to the requirements of the Specific Plan enabling ordinance in City of El Monte Municipal Code Section 17.67.010, et. seq.

2.6 REQUIREMENTS OF THE SPECIFIC PLAN

Specific Plans are required by California Government Code to meet a minimum set of requirements that includes text and diagrams that specify all of the following in detail:

- The distribution, location, and extent of the uses of land, including open space, within the Specific Plan Area.

- The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities to be located within the Specific Plan Area and which are needed to support the land uses described in the Plan.

- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

- A program of implementation measures including regulations, public works projects, and financing measures necessary to carry out the project.

- A statement of the relationship of the Specific Plan to the General Plan.
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3.0 PLANNING FRAMEWORK

Development of the El Monte Gateway Specific Plan has been influenced through extensive public outreach activities and is reflected in the policy framework described in this chapter. The Guiding Principles and Specific Plan Objectives discussed herein form the foundation of the Specific Plan’s land use plan, development standards, design guidelines, and other provisions.

3.1 COMMUNITY OUTREACH AND PUBLIC INPUT

To develop a Specific Plan policy framework grounded in a community vision and endorsed by residents, public officials, and other stakeholders, an extensive community outreach program was undertaken. This provided an opportunity for residents, property and business owners, and policy makers to involve themselves in the planning, design and public hearings of the El Monte Gateway Specific Plan. The conducting of various meetings, workshops, study groups, presentation, briefings and community events assisted in the development of the policy framework. The following community outreach activities were held throughout the Specific Plan development process:

<table>
<thead>
<tr>
<th>Outreach Activity</th>
<th>Outreach Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 One-on-One Meetings</td>
<td>Meetings with community leaders</td>
</tr>
<tr>
<td>2 Focus Group Meetings</td>
<td>Topic–related meetings with community members</td>
</tr>
<tr>
<td>3 Charrette</td>
<td></td>
</tr>
<tr>
<td>4 Elected Official Briefings</td>
<td>Project briefings with elected officials</td>
</tr>
<tr>
<td>5 Group Presentations</td>
<td>Presentations to community/civic /business groups</td>
</tr>
<tr>
<td>6 Community Events/Festivals</td>
<td>Presentations at community events</td>
</tr>
<tr>
<td>7 Community Barbecues</td>
<td>Neighborhood barbecues/meetings in five adjacent neighborhoods</td>
</tr>
<tr>
<td>8 Newsletters</td>
<td>Mail distributed to residents</td>
</tr>
</tbody>
</table>

3.2 SPECIFIC PLAN POLICY FRAMEWORK

The Specific Plan Policy Framework provides the primary policy guidance for this document. All future mixed use development and redevelopment within the Specific Plan area shall be consistent with and take guidance from the Guiding Principles and Specific Plan Objectives identified here.
The Policy Framework for the Specific Plan is organized into the following sections:

**Specific Plan Guiding Principles**

These provide the broad principles that future development and redevelopment in the Specific Plan area shall implement.

**Specific Plan Objectives**

These provide more explicit policy statements that implement the Specific Plan’s Guiding Principles.

### 3.2.1 Specific Plan Guiding Principles

The following Guiding Principles are intended to serve as a benchmark for the analysis of future proposals and design concepts to determine if they are supportive of the spirit and intent of this Specific Plan. The Guiding Principles most directly provide the foundation for Chapter 4, *Development Plan*, and Chapter 6: Land Use and Development Regulations.

**Guiding Principle 1.0:**
Positively influence the creation of a daytime employment and residential population.

**Guiding Principle 2.0:**
Coordinated land use, urban design, transportation and infrastructure planning.

**Guiding Principle 3.0:**
Strategic implementation of land uses and activities that foster citywide economic development.

**Guiding Principle 4.0:**
Enhanced pedestrian utilization, public mass transit use and HOV vehicular access that foster stronger connections in the downtown area and the regional marketplace.

**Guiding Principle 5.0:**
Preservation, creation and enhancement of public parks and public open space.

**Guiding Principle 6.0:**
Provision of community-accessible social and recreational amenities.

**Guiding Principle 7.0:**
Provision of childcare and educational facilities.
Guiding Principle 8.0:
Housing opportunities for persons with a variety of income levels and household compositions.

Guiding Principle 9.0:
Provision of more retail and dining choices for residents and business in the community.

Guiding Principle 10.0:
Provision of a hotel, conference center and meeting facilities.

Guiding Principle 11.0:
Planning, design and development that respects the history and character of El Monte.

Guiding Principle 12.0:
A predictable, streamlined discretionary review process that fosters high quality design and development.

Guiding Principle 13.0:
A vibrant mixed use environment, providing a complimentary mix of housing, retail, commercial and recreational opportunities.

Guiding Principle 14.0:
Implementation of sustainable development principles that encourage the conservation of resources in the natural and man-made environment.

Guiding Principle 15.0:
Physical and functional connections with adjacent neighborhoods and commercial centers that foster utilization by the local community.

3.2.2 Specific Plan Objectives

The following Specific Plan Objectives are intended to support the goals and policies of the City of El Monte General Plan, as well as the vision of the community as gathered through the community outreach component of this project. The Specific Plan Objectives are also designed to implement the Specific Plan Guiding Principles identified above, furthering the overall spirit and intent of the El Monte Gateway Specific Plan.

**Land Use Objectives**

**Land Use Objective LU-1:**
Establish “village” that create unique character areas within the Specific Plan area.
Land Use Objective LU-2:
Establish land use districts that allow for a complimentary mix of land uses.

Land Use Objective LU-3:
Establish land use regulations that encourage pedestrian and transit utilization of the Specific Plan area.

Land Use Objective LU-4:
Implement flexible land use regulations and discretionary review.

Land Use Objective LU-5:
Establish land uses that provide for or enhance connections with existing and future open space, public parks, trails and the Rio Hondo River, consistent with clear, concise land use and design guidance.

Circulation, Parking and Transportation Objectives

Circulation/Parking/Transportation Objective CIR-1:
Provide circulation improvements that improve on-site and adjacent off-site pedestrian mobility, safety and comfort, as well as bicyclist mobility, safety and comfort, wherever possible.

Circulation/Parking/Transportation Objective CIR-2:
Mitigate potential circulation impacts of proposed development projects to the greatest extent feasible.

Circulation/Parking/Transportation Objective CIR-3:
Coordinate compact, higher density development with the location of existing and/or planned public transportation facilities.

Circulation/Parking/Transportation Objective CIR-4:
Provide for flexible parking standards to encourage mixed use and shared use parking facilities.

Circulation/Parking/Transportation Objective CIR-5:
Provide for intermodal connectivity for public mass transit to and from the Specific Plan area and enhance community-wide and regional connections.

Circulation/Parking/Transportation Objective CIR-6:
Provide for mobility and increased walkability within the Specific Plan area.

Infrastructure Objectives

Infrastructure Objective INF-1:
Coordinate future Specific Plan area development with City capital improvement programming.

**Infrastructure Objective INF-2:**
Encourage creative, environmentally-sensitive solutions to infrastructure improvements.

**Infrastructure Objective INF-3:**
Coordinate project-level capital improvements with regional agencies, to enhance transit utilization within the Specific Plan area and the region.

**Infrastructure Objective INF-4:**
Ensure the provision of replacement parking for mass transit users in order to satisfy applicable covenants and operating agreements with the appropriate transportation agencies.

**Environmental Objectives**

**Environmental Objective ENV-1:**
Adopt a program-level Environmental Impact Report (EIR) to provide environmental clearance for subsequent development projects within the Specific Plan project area.

**Environmental Objective ENV-2:**
Ensure potential environmental impacts associated with future development are mitigated to the greatest extent feasible.

**Environmental Objective ENV-3:**
Promote and implement the use of sustainability through resource conservation and the use of recycled and reclaimed materials.

**Urban Design Objectives**

**Urban Design Objective UD-1:**
Incorporate site design and architectural design guidance to ensure high quality development.

**Urban Design Objective UD-2:**
Adopt design guidelines to provide design guidance for private development within the Specific Plan area.

**Implementation and Administration Objectives**

**Implementation and Administration Objective IMP-1:**
Utilize a program-level EIR as the primary tiering document to streamline environmental review of subsequent development projects.
Implementation and Administration Objective IMP-2:
Establish a streamlined discretionary review procedure to minimize uncertainty in the project approval process.

Implementation and Administration Objective IMP-3:
Establish a tiered-review process for discretionary development application review to streamline development review.

Implementation and Administration Objective IMP-4:
Prepare a comprehensive public and private infrastructure financing plan for improvements, construction and installation of public infrastructure facilities.
4.0 DEVELOPMENT PLAN

This Chapter of the El Monte Gateway Specific Plan summarizes the Land Use Plan for the Specific Plan area, including plans for the associated infrastructure improvements necessary for build-out of the project. The Development Plan established here promotes an overall understanding and rationale for what is envisioned in the Plan area, the quality and character of the uses, and the level of services and infrastructure to be provided. The Development Plan also lays the foundation for the design guidelines and development regulations provided in Chapters 5 and 6.

4.1 LAND USE PLAN

The Land Use Plan for the El Monte Gateway provides for the development of a vibrant, pedestrian-oriented mixed-use community. The Land Use Plan encourages the integration of a variety of complementary land uses and community-accessible amenities and services to establish the Specific Plan as a key activity node in the El Monte downtown area. A graphic depiction of the Specific Plan area is shown on Exhibit 4-1: Specific Plan Area and a summary of anticipated land uses is shown in Table 4-1: Specific Plan Land Use Summary.

Organized into four distinct Land Use Sub-Districts, the Land Use Plan allows for a variety of housing, employment, entertainment and commercial opportunities, as well as community, open space and transportation uses that will complement and expand the urban fabric of downtown El Monte, as well as strengthen the citywide economy. At build-out, the El Monte Gateway Specific Plan will serve as a key community activity center and further enhance the City’s desire to create a vibrant, mixed-use downtown environment with enhanced connectivity to local neighborhoods and the region, through the Rio Hondo River, METRO and the Emerald Necklace, a system of parks and open space connected along nine cities adjacent to the Rio Hondo River and San Gabriel River.

4.1.1 Land Use Summary

The El Monte Gateway Specific Plan provides for four Land Use Sub-Districts, allowing a variety of land use types. Table 4-1: Specific Plan Land Use Summary provides the acreage for each of these Sub-Districts.
## Table 4-1
Specific Plan Land Use Summary

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Specific Plan Maximum Build Out</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dwelling Units (DU)</td>
<td>Square Feet (SF)</td>
<td>Hotel Rooms</td>
</tr>
<tr>
<td>Residential Uses</td>
<td>1,850</td>
<td>2,230,330(1)</td>
<td>--</td>
</tr>
<tr>
<td>Retail Uses</td>
<td>--</td>
<td>591,000</td>
<td>--</td>
</tr>
<tr>
<td>Conference Center</td>
<td>--</td>
<td>42,000</td>
<td>--</td>
</tr>
<tr>
<td>Office Uses</td>
<td>--</td>
<td>600,000</td>
<td>--</td>
</tr>
<tr>
<td>Theater/Entertainment</td>
<td>--</td>
<td>70,000</td>
<td>--</td>
</tr>
<tr>
<td>Hotel Uses</td>
<td>--</td>
<td>75,000 (2)</td>
<td>200</td>
</tr>
<tr>
<td>Child Development Center</td>
<td>--</td>
<td>20,000</td>
<td>--</td>
</tr>
<tr>
<td>Parks/Open Space</td>
<td>16.15 ac (3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Build-Out Maximum</td>
<td>1,850 DU’s</td>
<td>2,230,330(1)</td>
<td>--</td>
</tr>
<tr>
<td>Non-Residential Build-Out Maximum</td>
<td>--</td>
<td>1,398,000 SF</td>
<td>200</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,850 DU’s</td>
<td>3,628,330 SF</td>
<td>200</td>
</tr>
</tbody>
</table>

Notes:
1. Estimate of total square footage for 1,850 residential units.
2. Estimate of total square footage for 200 room hotel.
3. Represents a 1.58 acre net increase from existing acreage. The 16.01 acres for public parks includes 4.03 acres of paved motor vehicle-access driveways and parking.

Key features of the Land Use Plan include:

- Five Land Use Sub-Districts, each with a unique mix of uses and opportunities.
- Enhancement of recreational and passive open space facilities to support walking, biking, and other active recreational activities, as well as the development of riverside dining and drinking establishments, outdoor seating areas, and a bustling pedestrian atmosphere.
- A variety of unique park areas and recreational opportunities.
- Creation of central public gathering spaces.
- Establishment of ground-level storefronts, upper level residential uses and areas for flexible outdoor retail activities.
- Residential development, including both apartments and for-sale condominiums, mixed throughout the Specific Plan area.
- Inclusion of affordable housing for new residential development, consistent with City of El Monte policies and California Redevelopment Law.
- Complimentary mix of retail, restaurant, and entertainment uses.
Office and other non-retail commercial uses.
Integration of project into emerald necklace and public parkland development.
Integration of future public mass transit facilities.
Provision of hotel uses.
Provision of institutional and educational uses.
Provision of community facility related uses.

The Specific Plan area is situated within the redevelopment project area of the Downtown El Monte Redevelopment Project. California Redevelopment Law mandates that not less than fifteen percent (15%) of new residential dwelling units that are developed within the redevelopment project area shall be available at affordable housing cost to, and occupied by persons and families of low or moderate income. Residential development within each sub-district shall include an appropriate mix of rental dwellings and for sale dwelling units, and the development project application for residential improvements within each sub-district shall designate the approximate number of dwelling units which are intended for use and occupancy by persons and families of low and moderate income. The commencement of improvement of residential dwelling units in each sub-district shall be subject to the separate approval and acceptance by the Redevelopment Agency of a housing affordability regulatory agreement by and between the applicant for the residential improvement project and the Redevelopment Agency which shall govern the final disposition and occupancy of the affordable dwelling units by persons and families of low and moderate income for the housing affordability period applicable to such affordable dwelling units.

Although this Specific Plan designates a single mixed use district with the land use build out maximums identified above, within the district are three Villages, which, upon development, will each contain a unique mix of land uses and opportunities.

4.1.2 Specific Plan Land Use Sub-Districts

Exhibit 4-2: Specific Plan Sub-Districts and Table 4-2: Specific Plan Villages Specific Plan Land Use Sub-District Summary identifies the distribution of land uses among the five land use sub-districts in the Specific Plan area. A summary of permit requirements for each sub-district and associated village is provided in Chapter 6 of this Specific Plan. Exhibit 4-2a: Specific Plan Villages provides a summary of the areas governed by Chapter 5: Design Guidelines.
The location of roadways facilities and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
The exact location of the northern boundary line of the Rio Paseo Village and the southern boundary line of the Park/River Village shall be subject to further revision by the City of El Monte prior to the development or redevelopment of any public park and open space facilities in the Specific Plan area.

Location of roadways, facilities and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
The exact location of the northern boundary line of the Rio Paseo Village and the southern boundary line of the Park/River Village shall be subject to further revision by the City of El Monte prior to the development or redevelopment of any public park and open space facilities in the Specific Plan area.

Location of roadways, facilities and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
Table 4-2  
Specific Plan Land Use Sub-District Summary

<table>
<thead>
<tr>
<th>Village Land Use</th>
<th>Specific Plan Build Out</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dwelling Units (DU)</td>
<td>Square Feet (SF)</td>
<td>Hotel Rooms</td>
<td>Gross Density (DU/AC)</td>
</tr>
<tr>
<td><strong>Mixed Use Sub-District (EMG-MU)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30.85 AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>1850</td>
<td>2,230,330</td>
<td></td>
<td>60</td>
</tr>
<tr>
<td>Retail</td>
<td></td>
<td>591,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td></td>
<td>600,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entertainment Retail</td>
<td></td>
<td>70,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conference</td>
<td></td>
<td>42,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hotel Uses</td>
<td></td>
<td>75,000 (2)</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>Child Development Center</td>
<td></td>
<td>20,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EMTV-MU Subtotal</strong></td>
<td>1850</td>
<td><strong>3,628,330</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Park and Open Space District (EMTV-POS)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11.47 AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EMTV-POS Subtotal</strong></td>
<td>--</td>
<td>--</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transit Sub-District (EMG-T)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8.67 AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EMTV-T Subtotal</strong></td>
<td>--</td>
<td>--</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>River Sub-District (EMG-R)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.18 AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EMTV-R Subtotal</strong></td>
<td>--</td>
<td>--</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Gateway Sub-District (EMG-G)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.25 AC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>EMTV-G Subtotal</strong></td>
<td>--</td>
<td>--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Maximum</td>
<td>1,850</td>
<td>--</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Residential Maximum</td>
<td>--</td>
<td>1,398,000</td>
<td>200</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

(1) Estimate of total square footage for 1,850 residential units.
(2) Estimate of total square footage for 200 room hotel.
(3) Does not include Riverside (linear) Park or open spaced owned by LA County.
(4) Build-out of this Sub-District is estimated not to exceed beyond existing development square footage.
Each Land Use Sub-District is planned around a variety of creative and functional physical connections that incorporate the unique opportunities of the project site, including the MTA Bus Station and the Rio Hondo River. The following describes the envisioned land use mix for each of the four Land Use Sub-Districts, as well as their relationship to each other and the surrounding environment.

A. **Mixed Use Sub-District (EMG-MU)**

The Mixed Use Sub-District is intended to provide a complimentary mix of residential, commercial, entertainment and retail uses. Mixed use development is encouraged in vertical and horizontal forms, providing for an interaction between various land use types to encourage pedestrian utilization throughout the Sub-District.

B. **Transit Sub-District (EMG-T)**

The Transit Sub-District is intended to encourage the provision of facilities and services for public transportation. The Transit Sub-District seeks to promote the multi-modal use of transit and further enhance transit utilization within the Specific Plan and surrounding area and provide complimentary facilities and services that improve access and utilization to a variety of transit modes. Future development within the Transit Sub-district is subject to discretionary review and subsequent environmental analysis.

C. **River Sub-District (EMG-R)**

The River Sub-District is intended to provide additional open space opportunities within the Specific Plan area. The sub-district is intended to provide necessary facilities for the periodic collection and detention of stormwater, during peak flow storm events. Future development within the River Sub-district is subject to discretionary review and subsequent environmental analysis.

D. **Gateway Sub-District (EMG-G)**

The Gateway Sub-District is intended to provide the southern entry gateway into the Specific Plan area. The Gateway Sub-District shall provide for the maintaining of existing auto retail sales and services and potential future mix of land use types, consistent with the existing zoning standards established for the area. Future development within the Gateway Sub-district is subject to discretionary review and subsequent environmental analysis.
E. Park and Open Space Sub-District (EMG-POS)

The Park and Open Space Sub-District (EMG-POS) is intended to provide active and passive open space and recreational facilities for a variety of users. The EMG-POS Sub-District will provide integrated connections within the Specific Plan area and regional recreational trail system.

4.2 CIRCULATION PLAN

The Circulation Plan for the El Monte Gateway identifies improvements necessary to mitigate potentially significant impacts associated with the estimated build-out of the Specific Plan. A comprehensive traffic analysis has been conducted for the Specific Plan EIR, which identified existing traffic conditions, forecasted build-out traffic conditions, and identification of mitigation measures that address significant project-related impacts to the circulation system. The traffic analysis, cost estimates and mitigation measures are provided in the Specific Plan’s EIR and associated Appendices.

4.2.1 Circulation Strategies

The following mitigation measures are recommended to address project-related significant impacts described above:

A. Year 2010 Improvements

The following improvements are recommended to provide satisfactory 2010 operations:

- Santa Anita Avenue and Valley Boulevard – Construct curb extension to reduce required pedestrian crossing time and adjust signal timing.
- Valley Boulevard and Peck Road – Add a dedicated eastbound (Peck Road) right turn lane, adequately separated from the through lane. Add a third northbound (Peck road) through lane, which would be received by the I-10 on-ramp west of Valley Boulevard), maintain a separate northbound right turn lane and provide right-turn overlap phasing for this lane.
- Santa Anita Avenue and Ramona Boulevard – Add a second northbound left turn lane. Add a second eastbound left turn lane. Convert shared westbound through/ left turn lane to a through lane only, and add a second westbound left turn lane. Provide protected left turn phasing for eastbound and westbound approaches.
- Santa Anita and MTA Way – Add a second northbound left turn lane. Add a second eastbound left turn lane. Provide right-turn overlap phasing for eastbound approach.
- I-10 Westbound Off-Ramp and Brockway Street – Install a traffic signal.
Merced Avenue and Santa Anita Avenue – Add a dedicated westbound right turn lane. Provide protected left turn phasing for northbound and southbound approaches. Provide right-turn overlap phasing for eastbound approach.

B. Year 2030 Improvements

The following improvements are recommended to provide satisfactory 2030 operations:

Santa Anita and Lower Azusa Road – Add a dedicated westbound right turn lane.

Valley Boulevard and Temple City Boulevard – Provide protected left turn phasing for eastbound approach.

Santa Anita Avenue and Valley Boulevard – Construct curb extensions to reduce required pedestrian crossing time and adjust signal timing. Provide “protected/permitted” phasing for the eastbound left turn movement. Convert the dedicated southbound right turn lane to a shared through/right turn lane. Add a third northbound through lane.

Valley Boulevard and Ramona Boulevard – Add a second northbound left turn lane.

Valley Boulevard and Peck Road – Add a dedicated eastbound (Peck Road) right turn lane, adequately separated from the through lane, and provide right-turn overlap phasing for this lane. Add a third westbound (Peck road) through lane, which would be received by the I-10 on-ramp west of Valley Boulevard. Maintain a separate westbound right turn lane, and provide right-turn overlap phasing for this lane.

Santa Anita and Ramona Boulevard – Add a second northbound left turn lane. Add a second eastbound left turn lane. Convert shared westbound through/left turn lane to a through lane only, and add a second westbound left turn lane. Provide protected left turn phasing for eastbound and westbound approaches.

Santa Anita Avenue and MTA Way – Add a second northbound left turn lane. Add a second eastbound left turn lane. Provide right-turn overlap phasing for eastbound approach.

I-10 Westbound Off Ramp and Brockway Street – Install a traffic signal.

Merced Avenue and Santa Anita Avenue – Add a dedicated westbound right turn lane. Provide protected left turn phasing for northbound and southbound approaches. Provide right-turn overlap phasing for eastbound approach.
4.2.2 Transit Facilities Existing Conditions

The El Monte Gateway serves as a transit hub for several transit providers, including:

- Metropolitan Transportation Authority
- Foothill Transit
- Greyhound Bus Company
- El Monte Trolley Company

It is expected that Metropolitan Transportation Authority will enhance and expand the Transit Center and related operations through the anticipated build-out of the El Monte Gateway and serve as an integral component of the Specific Plan.

4.2.3 Parking Facilities

Parking within the El Monte Gateway will primarily be served through provision of above and below ground parking structures. First, multi-phase underground parking structures, located within the EMG-MU and EMG-T Sub-Districts will provide up to 8,758 parking spaces, and will be accessible via ingress from Santa Anita Avenue. The total number of parking spaces includes approximately 800 spaces within the EMG-T Sub-District to serve the existing and future needs of the MTA transit facility.

Construction of parking facilities is anticipated to occur in phases in conjunction with development applications submitted to the City. The estimated parking spaces provided within each land use sub-district are identified in Table 4-3: Estimated Parking Summary by Land Use Sub-District.

Table 4-3
Estimated Parking Summary by Land Use Sub-District

<table>
<thead>
<tr>
<th>Land Use Sub-District</th>
<th>Estimated Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMTV-MU</td>
<td>8,758</td>
</tr>
<tr>
<td>EMTV-T</td>
<td>800</td>
</tr>
<tr>
<td>EMTV-R</td>
<td>--</td>
</tr>
<tr>
<td>EMTV-G</td>
<td>--</td>
</tr>
<tr>
<td>Estimated Buildout Parking Spaces</td>
<td>8,758</td>
</tr>
</tbody>
</table>
4.3 INFRASTRUCTURE PLAN

The Infrastructure Plan for the El Monte Gateway identifies improvements necessary to adequately serve the estimated build-out of the Specific Plan. A comprehensive analysis of Infrastructure improvements and cost estimates are provided in the Specific Plan’s EIR and associated Appendices.

4.3.1 Water Supply Plan

A. Existing Water Supply Infrastructure

Existing potable water infrastructure serving the Specific Plan area includes a 10-inch PVC water main located within Santa Anita Avenue, running northeast along the street and illustrated in Exhibit 4-3: Existing Potable Water System. Irrigation lines serving the Specific Plan are also connected to this main Santa Anita Avenue line. These lines are served domestic water from the City of El Monte.

The City of El Monte’s potable water supply is provided from five active wells and 1 standby well, with an average operating pumping capacity of 10,500 gallons per minute (gpm). Of only the current active wells, the normal operating capacity is 9,000 (gpm). Additionally, the City has formal agreements with three separate water agencies to provide up to 5,200 gpm of emergency water supply through three emergency interconnections. Under emergency operation, as much as 16,800 gpm can be pumped from all the city’s supply sources.

The City of El Monte has adjudicated rights to 3,099 acre-ft per year of water, with a typical demand of only 2,913 acre-ft per year (or 2.6 million gallons per day), leaving the City with a surplus of potable water at the present time and for the immediate future as of 2002 from the city’s Water Master Plan.

Current potable water demand for all the parcels within the Specific Plan area is estimated at approximately 14,100 gallons per day, with an additional demand for irrigation water of 17,983 gallons per day, bringing the total potable water demand to 32,083 gallons per day.

B. Potable Water Plan Improvements

Increased potable water demand generated by development of the specific plan was calculated using the water consumption rates identified in Table 4-4: Water Consumption Rates by Customer Class. These water consumption rates project an estimated 414,077 gallons per day of domestic water demand, with an estimated irrigation demand of an additional 38,020 gallons per day, totaling proposed water usage of 452,097 gallons per day. Water system improvements area shown in Exhibit 4-4: Water System Improvements.
The location of roadways facilities and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
In a worst case scenario assumption for water demand where landscaped areas are irrigated with potable water, the additional demand on the City water supply generated by the project would be 420,014 gallons per day, or 470.5 acre-ft per year, as identified in Table 4-5: Current and Proposed Water Use Comparison. When added to the current City demand of 2,913 acre-ft per year, this exceeds the current water production rights owned by the City. The current city demand is based on the city’s Water Master Plan dated 2002. The city’s water production rights are a fixed percentage of the San Gabriel Basin’s Operating Safe Yield (OSY). The OSY changes from year to year depending on the water level of the Main Basin for that year. The city typically has a 20% carryover of water rights from one year to the next. Historically, the city has never exceeded its adjudicated rights. If the project demand exceeds the city’s water production rights in any given year, then acquisition of additional water rights to serve the El Monte Gateway will be required. Water may need to be purchased from sources outside of the City, such as the Southern California Water Company, the California-American Water Company, or the San Gabriel Valley Water Company.

### Table 4-5
Current and Proposed Water Use Comparison

<table>
<thead>
<tr>
<th></th>
<th>Domestic Use (gpd)</th>
<th>Irrigation Use (gpd)</th>
<th>Total Water Use (gpd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>14,100</td>
<td>17,983</td>
<td>32,083</td>
</tr>
<tr>
<td>Proposed</td>
<td>414,077</td>
<td>38,020</td>
<td>452,097</td>
</tr>
<tr>
<td>Difference</td>
<td>420,014</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Water System Improvements

Legend

12” Existing Waterline

(12”) Proposed Waterline

TIE-IN TO EXISTING WATERLINE AT SANTA ANITA AVE.

The location of roadways facilities and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
4.3.2 Wastewater Plan

A. Existing Wastewater Infrastructure

The El Monte Gateway is located within County Sanitation District 15 of Los Angeles. An existing gravity flow wastewater line within Santa Anita Avenue currently serves the Specific Plan area. An 8-inch line starts near the intersection of Valley Boulevard and Santa Anita Avenue, this line increases to 10-inches at approximately the intersection of Ramona Boulevard and Santa Anita Avenue, and then increases to 15-inches at roughly the intersection of Mildred Avenue and Santa Anita Avenue where it continues south to connect with sewer infrastructure within Bodger Street as illustrated in Exhibit 4-6: Existing Wastewater System.

Under the worst case scenario, the current wastewater generation from the Specific Plan area is estimated at 14,100 gallons per day. Wastewater infrastructure within the local vicinity is estimated to exceed its design capacity and is currently being surcharged.

B. Wastewater Plan Improvements

The average wastewater generation from the development of the El Monte Gateway is estimated in a worst-case scenario to be the entire domestic water consumption of 414,077 gallons per day. This increase of 399,977 gallons per day would further increase the surcharge and over capacitate the existing sewer infrastructure within Santa Anita Avenue.

Two alternative wastewater scenarios exist to handle the surplus wastewater generation from the El Monte Gateway, as illustrated in Exhibit 4-7: Improved Wastewater System.

1. Backbone sewer system.

   This alternative involves a backbone sewer system for the proposed site that would carry the generated wastewater from Fletcher Park, under Interstate 10, along Brockway Street to the county operated Potrero Avenue Trunk.

   This alternative does not address the city identified overburden sewer at Santa Anita Avenue. This alternative directly connects the development to the Potrero Avenue Trunk and does not add demand on the existing city service.

2. Gateway Specific Plan backbone sewer system that incorporates diverted sewer flow from Santa Anita Avenue.
This alternative involves construction of a backbone sewer system that conveys wastewater from the project site through an off-site 15” diameter line. The off-site line would start in Fletcher Park and cross under Interstate 10, along Brockway Street and connect to the existing Potrero Avenue Trunk at Brockway Street and Lashbrook Avenue; extending roughly 5,100 lf +/- . Any reserve capacity in the 15” line would be used to relieve some of the city sewer line overburden. A line would connect to the existing city line in Santa Anita Avenue just south of Amador Street and divert flow across the project site to the off-site 15” line.
The location of roadways facilities and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
The location of roadways facilities and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
4.3.3 Stormwater Plan

A. Existing Stormwater Conveyance System

As shown in Figure 4-8: Existing Stormwater System, the El Monte Gateway Specific Plan is currently served by two off-site stormwater systems.

Santa Anita Avenue, which forms the Specific Plan’s easterly boundary, is topographically higher than the El Monte Gateway, and an existing City-owned 24-inch storm drain pipe within Santa Anita Avenue does not appear to take a significant amount of drainage from the site.

An existing 96-inch storm drain owned by the Los Angeles Flood Control District bisects the site and runs from Santa Anita Avenue to the Rio Hondo Channel. Although Los Angeles Flood Control District states that stormwater from the site does not drain to the 96-inch storm drain and no plans have been located, it appears that surface stormwater from the Specific Plan area drains via sheet flow and swales to a catch basin located just north of the outlet of the 96-inch drain into the Rio Hondo Channel. It appears likely that the catch basin connect to the 96-inch storm drain just prior to discharging into the Rio Hondo Channel.

It also appears that there is a storm drain pipe with catch basins in Ramona Boulevard, although no plans were located. It also appears that the storm drain water is conveyed to the west and outlets into the Rio Hondo Channel just south of the bus bridge over the channel. Fletcher Park appears to flow off-site to the south and eventually into the City of El Monte storm drain piping system. Since Fletcher Park may be improved to flow onsite, it has been assumed as part of the onsite system for both the existing and proposed systems.

A hydrology study assessing on-site stormwater flows was conducted using the MORA software (utilizing the rational method) to estimate the stormwater runoff for the existing condition and the proposed development. The existing condition results indicated that the northerly portion of the site generates a peak of 67 cubic feet/second (cfs) during a 25-year, 24-hour duration storm. The southerly portion of the site generates a peak of 117 cfs. See Table 4-6: Hydrology Summary.

The northerly portion of the proposed development is anticipated to generate a peak of 106 cfs during a 25-year, 24-hour duration storm. The southern portion of the proposed development is anticipated to generate a peak of 102 cfs. The result is that the northern portion of the development is anticipated to increase peak flows by 39 cfs and the southerly portion of the site is anticipated to decrease peak flows by 15 cfs. The change in runoff is due mostly to differing areas of impervious land use.
The first ¾ -inch of stormwater is estimated to be about 7 cfs in the northerly portion of the site and about 10 cfs in the southerly portion of the site. The volume of the first ¾-inch is approximately 4 acre-feet.
The location of roadways facilities and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
Table 4-6
Hydrology Summary

<table>
<thead>
<tr>
<th>Condition</th>
<th>Estimated Runoff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing conditions 25-year, 24-hour Runoff Site Total</td>
<td>184 cfs</td>
</tr>
<tr>
<td>Proposed Condition 25-year, 24-hour Runoff Site Total</td>
<td>208 cfs</td>
</tr>
<tr>
<td>¾-inch Runoff Site Total</td>
<td>17 cfs and 4 acre-feet</td>
</tr>
</tbody>
</table>

B. Stormwater System Improvements

Stormwater improvements include both a proposed storm drain system, and a future detention facilities, as graphically depicted in Figure 4-9: Stormwater System Improvements.

1. Future Storm Drain System

   It is anticipated that the on-site runoff will be collected in an on-site drain system and piped either directly to a detention basin or through a pump station to a detention basin and then into the Rio Hondo River. Three storm drain systems are envisioned; one to serve the northerly portion of the site, a second drain serving the bus area, and third to serve the southerly portion of the site. The storm drain systems are anticipated to be 18-inches & 24-inches in diameter and approximately 7,500 +/- feet in total length.

2. Future Detention Facilities

   It is desired to prevent an increase in peak runoff when the site is redeveloped, and this can be accomplished with a detention basin. The size of the basin is roughly estimated to be about ¾ of an acre and approximately 6-feet deep which will hold about 4.5 acre-feet. The outlet of the basin would be designed so that the flow does not exceed 25-year, 24 hour storm event. The detention basin would also be designed to provide some percolation and water quality treatment.
Stormwater System Improvements

Legend

- 24" Existing Stormwater System

The location of roadways, facilities, and other improvements are for illustrative purposes only and do not necessarily represent actual improvements. Potential options and mitigations are discussed in the Specific Plan EIR.
Possible storm water management strategies for the specific plan’s northerly portion would consist of using vegetated swales, infiltration trenches, a bio-retention area and rooftop gardens.

A possible location for a detention basin to serve the project development is Fletcher Park, a small area in the specific plan’s southwest portion of the development. Another location is the Riddle Property, a vacant area adjacent to the southerly portion of the development across the Rio Hondo River.

The first alternative considered is a detention basin constructed in Fletcher Park that would require raising park ground elevations or utilizing a pump station. River bottom elevations are about 252-feet, the River levee is about 269-feet and the existing park is about 262-feet. With the detention basin 6-feet deep and additional elevation required for the detention basin discharge piping and associated slope, there would not be enough elevation to gravity drain to the river. Since ground elevations close to the park are about 15-feet higher than the park, the park could be raised to the same elevation as the adjacent levy which would provide the necessary grades to allow the piping to gravity drain to the river.

The second alternative considers placement of the detention basin on the Riddle Property on the west side of the Rio Hondo River. This would require an RCP storm drain system to divert a large portion of the runoff to a pump station, piping across the bus bridge to the detention basin and then outlet to the Rio Hondo River. In this case, the pump station and piping would be designed for a capacity of 24 cfs (the difference between the proposed development and the existing conditions). A 24-inch pipe approximately 1,000 feet long would be required to convey the stormwater from the site and across the Rio Hondo River to the detention basin.

C. Stormwater Quality

It is assumed that the MTA facility currently has a NPDES permit to discharge runoff stormwater. The Specific Plan will not alter the bus operations or function at the site. Therefore, it is assumed that their current permit could be utilized.

With the exception of the bus station, likely storm water pollutants from the proposed development will include oil from cars, as well as trash, dirt and silts generated on site and blown onto the site from neighboring areas. These pollutants can be treated with an oil separator and a detention basin.
Other Best Management Practices (BMPs) may eliminate or reduce the need for a detention basin. These other BMPs would treat the first 3/4 – inch of storm water, but not necessarily reduce peak storm water flows. A baffle box, dry well, drainage box filters, or bio-swale may be acceptable solutions to treating storm water. See Table 4-7: Best Management Practice Facilities Options for a summary of a number of appropriate BMPs, to be used as a guideline in the future installation of stormwater treatment facilities.

Table 4-7
Best Management Practice Facilities Options

<table>
<thead>
<tr>
<th>Type of BMP</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bio-retention Facility</td>
<td>Bio-retention utilizes soils and plants to remove pollutants from storm water runoff. Requires minimal amount of maintenance. The bio-retention facility on the proposed site would be a large depressed vegetation to accommodate storm water flow from a larger area</td>
</tr>
<tr>
<td>Grated Storm Drain Inlets</td>
<td>Grated storm drain inlets prevent trash and debris from entering the storm drain system. It will serve as the primary treatment unit of the storm drain system.</td>
</tr>
<tr>
<td>Infiltration Trenches</td>
<td>An infiltration trench is an excavated trench that has been lined with filter fabric and backfilled with stone to form an underground basin. Runoff is diverted into the trench and enters a perforated pipe underground and is routed to the bio-retention facility</td>
</tr>
<tr>
<td>Vegetation Swale</td>
<td>Vegetated swales are shallow vegetated channels to convey stormwater where pollutants are removed by filtration through grass and infiltration through soil. It is a cost effective alternative to ditches and curb and gutter drainage. It would serve as the primary treatment unit before storm water collected by grated storm drain inlets and piped to the wet pond for detention.</td>
</tr>
<tr>
<td>Wet Pond/Retention Pond</td>
<td>The wet pond/retention pond is a facility that removes sediment, Biochemical Oxygen Demand (BOD), organic nutrients, and trace metals from stormwater runoff. It is an inline permanent pool or pond effecting</td>
</tr>
<tr>
<td>Type of BMP</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Dry Pond/Detention Basin</td>
<td>The dry ponds or detention basins are depressed basins that temporarily store a portion of stormwater runoff following a storm event. It removes particulate pollutants and reduces maximum runoff values associated with development. Stormwater collected through the onsite storm drain system would be pumped to the dry pond. The treated stormwater will then flow to the County’s storm drain through an overflow weir and energy dissipation structure.</td>
</tr>
<tr>
<td>Porous Pavement</td>
<td>Porous pavement allows stormwater to quickly infiltrate the surface pavement layer to enter into a high-void aggregate sub-base layer. The captured stormwater runoff onsite would be routed through an underdrain system to the storm drain system.</td>
</tr>
</tbody>
</table>
5.0 DESIGN GUIDELINES

5.1 PURPOSE AND INTENT

The following guidelines are intended to provide both a vision of the El Monte Gateway overall character, and specific aesthetic and experiential expectations regarding the various components of the El Monte Gateway.

5.2 INTRODUCTION

5.2.1 The Primacy of Pedestrian Experience

El Monte Gateway Specific Plan is dedicated first and foremost to the creation of a highly vitalized pedestrian environment, achieved through well-designed density and interaction of mixed uses.

5.2.2 Scale

All future development projects should be designed with a human scale that acknowledges pedestrian perception and experience.

5.2.3 Themes and Variations

While the Gateway will have over-arching themes that include intensive small-scaled density; architectural expression of sustainable design; a contemporary glassy openness; and continuity of selected public materials, amenities, lighting and graphics, the area should also be a place of great experiential diversity. It will achieve this by two means:

- The creation of the separate Villages, each with the character of a special neighborhood.
- The encouragement of themes with multiple detailed variations within each of the various Villages.

5.2.4 The Villages and Parking Infrastructure

The General Design Guidelines below will be complemented by Village-specific Design Guidelines in the following Village categories:

1. Rio Paseo Village
2. North Promenade Village
3. South Promenade Village
Each Village is envisioned to contain both specific types of uses and specific environmental / experiential qualities that will make that Village unique and identifiable.

Additionally, Guideline sections are provided for Signage/Environmental Graphics, and for Structured Parking.

5.3 GENERAL DESIGN GUIDELINES

Photos and renderings used are protoypical representations of design intent and quality of composition of the concept and will establish the standard for which future development will be reviewed.

5.3.1 Broad Themes / Goals

Embracing a wide diversity of architectural expression, new development should embrace the following over-arching themes.

Contemporary Architecture.
The architecture should be clearly of the 21st Century, looking forward, with dynamic building forms, expressive structure, and a rich use of glass, tying together El Monte’s past, present and the future.

Sustainability.
Sustainable architecture should be a major shaping force in defining the visual expression of The Gateway. Building form should respond in design to such issues as energy conservation, daylighting, natural ventilation, and solar energy harvesting.

Building forms of the 21st Century
Rich Native Landscape. Acknowledging both the authentic value and the sustainable value of native landscape, the landscape design should provide a rich backdrop and overhead canopy for human activity. The landscape should extend the existing regional context of the Rio Hondo River and linear park, and should be influential throughout the pedestrian/ground plane of The Gateway. Landscape and water features or waterscape should be thematic throughout all of the Villages.

Detail and Diversity. All buildings fronting on pedestrian activity should have design rhythms, details, texture, and scale appropriate to the pedestrian. Harmonized visual richness and diversity should support rich human experiences.

Formal Integrity. Buildings and building masses should have 360-degree integrity. Buildings with multiple frontages should have a continuous harmony of materials and expression around the corners’ and not be merely facades.
5.3.2 Village Parks and Open Space Design Guidelines

A. Open Space Overview

The Parks & Open Space component of the El Monte Gateway is dedicated to the creation of quality active and passive parks and open spaces that provide “green” linkages and physical connections to the river, the community and the regional transportation network that has its hub at the Gateway. The Gateway’s approach to parks, open space, trails and walkways will focus on the connectivity and continuity that the open space and parks provide the entire gateway site. It is intended that the Parks & Open Space become an integral component of the overall Gateway character, resulting in a popular public destination, which is lively, secure, distinct, and promotes a healthy, community-based, urban lifestyle.

The following design goals will be considered in all aspects of the outdoor environment and will act as touchstones to guide exterior development and enhancements throughout the parks and public open spaces.

Variety of Outdoor Experiences.
Provide a variety of outdoor experiences for people of all ages and user types - residents, commuters, visitors and employees. Promote opportunities for inter-generational activities, physical, social and cultural growth that will promote a healthy lifestyle and a sense of well being.

Pedestrian Friendly Environments.
Create pedestrian friendly environments to encourage walking, interaction and a sense of discovery at each turn. A comprehensive system of trails and walkways will link all areas of the site and tie into the greater regional trail system and “Emerald Necklace” that parallels the major waterways in the area. Fitness stations and mileage markers will be incorporated into trail circuits.
Celebrate Nature.
Celebrate Nature in all its forms - riparian landscape character, natural habitats and enhancement of open space with attractive flora and attracted fauna. Create opportunities to showcase and experience Nature in the urban context.

Celebrate the Rio Hondo.
Celebrate the Rio Hondo and the role of water in our Southern California climate. Provide educational opportunities to inform the public about the water cycle and the greater watershed that replenishes our critical groundwater supply. Provide a gateway feature to direct and encourage public access to the River and greater regional recreation resources associated with the Emerald Necklace.

Attractive and Functional Park and Open Space.
Create attractive and functional park space to promote outdoor recreation venues, outdoor dining, performance and art exhibit areas, historical interpretation, and exterior learning opportunities. Provide open space to promote natural habitat and passive walking and observation of native flora and fauna.

Civic Space.
Create attractive public spaces that are flexible and can become destinations for community gatherings and civic events.

Sustainable Design.
Demonstrate sustainable design principles through the appropriate use of drought tolerant and native plant materials, utilization of recycled products, composting practices, low energy and low water consumption requirements, and water quality management practices. Reclaimed water will be used wherever it is possible.

B. Pioneer Park
Pioneer Park will be a mix of active and passive recreation uses including two rebuilt and improved sports fields. The raised sportsfield area will now be visually accessible from Santa Anita Avenue and provide a central gathering area for lighted softball, baseball and overlay soccer play. The
surrounding more passive park and open space offers a variety of recreation experiences from walking and bike trails to children’s play areas, informal amphitheater, community recreation building, family picnic tables, and featured historical and interpretive elements.

1. Sports Plaza

The two ball diamonds will be interconnected by a sports plaza. The plaza will feature a concession/restroom building with concession area, restrooms, two storage rooms and shaded patio area. Aluminum bleachers will be positioned behind the backstops. Fabric shade structures, picnic tables, benches and drinking fountains will be located within the plaza area for visitors’ convenience.

2. Ballfields

The ballfields will be defined by vinyl coated chain link fence backstops with backboards and descending sideline fences to protect spectators. The dugouts will be at grade with shade fabric, team benches, bat racks and convenient drinking fountains for player’s comfort. The fields, dugouts, drinking fountains and spectator areas will be ADA compliant.

The field may be artificial turf or traditional grass per City approval.

The ballfield lighting will be state-of-the-art, poles with minimum light spill off the field areas. An electronic scoreboard with remote controls to a scorer’s table at the backstop will be located at each field. A public address system will also be provided with a localized speaker system to minimize sound travel beyond the limits of the field.
3. River Side Promenade

A River Side Promenade will parallel the Rio Hondo and provide a linear pedestrian and bicycle linkage between Pioneer Park and Fletcher Park to the south. The Promenade will feature a number of trail and path options including the asphalt paved regional bike trail running directly adjacent to the Rio Hondo, an ADA accessible walk and a meandering trail traversing the slope that separates the elevated field area from the riverbanks. Benches will be provided along the paths and trails to encourage bird watching and restful enjoyment of the open space and the wildlife it attracts.

The character of this River Side Promenade area will be enhanced to reflect a riparian vegetation type with appropriate planting on the ground. Bioswales incorporating water quality enhancing plant species coupled with water movement through swales may be incorporated where possible along the River Side area. Interpretive signage will be used to guide and inform visitors.

An informal outdoor amphitheater nestled into the slope overlooking the Rio Hondo will provide a small venue for a nature talk, gathering spot for a walking tour or a small presentation or performance. Trees will be planted to interrupt the terraces and anchor the landform.

Informal outdoor spaces and pedestrian accessibility promotes vibrant community use.

Main walks and trails throughout the site will be lighted with security lights to provide directed illumination and visual surveillance. Fixtures will be selected for minimum light spill, durability, and appropriate aesthetic character.
Wayfinding signage with a common style will be provided throughout the park and open space areas to direct visitors to destinations or connections within and outside of the Gateway development.

4. Themed Play Area

The park will feature a themed Children’s Play Area. The area will be buffered with planting and enclosed by a decorative ornamental steel fence as needed to control the access of children and protect them from street traffic. The play area will feature equipment and site furnishing components that tie into the End of the Santa Fe Trail theme and historical roots of El Monte. Separate play equipment will be provided for 2-5 year old tots and 5-12 year old children. Equipment will meet ADA access standards and Consumer Product Safety Commission standards.

Shade trees or fabric shade canopies will be used to shade the play equipment. Benches with backs will be provided adjacent to the play area for convenient and safe adult supervision.
Picnic tables may also be located adjacent to the play area for family use. A paved travel way may be incorporated in the play area to accommodate a tricycle course.

A small water/sand play feature may be incorporated into the themed play area for seasonal use or manipulative play.

5. Gateway Entry to The Emerald Necklace

A broad tree-lined entry drive will occur south of the park along Santa Anita Avenue and will act as a major pedestrian entry to emerald necklace and the park. This roadway/linear plaza must be wide enough to accommodate an L.A. County fire lane. It will terminate at a large Riverfront overlook. Pedestrian walkways and decomposed granite trails will link into this key public space.

6. Osmond House & Community Building Area

A new Community Building will be added to the park. The Osmond House will remain in its current prominent location and will remain a signature element in Pioneer Park, highly visible from Santa Anita Avenue.
It will be enhanced with the nearby addition of a community building, which may be a two story structure with an assembly room, lobby, restrooms, kitchen, storage and meeting rooms.

7. Landscape & Irrigation Improvements

The Specific Plan area will encourage the use of native or drought tolerant materials, as appropriate, and require a minimum of supplemental fertilization and maintenance. Because of the variety of conditions on the site, the species selected for a given area shall be compatible with the microclimate exposure, soil conditions and user demands. Shrubs and groundcovers should be perennial type, non invasive and require a minimum of trimming.

Irrigation of plant materials shall be efficiently managed through state of the art automated irrigation control systems appropriate to the unique needs of trees, shrubs and turf.
C. Fletcher Park Design Guidelines

Fletcher Park may remain in its current configuration. However it may be renovated to bring it up to the quality standards associated with the redeveloped Pioneer Park. The intent is to connect Fletcher Park into the overall high quality park and open space associated with the El Monte Gateway Specific Plan development.

5.3.3 Rio Paseo Village Design Guidelines

A. Rio Paseo Feature

The Rio Paseo will be a regional feature, where visitors can come to dine along a narrow river channel. This channel will loop through the heart of the project, providing a walkable linkage as well as a romantic place of dining and passive recreation.

1. In character, the Rio Paseo should have the informality of river and canal districts around the world, with rich landscaping and a relaxed use of natural materials.
2. The Rio Paseo should be lush and romantic. Well-lit at night, it should also have a special character of light, allowing for a rich play of shadows, highlights, accent and feature lighting of landscape.

3. The principal commercial uses along Rio Paseo (dining and drinking, coffee houses, bakeries, specialty shops that could potentially sell their goods for consumption on property) should be evident to the stroller both from signage and from literal visual contact between goods offered and pedestrian movement.

The typical storefront should be seen as a simple, minimal mediation between the street and the interior. Both the generous use of glass and the use of flexibly open storefronts (folding glass doors or French doors) should be encouraged.
4. While diversity of store fronts and awnings are encouraged, the terrace along the Rio Paseo should have a feeling of public continuity and not be sub-divided by tenant (e.g. continuity of outdoor paving, street furniture, umbrellas, etc.) At the same time, individuation at storefront lines should be encouraged via personalized devices such as greeting stands, and artisanal sign boards and handwritten menu boards. The overall test of successful design, both of the terraces and the storefronts, should be that they provide a consistently romantic and sophisticated ambience, avoiding explicit historic references or ‘cuteness’.

5. The fire lane should be usefully employed to support internal walking, with a richness of surface pattern that belies its use as a fire lane.

6. Bay widths should be modest and in keeping with the constrained width of the Rio Paseo itself.

7. The river channel should be of modest width, varying from 15 to 30 feet.

8. In the spirit of world-class small-scaled highly pedestrian environments, services to Rio Paseo restaurants should be structured at dedicated off-hours from the adjacent parking garages.
9. Restaurant pads and storefronts with frontage to Santa Anita Avenue are critical invitational components of the Gateway. On the one hand, these frontal pads are the most likely to draw strong national and regional tenants. At the same time, it is highly important that the character that is projected to Santa Anita offers the intimate, natural, and special qualities that will characterize the interior of the Gateway.

First, these restaurants should transform the character of the sidewalk. In conjunction with enhanced paving and street landscaping, the basic setting should be one of lush tree canopy and natural materials to the extent that a continuous sidewalk cafe environment draws the public from Santa Anita into the heart of the project.

Further, in keeping with the character of the more intimate internal restaurants, with the exception of the kitchen/service areas, these larger restaurant pads should maintain either a glassy or wholly open storefront character to the street.

The design character of these storefronts should be simple, but include a rich palette of materials, and a vision that incorporates layers of detail and landscape.
B. Rio Paseo Village Guidelines

1. Residential development should have a modest public lobby at the public or semi-public deck level containing mail functions and resident access to upper levels. These lobbies should have a slightly more marked presence at the deck level than individual unit entries and yards at the deck level.

2. For deck level units, there should be a hierarchy from most public space, (the shared, landscape deck area), to semi-private space (modest front yards or porch areas) to unit entries.

3. Deck-level unit yards/porches should have a semi-public feeling, with an identifiable edge that also allows visual permeability (low hedges, partial low walls, etc.) While over parking, the public and semi-public decks should convey a quality of lush landscaping.

4. Architectural character should be consonant with generous unit daylighting (especially to the north). Through the generous use of glass, the architecture should exude a quality of exterior design that is airy, lightweight, and open to the lush natural environment surrounding it as well as the multiple distant view opportunities.

5. Development in the Rio Paseo Village should have a sense of generosity, both in terms of distance between units / views, and in terms of common and private outdoor recreational space.
5.3.4 Shared Rio Paseo Village and North Promenade Village Design Guidelines

1. The essential character of both Rio Paseo Village and North Promenades at the pedestrian level should be one of considerable intimacy, both of scale and detail. It should have the density and compaction of a narrow pedestrian-oriented shopping street. These shops will, by geometry, be limited in depth and scale, and their character should reflect this smallness.

2. Internal bridge crossings between the retail areas should aggressively acknowledge the pedestrian with generosity of scale and articulated, specially designed surface articulation.

3. To encourage maximized access between uses, lobbies for vertical access to both residential and commercial floors that are above the ground retail level should be secured, yet have a visible and glassy identity to the streetscape.

Example of well-defined streetscape relationship
4. Storefronts should be glassy, with significant articulation, detail, eclecticism, and diversity of storefront arcades should be encouraged while avoiding the overuse of historical references. Diversity of storefront overhanging canopy design should be encouraged.
5. There shall be a virtual semi-public zone/porch area at the frontage of each leasing bay which should allow for small, lacy projected specialty signs, non-permanent canopies and banners, and individualized amenities that should reflect an artisanal approach to shop-keeping: potted landscaping, chalkboards, unique standing signage.

6. Residential units above the first two stories should not encroach beyond the retail storefront line (including residential balconies).

7. The architecture of the residential units should be shaped to a large extent by the buildings’ east and west exposures, suggesting appropriate facade depth, outdoor/indoor balcony rhythms, etc. East-facing Santa Anita Avenue units should also develop a clear cadence, lending rhythm and distinction to the street. All residential units should allow for a simple, but variegated, contemporary design expression with a generous use of glass.
8. Consistent with the sustainable goals of the Gateway, the major lower roof platforms of the North and South Promenade Villages should be developed as green roofs. The design criteria for these roofs should be designed to:

a. Create landscaped view-sheds for residents.

b. Create semi-public shared space for residents and conference center users

c. Enhance energy conservation and sustainability.

d. Provide dynamic views for rooftop users.
9. The Promenades should have a dedicated off-street truck service area from which goods can be carted throughout the pedestrian promenade system.

10. Pedestrian activities, and amenities such as seating, kiosks, dining are gathering places that should be integrated into the overall design.

Green roofs for landscaped view-sheds, shared public space, and sustainability

Examples of Pedestrian Amenities and Activities
5.3.5 North Promenade Village - Specific Design Guidelines

1. All frontages to the Rio Paseo, whether restaurant or retail, should project a glassy or fully open presentational aspect to pedestrian passersby. Unarticulated, solid walls facing the Rio Paseo or any of the internal pedestrian streets should not be permitted.

2. In hierarchy of character, the North Promenade should ‘mediate’ between Pioneer Park, at the north of the project, and the increasingly formal urban landscape of the South Promenade Village. The landscape should create a sense of lushness, without being overly formal. It should be appropriate to a narrow-laned urban setting. There should be a combination of in-ground planting and tenant planters in rhythms that anticipate a casual and surprising impact from the overall landscape patterns along the Promenade lanes. The emphasis should be on maintaining an informal but continuous overhead canopy of trees and/or vines.

3. The easterly internal street of the North Promenade, especially at its junction with Ramona Avenue, should be envisioned as the most activated core of the project with a sense of ‘town square’ openness, with enough excess width in the street to accommodate street performers and moving crowds at considerable density. The Ramona/Santa Anita cafes and outdoor dining should line Ramona and provide excitement to visitors as they enter the Gateway.
An area within the North Promenade is envisioned as the most activated core area of the project with a sense of “Town Square”, with enough excess width in the street to accommodate street performers and moving crowds. The Town Square should be airy and spacious. It should be a democratic place, for passage, for people watching, for entrepreneurial street entertainment. The Town Square ‘floor’ should be of an enriched paving material, lending both detail and color.

4. Along Rio Paseo and within the North Promenade shall be open to the sky.

5.3.6 South Promenade Village Specific Design Guidelines

1. North /south lanes of the South Promenade Village will share the same character and guidelines as the North Promenade Village. The South Promenade will open up in width and present a more formal and broad entrance to the hotel, office towers and regional retailers.
2. The east-west pedestrian way of this Promenade should be designed in a formal way, with visual signage of prominent retailers contiguous along its edge. Additionally, stately and generous landscape should be continuous along its edge. There should be an overall sense of generous scale and along this pedestrian way. Vertical elements should be of a scale to provide armatures for banners.

3. A water feature of significant scale should be part of this east/west axis.

4. Outdoor vending concessions should be allowed in the east-west lane of this Village as a way to further enliven its pedestrian life.
5. This village will be an important visual focus for the Gateway to the freeway and to the south. In consistency with the architecture throughout the Gateway, its design should be contemporary, and expressive of sustainable architecture. Along with the office buildings to the west, this building should most fully epitomize the progressive values of the General Design Guidelines at the beginning of this section.

6. Motor court and arrival areas should provide for enhanced surface paving, with articulated detail, under-car and under-foot continuously to the entry lobby.

7. Publicly accessible lobby spaces itself should present a glassy, welcoming quality to the street as well as to the Village Promenade area.

8. The architecture of building in this Village should epitomize the General Design Guidelines in terms of sustainability, contemporaneousness, and a literally green setting. The buildings should maximize glassiness and views. As the tallest buildings in the Gateway, design should capitalize on views both to San Gabriel Mountains, to downtown, and to the valley and city to the south. And with their strong exposure to Freeway 10, they will serve as landmarks that exemplify the quality and character of the entire project.
9. Retail lease space, even if shallow in depth, shall be provided continuously along the edge of any parking structure facing the promenade. The parking structure lobbies should be marked in contrast to these retail elements with a vertical identity. Lobbies should discharge in a place along the promenade to be most stimulating for pedestrian activity.

10. The width of the east-west South Village Promenade should be gracious, with rich formal tree canopy and the capacity to contain crowds for major events.
11. Storefronts should be designed to accommodate two different ‘readings’:

a. During weekdays, the base of the buildings should be read as glassy outlet storefronts consistent with the contemporary decorum of the office buildings above.

b. There will be an active marketplace in the north promenade that is open during weekends. It should be designed as a vibrant indoor/outdoor market, with outlet goods rolled onto the pedestrian streets or brought similar to a farmers’ market operation.

5.3.7 Signage and Environmental Graphics

The overall nature of environmental graphics at the Gateway should be consistent with the Village being a highly charged, regional urban magnet. The night signage, in particular, should contribute to the aura of a cosmopolitan, vibrant city. Due to its nature as a regional, high-density T.O.D., this character will set the Gateway apart from more conventional and modest mixed use projects in the region.

1. Freeway and Santa Anita facing building signage may include building-face lit signage and multi-story blade lit signage, and building-top lit signage. The goal is to maximize flexibility, diversity, and exuberance so that the lit night signage of the Gateway will achieve a unique regional character.
2. Lit signage shall maximize sustainability / energy conservation through the use of current technologies such as solar powering and L.E.D. systems.

3. Day signage and graphics should combine blade-type signs, banners, and signboards, craftsmanlike in detail and assembly, modest in scale, reflecting the scale of the Promenade lanes.
5.3.8 Parking Design Guidelines

A. Goals

The following guidelines pertain to both the subterranean parking and the above-grade Office Village parking structure. The principal design goals of these structures should be:

a. Clarity of entry, circulation and exit.

b. Personal safety and security.

c. Enhancement of the vitality of the Gateway by sensitive pedestrian planning and amenities.
B. Parking Guidelines

1. Parking entries and exits should be clearly and attractively demarcated. Parking ramps and parking garage drive aisles should be gracious in both width and slope.

2. Parking floors shall be well lit and painted in light reflective colors with clear graphic orientation of zones and floors.

3. Garage security should be supported by the above guideline as well as by minimally impeded views throughout the garages and the supplementation of security personnel with observation cameras.

4. Major public / pedestrian transitions from parking to the Gateway functions should contribute to the life of the Villages in the placement and manner of bringing parking lobbies (whether stairs, elevators, or escalators) into the heart of the project. These lobbies and their approaches should be considered as arrival ports that signal the overall quality of the Gateway in their rich use of materials, attention to detail, signage, and scale.
6.0 LAND USE AND DEVELOPMENT REGULATIONS

6.1 PURPOSE AND INTENT

This chapter has been prepared in accordance with California Government Code Section 65450, the City of El Monte’s Specific Plan enabling Ordinance and sets forth the standards for development of all uses within the El Monte Gateway Specific Plan. Regulations are provided for commercial, retail, mixed use, open space and residential uses and apply to each land use sub-district within the Specific Plan. Application of these regulations is intended to create a harmonious relationship among the land uses and districts, and protect the health, safety and welfare of the community.

6.2 GENERAL PROVISIONS

A. Minimum Requirements.

The land use and development standards contained herein are minimum requirements. In reviewing individual projects requiring discretionary approval, more restrictive standards or conditions may be applied by the City of El Monte to accomplish the goals and objectives of this Specific Plan.

B. Applicability of Development Standards and Guidelines.

The land use and development standards contained in this Chapter shall apply to parcels within the Specific Plan’s project area boundaries. All new development projects, including additions to buildings and changes in use on a parcel, are subject to the provisions of this Chapter.

Development standards for uses in the EMG-T, EMG-R and EMG-G Sub-districts shall be limited to existing transit-related uses. Any subsequent development on these sites shall be subject to the granting of a Conditional Use Permit.

C. Interpretation, Administration, Enforcement, and Appeals.

The Deputy City Manager for Community Development is authorized by the City of El Monte to interpret, administer, and enforce the provisions of this Chapter. The Deputy City Manager for Community Development may designate a representative to act on his or her behalf.

The provisions of this Chapter shall be interpreted in a manner that best fulfills the spirit and intent of the Specific Plan. The Deputy City Manager for Community Development shall interpret questions arising from the application of this Chapter. A decision or determination of the Deputy City Manager for Community Development may be appealed to the City Council in compliance with the appeals procedures set forth in this Specific Plan in addition to the provisions of the El Monte Municipal Code.
6.3 **Establishment of Land Use Sub-Districts**

A. **Purposes of Land Use Sub-Districts.**

This Section describes the purpose and intent of the five land use sub-districts within the El Monte Gateway Specific Plan.

1. **Mixed Use Sub-district (EMG-MU).**

   The Mixed Use Sub-District is intended to provide a complimentary mix of residential, commercial, entertainment and retail uses. Mixed use development is encouraged in vertical and horizontal forms, providing for an interaction between various land use types to encourage pedestrian utilization throughout the Sub-District. Design guidance for this sub-district is provided through three distinct “villages”, including the, Rio Paseo, North Promenade and South Promenade Villages.

2. **Transit Sub-District (EMG-T).**

   The Transit Sub-District is intended to preserve existing facilities and services for public transportation. The Transit Sub-District seeks to preserve and enhance transit utilization within the Specific Plan and surrounding area, and provide complimentary facilities and services that improve access and utilization to a variety of transit modes. The intent of this Sub-District is to preserve existing transit-related land uses.

3. **River Sub-District (EMG-R).**

   The River Sub-District is intended to provide additional open space opportunities within the Specific Plan area. The sub-district is intended to provide necessary facilities for the periodic collection and detention of peak stormwater discharge during storm events. The River Sub-District may also serve as a holding district for future residential or transit facilities, provided subsequent entitlement planning and environmental analysis is first conducted.

4. **Gateway Sub-District (EMG-G).**

   The Gateway Sub-District is intended to provide the southern entry gateway into the Specific Plan area. The Gateway Sub-District is intended to provide for continued auto-oriented retail and other uses consistent with the zoning district existing prior to the adoption of this Specific Plan.

   The Gateway Sub-District may also serve as a holding district for mixed use or transit development, provided subsequent entitlement planning and environmental analysis is conducted.
5. Park and Open Space Sub-District (EMG-POS).

The Park and Open Space Sub-District (EMTV-POS) is intended to provide active and passive open space and recreational facilities for a variety of users. The EMTV-POS Sub-District will provide integrated connections within the Specific Plan area and regional recreational trail system.

6.4 **ALLOWABLE LAND USES AND PERMIT REQUIREMENTS**

**Table 6-1** identifies the allowable land uses for each Land Use Sub-District that is exclusive to the El Monte Gateway Specific Plan.

To determine the allowed land uses and development standards in the zones that are not exclusive to this Specific Plan, refer to applicable sections of the El Monte Municipal Code.

In order to be approved, any land use proposed within in the Specific Plan Area must meet two specific tests as described below:

- **Test 1:** All land uses within the Specific Plan Area must be permitted or conditionally permitted by Table 6-1. The table identifies uses that are permitted by right and uses that are permitted subject to development review or a Conditional Use Permit.

- **Test 2:** Within the buildings located in the Specific Plan Area, there are appropriate and inappropriate locations for permitted uses and activities. For example, a residential use would not be appropriate on the ground floor of a building that fronts Santa Anita Avenue. Rather, retail/service uses would be appropriate in this location. Therefore, for a use to be permitted, it must comply with the Use Specifications shown in Exhibits 6-1 thru 6-4 in Section 6.7 of this Specific Plan.

6.5 **PERMITTED USES**

**A. Permitted Land Uses.**

Table 6-1 identifies the uses of land permitted by this Specific Plan, and the land use corresponding permit required to establish each use.

**B. Prohibited Land Uses.**

Any table cell indicated a “-” symbol indicates that the listed land use is prohibited in that specific land use district.

**C. Uses Not Listed.**

Uses not listed within Table 6-1 of this Specific Plan shall be considered prohibited land uses. For uses similar to those listed but not expressly
stated in this Specific Plan, the Deputy City Manager for Community Development shall be granted the authority to make a determination of the applicability of similar uses.

D. Applicable Sections.
Wherever the last column in the tables ("See Standards in Section") includes a Specific Plan section number, the regulations in the referenced section apply to the use; however, provisions in other sections of this Specific Plan or applicable sections of the El Monte Municipal Code may also apply. For uses in the EMTV-T and EMTV-G sub-district, the standards of the existing zoning district prior to the adoption of this Specific Plan shall apply.

E. Land Use Definitions.
Definitions for land uses shall correspond to those definitions contained in the El Monte Municipal Code. For those uses not expressly defined in the El Monte Municipal Code, the definitions contained in this section shall prevail. For uses not explicitly defined, the Deputy City Manager for Community Development shall have the authority to interpret the use to determined similarity of compatibility. For the purpose of this Specific Plan, the following definitions apply:

1. “Destination Retail/Entertainment Development” means development project of greater than 20,000 square feet that provides products and services that are unique and marketed to a consumer base that extends beyond the boundaries of the Specific Plan area and the City of El Monte. Destination retail may include “big box” and warehouse-type retail, such as electronics, furniture, appliances, movie theaters, and other similar retail and entertainment uses.
### TABLE 6-1
PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

<table>
<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AGRICULTURAL, RESOURCE &amp; OPEN SPACE USES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks, public open space, and playgrounds</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>P</td>
</tr>
<tr>
<td>Bicycle and Pedestrian trails</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>P</td>
</tr>
<tr>
<td>Community Buildings (within open space facilities)</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>P</td>
</tr>
<tr>
<td><strong>EDUCATION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schools - Private</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>-</td>
</tr>
<tr>
<td>Schools - Public</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>(1)</td>
<td>(1)</td>
<td>-</td>
</tr>
<tr>
<td>Elementary, junior, middle or high schools</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ENTERTAINMENT, RECREATION, PUBLIC ASSEMBLY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adult entertainment establishments</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>(1)</td>
<td>(1)</td>
<td>-</td>
</tr>
<tr>
<td>Arcades</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>-</td>
</tr>
<tr>
<td>4 or less game</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auditoriums</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>-</td>
</tr>
</tbody>
</table>

**Key to Table**
- **P**: Permitted Use
- **DR**: Development Review Required
- **CUP**: Conditional Use Permit Required
- **“—”**: Use not allowed

**Notes:** (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.
TABLE 6-1
PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

<table>
<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Billiard, pool, or snooker halls</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
<td>-</td>
</tr>
<tr>
<td>Bowling centers</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
<td>-</td>
</tr>
<tr>
<td>Convention hall, trade show, exhibit building</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>-</td>
</tr>
<tr>
<td>Dancing academies</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Lodge halls, private clubs, and other establishments for meetings or catered events</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Movie theaters - Single (except drive-in theaters) with fixed seating for 250+ persons</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Movie theater complex - Multi With fixed seating for 200+ persons per screening room</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Music conservatory</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Music and vocal instruction</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

Key to Table
- **P**: Permitted Use
- **DR**: Development Review Required
- **“—”**: Use not allowed
- **CUP**: Conditional Use Permit Required

Notes: (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.
### TABLE 6-1
PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

<table>
<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permits Required by Sub-District</td>
<td>RPV</td>
<td>NPV</td>
<td>SPV</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Trade, business or professional schools      | P      | P     | P     | (1)   | (1)     | (1)    | -      |
| Print, lithography or publishing establishments | P      | P     | P     | (1)   | (1)     | (1)    | -      |
| MINUFACTURING, PROCESSING & WEARING          | P      | P     | P     | (1)   | (1)     | (1)    | -      |
| Minimum 50% square footage devoted to retail sales. |

| Automotive agency (rental/leasing)           | CUP    | CUP   | CUP   | (1)   | (1)     | (1)    | -      |
| No retail sales or storage                   |        |       |       |       |         |        |        |
| Automotive body and fender repair and painting | -      | -     | -     | (1)   | (1)     | (1)    | -      |
| No on site storage                           |        |       |       |       |         |        |        |
| Automotive rental or automobile leasing      | CUP    | CUP   | CUP   | (1)   | (1)     | (1)    | -      |
| No on site storage                           |        |       |       |       |         |        |        |
| Automotive sales facility or new car dealers with used car sales, | CUP    | CUP   | CUP   | (1)   | (1)     | (1)    | -      |
| service, and outdoor motor vehicle display and storage only as ancillary uses |        |       |       |       |         |        |        |
## TABLE 6-1
PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

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<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OTHER USES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Institutions of a philanthropic or charitable nature</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td><strong>PUBLIC/INSTITUTIONAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public utility or public service buildings, structures and uses</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Public utility or public service buildings, structures and uses</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Government or government related enterprises</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Electric distributing substations</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Garages, Public</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Public buildings</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

**RETAIL USES**

### Key to Table
- **P** Permitted Use
- **DR** Development Review Required
- **""** Use not allowed
- **CUP** Conditional Use Permit Required

Notes: (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.
# TABLE 6-1
PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

<table>
<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
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<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RPV</td>
<td>NPV</td>
<td>SPV</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory structure, including kiosks</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Antique stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Automobile parts and accessory stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Bakery products shops</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Barber shops</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Beauty shops</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Bird stores or pet shops</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Book stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Cafes (outdoor seating)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

Key to Table

| P | Permitted Use-Development Review Required |
| DR | Use not allowed |
| CUP | Conditional Use Permit Required |

Notes: (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.

No on-site repair. >5,000SF requires design review

Prior to the approval of outdoor seating, the use must meet the standards specified in this Specific Plan.
### TABLE 6-1
PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

<table>
<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RPV</td>
<td>NPV</td>
<td>SPV</td>
<td>RPV</td>
<td>NPV</td>
<td>SPV</td>
</tr>
<tr>
<td>Clothing and wearing apparel shops</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Confectionery stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Department stores</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Drug stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>With or without prescription pharmacy</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Dry goods or notions stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Florist shops</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Furniture stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Grocery, fruit and vegetable stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Less than 5,000 sq ft</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Hardware stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Jewelry stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Meat markets or delicatessens</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Music stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

Key to Table:
- **P**: Permitted Use
- **DR**: Development Review Required
- **CUP**: Conditional Use Permit Required
- **“—”**: Use not allowed

Notes:
- (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.
### TABLE 6-1
**PERMITTED USES AND PERMIT REQUIREMENTS**
**EL MONTE GATEWAY SPECIFIC PLAN DISTRICT**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RPV</td>
<td>NPV</td>
<td>SPV</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nurseries, flowers or plants (less than 1,000 square feet of area only)</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Photography shops and studios</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Prescription pharmacy</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>On-sale beer, wine or liquor establishments</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Off-sale beer, wine or liquor establishments</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Restaurants</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Restaurants, serving alcohol</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Shoe stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Stationery stores</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td><strong>SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appliance stores and minor repairs</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Athletic clubs or health spas</td>
<td>CUP</td>
<td>CUP</td>
<td>CUP</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

**Key to Table**
- **P:** Permitted Use
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- **CUP:** Conditional Use Permit Required
- Use not allowed

**Notes:** (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.
# Land Use and Development Regulations

## Table 6-1
Permitted Uses and Permit Requirements
El Monte Gateway Specific Plan District

<table>
<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Permit Requirement by Sub-District</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Permitted Use-Development Review Required</strong></td>
<td>P DR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Use not allowed</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Notes:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Key to Table</strong></td>
<td>CUP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Conditional Use Permit Required</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Notes:</strong> (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **Bakeries**: P P P (1) (1) (1) - 25% of square footage devoted to retail sales
- **Banks and financial institutions**: P P P (1) (1) (1) -
- **Blueprinting and Photostatting shops**: P P P (1) (1) (1) -
- **Cleaning and pressing establishments**: P P P (1) (1) (1) -
- **Clothes pressing and laundry and dry cleaning agencies**: CUP CUP CUP (1) (1) (1) -
- **Day care and pre-schools (9 or more)**: P P P (1) (1) (1) -
- **Dress-making or millinery shops**: P P P (1) (1) (1) -
- **Employment agency**: P P P (1) (1) (1) -
- **Financial Facilities and institutions including banks and ATMs**: P P P (1) (1) (1) -
- **Interior decorating**: P P P (1) (1) (1) -
- **Medical laboratory**: P P P (1) (1) (1) -
TABLE 6-1
PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

<table>
<thead>
<tr>
<th>Land Use</th>
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<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RPV</td>
<td>NPV</td>
<td>SPV</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motels/Hotels</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Offices</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td></td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Offices - Business or professional no retail sales</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

Key to Table

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Notes: (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.
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PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

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<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Offices - professional</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Self-service laundries or launderettes</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Shoe repair shops</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Tailor shops</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Video/VCR rentals</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Residential Uses</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartments</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Condominiums</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Multiple-family dwellings</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

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Notes:
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**TABLE 6-1**
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EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

<table>
<thead>
<tr>
<th>Land Use</th>
<th>EMG-MU</th>
<th>EMG-G</th>
<th>EMG-T</th>
<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RPV</td>
<td>NPV</td>
<td>SPV</td>
<td></td>
<td></td>
<td>(1)</td>
</tr>
<tr>
<td>Live/Work</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Mixed Use Development</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
<tr>
<td>Senior housing developments</td>
<td>P-DR</td>
<td>P-DR</td>
<td>P-DR</td>
<td>(1)</td>
<td>(1)</td>
<td>(1)</td>
</tr>
</tbody>
</table>

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**Signs and Advertising Structures**
- Signs: (1)

**Transportation, Communications & Infrastructure**
- Automobile parking areas: P, P, P
- Taxi service or passenger transportation services: P, P, P
- Telecommunication equipment and facilities: P, P, P

**Parking Facilities**
- Open air, temporary parking of transient automobiles - no trucks of over 1500 pounds capacity: P, P, P
- Parking Structures: P, P, P

Notes: (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.

Additional Notes:
- Refer to Section 6.14.
- As accessory use only
### TABLE 6-1
PERMITTED USES AND PERMIT REQUIREMENTS
EL MONTE GATEWAY SPECIFIC PLAN DISTRICT

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<tr>
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<th>EMG-R</th>
<th>EMG-POS</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RPV</td>
<td>NPV</td>
<td>SPV</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus and Transit Parking Facilities</td>
<td>P</td>
<td>P</td>
<td>P (1)</td>
<td>P</td>
<td>(1)</td>
<td>P</td>
</tr>
<tr>
<td>Transitional parking</td>
<td>P</td>
<td>P</td>
<td>P (1)</td>
<td>P</td>
<td>(1)</td>
<td>P</td>
</tr>
</tbody>
</table>

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**Notes:** (1) Use and/or permit requirements shall comply with standards of Zoning District existing prior to the adoption of the Specific Plan.
6.6 NON-CONFORMING USES, STRUCTURES AND LOTS

A. Purpose.

This section establishes uniform provisions for the regulation of legal nonconforming land uses and structures. Within the land use sub-districts established by this Specific Plan, there may exist legally established land uses and structures that may be prohibited, regulated or restricted differently under the terms of this Specific Plan or subsequent amendments thereof. It is the City’s expressed intent to seek the eventual abatement of all non-conformities within the Specific Plan area.

B. General Provisions for Nonconforming Uses, Structures and Lots.

Non-conformities shall comply with the requirements as set forth in Chapter 17.14 of the El Monte Municipal Code, as amended.

6.7 URBAN FORM STANDARDS

This section provides development guidance for permitted land uses and establishes standards for the form and shape of development projects within the Specific Plan area.

Urban form standards for the Specific Plan area are dictated by the requirements of the Urban Form Code Sheet and accompanying Urban Form Specifications Sheets. The Urban Form Code Sheet is a regulating plan map that designates how site design and building form standards are applied to specific properties or development sites. The Urban Form Code sheet for this Specific Plan is provided on Exhibit 6-1. The Urban Form Specification Sheets shown in Exhibits 6-2 to 6-4.

The Urban Form Code Sheet identifies the following:

- Building Sites
- Street Types
- Driveways/internal circulation system
- The MTA Operations Complex
- Existing Buildings (to remain)
- Community Parks

The Urban Form Specifications Sheets (or development regulations) for the building sites are linked to the type of street that building site fronts. In some cases, certain building sites would front two or more streets types. In these circumstances, the street type that is higher in the street hierarchy (which is identified on the regulating plan) would be used to determine the applicable Development Specifications for the building site. The graphics below provide an example of how this works:
Urban Form Specifications for the Street Types are provided on Exhibits 6-2 through 6-4. On each exhibit, there are Development Specifications related to site design, building mass and height, facade design, and the allowed uses within the building.

6.8 EXCEPTIONS

Exceptions may be granted to any Urban Form Specification. Exceptions may allow for design flexibility within the Specific Plan Area. Exceptions shall be granted by vote of the Compliance Review Committee and approval by the Planning Commission, as established upon adoption of this Specific Plan. The Development Review Committee shall make all of the following findings prior to the granting of any exception:

- Compliance with a development specification would preclude an effective and attractive design solution that fulfills the desired form, function, and character of the area as specified in the Specific Plan.
- The granting of an exception will not constitute a grant of special privilege inconsistent with the limitations upon other properties that are subject to the same development specification.
- The granting of an exception will not be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed building or use.
- The granting of the exception will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

Exceptions, as described in this Section, shall also comply with the procedures as set forth in Section 6.20 of this Specific Plan.

6.9 URBAN FORM STANDARDS IN THE TRANSIT SUB-DISTRICT

Development Specifications for the Transit Sub-District are not included in this Specific Plan. Specific locations, heights, and uses shall be subject to a Conditional Use Permit and design review by the City of El Monte.
Exhibit 6-1: Regulating Plan

LEGEND
- Building Site Development specifications for building sites are linked to the type of street that the building site fronts.
- Street A
- Street B
- Street C
- Other Streets/Driveway/Internal Circulation
- MTA Operations Complex
- Existing Buildings (To Remain)
- Community Park
- Drainage Channel

Drawing is for coding purposes only. Exact locations and dimensions of streets, driveways, parks, plazas, and building sites are subject to change.
Street "A" Form Standards

Site Specifications

A: Street A: A pedestrian-only street that is designed with decorative pavement, street trees, ornamental street lights, fountains, benches, trash/recycling receptacles, and other pedestrian amenities.
B: Building Site (south side of Street A)
C: Building Site (north side of Street A)
D: Courtyard: Courtyards are allowed in the Building Zones.
E: Build-to-line: The front facade of the building shall be built along the edges of Street A at a zero foot setback. Building entrances, ground floor storefronts, arcades, and upper floor balconies, may be recessed into the facade. The build to line and front facade may be setback to create a courtyard.
F: Street Width: 90'.

Facade Specifications

A: Upper Floors
B: Ground Floors
C: Upper Floor Window Fenestration: 30% to 60% of the each upper floor facade that fronts Street A and overlooks Interstate 10 shall consist of glass window/door openings.
D: Ground Floor Window Fenestration: 60% to 90% of the ground/floor facades that front Street A shall be occupied by glass window/door openings.
E: A horizontal design element is required to differentiate between the ground floor and upper floors.
F: Awnings/marquees/blinds may project 5' to 6' from the facade.
G: Balconies may project up to 6' from the facade.
H: Bay windows may project up to 2' from the facade.
I: 8' minimum clearance.

Mass and Height Specifications

Note:
Maximum building depth and width shall be determined by the size of the applicable Building Site (refer to the Regulating Plan).

A: First Floor Ceiling Height: 14' to 16'
B: Upper Floor Ceiling Heights: 9' to 12'
C: Aluminium Number of Floors: Above Street A: 2
D: Permitted heights shall comply with standards provided in Section 6.10 of the Specific Plan.
E: Stepbacks are allowed on the third floor and above.
F: The ground level floor shall occur at the grade of the adjacent sidewalk, courtyard, or plaza.
G: Multi-level parking structures are allowed beneath the buildings and Street A.
H: Street A
I: Ground.

Use Specifications

A: Ground floor with Street Frontage: Retail/service uses are allowed. Parking is prohibited.
B: Ground floor without Street Frontage: Retail/service and office uses are allowed. Parking is allowed.
C: Upper Floor: Office, and residential uses are allowed. Parking is prohibited.
D: Retail/service uses shall line the ground floor of the parking structure.
E: Parking Structure. Storage for above uses is also allowed.
F: Utility meters, garbage disposal areas, and loading and unloading facilities shall be located within the underground parking structure or shall be screened from public view. These uses are prohibited along Street A.
Street "B" Form Standards

Site Specifications

- A: Street B: A pedestrian-only street that is designed with a channel system, decorative pavement, street trees, ornamental street lights, fountains, benches, trash/recycling receptacles, and other pedestrian amenities.
- B: Canal Width: Varies between 10' and 60'.
- C: Building Site
- D: Courtyard: Courtyards are allowed in the Building Zones.

Facade Specifications

- A: Upper Floors
- B: Ground Floors
- C: Upper Floor Window Fenestration: 30% to 60% of the each upper floor facade that fronts an on or off-site street (including Street B) must be occupied by glass or other fenestration.
- D: Ground Floor Window Fenestration: 60% to 90% of ground floor facades that front Street B, Ramona Boulevard, and/or plazas shall be occupied by glass or other fenestration. Storefront entrances to businesses are required on these facades. 30% to 90% window fenestration is required on all other ground floor facades.
- E: A horizontal design element is required to differentiate between the ground floor and upper floors.

Mass and Height Specifications

- A: First Floor Ceiling Height: 14' to 18'.
- B: Upper Floor Ceiling Heights: 9' to 12'.
- C: Minimum Number of Floors (above Street B): 1.
- D: Permitted heights shall comply with standards provided in Section 6.10 of the Specific Plan.
- E: Stepbacks are allowed on the second floor and above.
- F: Awnings/marquees/tri balks may project 5' to 6' from the facade.
- G: Balconies may project up to 6' from the facade.
- H: Bay windows may project up to 2' from the facade.
- I: 8' minimum clearance.

Use Specifications

- A: Ground Floor with Street B or Ramona Boulevard. Frontage: Retail/service and lodging uses are allowed. Parking is prohibited.
- B: Ground Floor without Street B or Ramona Boulevard. Frontage: Retail/service, lodging, residential and office uses are allowed. Parking is only allowed if one of the above uses is located between the parking area and the exterior of the building.
- C: Upper Floors: Office, and residential uses are allowed. Parking is prohibited.
- D: Courtyards and roof gardens are allowed.
- E: Underground Parking Structure: Storage for above uses is also allowed.
- F: Utility meters, garbage disposal areas, and loading and unloading facilities shall be located within the underground parking structure or shall be screened from public view. These uses are prohibited along Street B or Ramona Boulevard.
- G: Street B.
Street "C" Form Standards

Site Specifications

A. Street C: A street that is designed for the automobile and pedestrian. It includes 13' sidewalks, on-street parallel parking (8' wide), and four 11' travel lanes (two in each direction).
B. Access Road: A street that is designed for the automobile and pedestrians. It includes a 20' sidewalk, on-street parallel parking (8' wide), and two 12' travel lanes (one in each direction).
C. Ramona Boulevard: A street that is designed for the automobile and pedestrians. It includes 12' sidewalks, on-street parallel parking (8' wide), and six 11' travel lanes (three in each direction).
D. Building Site (South side of Street C).
E. Building Site (North side of Street C).
F. Pedestrian walkways are allowed within the building site.
G. Build-to-line: The front facade of the building shall be built along the edges of the streets that define the building sites at a zero foot setback. Building entrances, ground floor, storefronts, arcades, and upper floor balconies, may be recessed into the facade. The build to line and front facade may be setback to create a courtyard/plaza.
H. Access Road Width: 50'.
I. Street C Width: 90'.
J. Ramona Boulevard Width: 90'.

Mass and Height Specifications

Note: Maximum building depth and width shall be determined by the use of the applicable Building Site (refer to the Regulating Plan).

A: First Floor Ceiling Height: 14' to 18'.
B: Upper Floor Ceilings: 9' to 12'.
C: Minimum Number of Stories above Street C: 1.
D: Permitted heights shall comply with standards provided in Section 6.10 of the Specific Plan.
E: Stepbacks are allowed on the second floor and above.
F: The ground level floor shall occur at the grade of the adjacent sidewalk, courtyard, or plaza.
G: Multi-level parking structures are allowed on the floors below Street C.
H: Street C.
I: Ramona Boulevard
J: Access Road
K: Use Specifications

A: Ground floor with Street Frontage: Retail/service and lodging uses are allowed. Parking is prohibited.
B: Ground floor without Street Frontage: Retail/service, lodging, residential and office uses are allowed. Parking is only allowed if one of the above uses is located between the parking area and the exterior of the building.
C: Upper Floors: Office, and residential uses are allowed. Parking is prohibited.
D: Courtyards and roof gardens are allowed.
E: Underground Parking Structure: Storage for above uses is also allowed.
F: Utility meters, garbage disposal areas, and loading and unloading facilities shall be located within the underground parking structure or shall be screened from public view. These uses are prohibited along Street C, Ramona Boulevard, and Santa Anita Avenue.
G: Street C.
H: Access Road
I: Ramona Boulevard

Facade Specifications

A: Upper floors:
B: Ground floors:
C: Upper Floor Window Fenestration: 70% to 60% of each upper floor facade that fronts on or off-site street (including Street C) park space, courtyards, plazas, and or roof gardens shall consist of glass window/door openings.
D: Ground Floor Window Fenestration: 60% to 90% of the ground floor facade that fronts on an off-site street shall be occupied by glass window/door openings. Storefront entrances to businesses are required on these facades.
E: A horizontal design element is required to differentiate between the ground floor and upper floors.

Use Specifications

A: Ground floor with Street Frontage: Retail/service and lodging uses are allowed. Parking is prohibited.
B: Ground floor without Street Frontage: Retail/service, lodging, residential and office uses are allowed. Parking is only allowed if one of the above uses is located between the parking area and the exterior of the building.
C: Upper Floors: Office, and residential uses are allowed. Parking is prohibited.
D: Courtyards and roof gardens are allowed.
E: Underground Parking Structure: Storage for above uses is also allowed.
F: Utility meters, garbage disposal areas, and loading and unloading facilities shall be located within the underground parking structure or shall be screened from public view. These uses are prohibited along Street C, Ramona Boulevard, and Santa Anita Avenue.
G: Street C.
H: Access Road
I: Ramona Boulevard
6.10 PERMITTED HEIGHTS BY LAND USE SUB-DISTRICT

Permitted heights shall comply with standards provided in Table 6-2a, below.

<table>
<thead>
<tr>
<th>Land Use Sub-District</th>
<th>Permitted Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMG-MU</td>
<td></td>
</tr>
<tr>
<td>• Rio Paseo Village</td>
<td>6 Stories</td>
</tr>
<tr>
<td>• North Promenade Village (North of Ramona Boulevard)</td>
<td>6 Stories</td>
</tr>
<tr>
<td>• North Promenade Village (South of Ramona Boulevard)</td>
<td>12 Stories</td>
</tr>
<tr>
<td>• South Promenade Village</td>
<td>12 Stories</td>
</tr>
<tr>
<td>EMG-T</td>
<td>(1)</td>
</tr>
<tr>
<td>EMG-G</td>
<td>(1)</td>
</tr>
<tr>
<td>EMG-R</td>
<td>(1)</td>
</tr>
<tr>
<td>EMG-POS</td>
<td>(2)</td>
</tr>
</tbody>
</table>

Notes:
(1) Permitted heights governed by zoning standards shall comply with the standards of zoning district existing prior to the adoption of the Specific Plan.
(2) Permitted heights governed by zoning standards shall comply with the standards of zoning district FAR of 0.10.

6.11 LIMITATIONS AND EXCEPTIONS TO PERMITTED USES AND STRUCTURES

A. Limitation on storage.

No material or equipment shall be stored within the space between a street and setback line except for temporary storage during construction on the same premises. No required setback area shall be used to store any boat, camper, motor vehicle, or trailer, or parts thereof, equipment or any type of antenna except as provided for in this Specific Plan.

1. Exception. Outdoor storage of vehicles in auto retail sales uses shall be allowed in conjunction with any legally permitted auto retail sales requiring the outdoor storage of sales inventory.

B. Limitation on outdoor uses.

1. All permanent uses except those permitted in Table 6-1 and outdoor dining, shall be conducted entirely within a completely enclosed structure, which is attached to a permanent foundation.
2. Outdoor wholesaling of goods and materials shall not be permitted. The retail sales of goods and materials to the general public on a temporary basis may be permitted subject to the approval of a Conditional Use Permit.

3. All uses shall be conducted in a manner so as not to be objectionable to a person of normal sensitivity by reason of dust, fumes, noise, odor, smoke, vibrations, or other similar causes, as defined in California Civil Code Sections 3479-3481.

6.12 Standards for Specific Land Uses

A. Parking Structures and Garages

1. Applicability.
   The following standards shall apply to enclosed parking structures, including those above grade and below grade.

2. Site Organization.
   a. Where appropriate, parking garages shall incorporate a ground-floor retail use adjacent to the public sidewalk.
   b. A minimum 5-foot landscaped setback shall be provided on all sides of the parking structure, except where ground-floor retail space, or usable public amenities are provided. Landscaping shall include adequate facilities to enable proper maintenance.

3. Access and Circulation.
   a. Vehicle-stacking areas for entering and exiting traffic shall be of sufficient length to minimize vehicle stacking onto surrounding streets or within the parking structure. A minimum of two vehicle lengths of stacking distance shall be provided between the street and the control gate.
   b. Exit lanes shall be provided at a minimum ratio of one lane for each 500 vehicles. The maximum aisle length shall not exceed 400 feet without providing a cross aisle.
   c. Ramp grades shall not exceed fifteen percent and parking areas shall not exceed a slope of four to five percent.

a. A minimum illumination of 5 foot-candles shall be provided inside the structure and a minimum of 3 foot-candles for exterior parking areas. Higher levels are recommended for remote areas subject to security considerations (e.g., stairways, elevators, and other pedestrian access points). Minimum illumination levels, measured from the adjacent finished floor, shall be as provided in Table 6-2b.

Table 6-2b
Minimum Illumination Levels
For Parking Structures and Garages

<table>
<thead>
<tr>
<th>Facility</th>
<th>Minimum Illumination Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stairways and exits</td>
<td>5 foot-candles</td>
</tr>
<tr>
<td>Interior driving aisles at centerline</td>
<td>5 foot-candles</td>
</tr>
<tr>
<td>Interior parking areas at barrier railings</td>
<td>0.5 foot-candle</td>
</tr>
<tr>
<td>Roof parking areas</td>
<td>3 foot-candle</td>
</tr>
</tbody>
</table>

b. Lighting fixtures shall be designed and placed to provide uniform illumination over all parking areas.

c. Light sources shall be shielded so that the source of the illumination is not seen from outside the structure.

d. The architectural design of the garage shall eliminate possible hiding places and openings that could allow random pedestrian access.

e. During periods when parking activity is substantially less than the garage capacity (as at night), there shall be a means of securing unused parking levels from use, including stairwells and elevators. If the garage is not operated on a 24-hour basis, the entire facility shall be secured from access during hours when the facility is closed to normal business activities.

f. For above-grade parking structures, stair towers shall include glass, or appropriate visually penetrable material running vertically along the height of the tower.

g. Elevators shall be provided with glass-backed cabs and shafts.
h. Stairs and elevators should be located adjacent to a street or pedestrian promenade on the exterior of the structure where lobbies can be exposed to outside view.

5. Building Design.

a. Free-standing parking garages shall be designed to help reduce the mass and scale of the garage and to ensure their compatibility with surrounding uses. The following design guidelines shall apply to parking structure design.

b. Vehicles shall be concealed from view through a combination of screen walls and plantings.

c. The design of exterior and interior elevations shall provide an adequate level of design detail to reduce a monolithic appearance. This can be accomplished through a combination of the following methods:

i. Minimize horizontal and vertical banding by balancing both horizontal and vertical elements.

ii. Incorporate simple, clean geometric forms, and coordinated massing.

iii. Use of ground-floor retail or other uses adjacent to the setback.

iv. If the parking garage contains other uses, coordinate openings in the parking garage with the size and modulation of adjacent windows, structural bays, and storefronts.

v. Use masonry materials that are compatible with the natural desert landscape; minimize the use of unpainted concrete.

vi. Avoid a sloping ramp appearance by providing level and uniform spandrels.

vii. Visually define and differentiate between pedestrian and vehicular entrances through appropriate architectural detailing.
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6

B. Destination Retail/Entertainment Development

This section applies to larger scale retail/entertainment development projects whose total building area, including usable outdoor space that is equal or greater than 20,000 gross square feet. For determining building area, structure(s) located 20 feet or less apart or multiple structures that are part of a single development project shall be considered one building.

1. Purpose.

This section is intended to implement the goals and objectives of the El Monte Gateway Specific Plan and provides development regulations and standards for Destination Retail/Entertainment Development. The following standards shall apply:


a. Buildings shall consist of quality architectural features.

b. Façade. Unarticulated wall surfaces shall not exceed 40 feet in length. Facades exceeding 40 feet in length shall incorporate projections, recesses and offsets to minimize the appearance of long blank walls.

   i. Architectural elements such as pilasters, columns, canopies, porticos, colonnades, arcades and other architectural elements shall be incorporated.

   ii. Other methods, in addition to those expressed in subsection B.2.a, above, include color changes, texture changes and materials changes.

   iii. Methods to reduce the likelihood of graffiti, such as creeping vines or other methods shall be incorporated, as appropriate.

c. Buildings with multiple tenants. Buildings containing multiple tenants shall provide fenestration for the façade of each individual leasable space at a minimum of 60% or the horizontal length of the façade.

   i. Fenestration shall occur at a minimum of 30 inches above finished grade and a minimum of 8 feet in height. Full fenestration of the façade shall be considered a preferred alternative.
d. Entryways. Building entryways shall be clearly defined and incorporate architectural details.

e. Trash/Service/Delivery areas. Trash, service and delivery areas shall provide adequate screening and buffering to minimize visual impacts from the public right-of-way and adjacent properties.

i. Minimum wall height for screening and buffering shall be 8-feet and shall provide architectural details complimentary to the design of the building

ii. When appropriate, a landscape buffer may be provided along service/delivery area screen walls.

iii. Buffer landscaping shall consist of a complimentary mix of trees, shrubs and groundcover.

iv. Where appropriate, drought tolerant landscaping shall be used.

3. Roofs.

a. If any roof top equipment is installed, it should be secured to the structure and treated with architectural elements consistent with the overall design of the primary structure.


a. A minimum 5-foot sidewalk shall be provided along the full length of a building’s facade. For multi-tenant buildings, a minimum 8-foot sidewalk shall be provided along the full length of the building’s façade.

5. Parking Requirements.

For Destination Retail/Entertainment Development, the following standards, shall apply:

a. Parking Standards shall comply with the standards and provision for specific land uses as set forth in Section 6.12 of this Specific Plan in addition to the following standards;

i. For surface parking, no more than 100 spaces shall be defined in a grouping of spaces.
ii. Uses requiring more than 500 surface spaces shall be allowed 150 spaces in any grouping.

iii. Groupings of surface parking spaces shall be separated by landscape planters, end aisle plantings or similar elements.


6. Requirements for Publicly Accessible Amenities.

For destination retail/entertainment, development applicants shall be required to provide usable exterior publicly amenities on-site. These amenities may include any combination of the following:

- Seating or benches
- Public art
- Water features
- Usable landscape area (e.g. turf)

The amount, design and placement of these amenities shall be determined during the design review process. Project applicants shall also conform to the requirements of the City of El Monte Arts in Public Places Ordinance.

C. Mixed-use development

For the purpose of this section, mixed-use projects are developments that combine any combination of residential and non-residential uses or structures on a single parcel, or as components of a single development.

1. Mix of uses.

A mixed-use project shall combine either commercial and office uses or commercial and residential uses. Mixed-use projects may provide commercial and/or office space on the ground floor with residential units above.

2. Residential density.

The allowable residential density of a mixed-use project shall be governed by the urban form standards contained in Section 6.7 of this Specific Plan and the estimated buildout of development by Specific Plan Village as defined in this Specific Plan. Maximum
residential density for the entire project site shall not substantially exceed the thresholds evaluated in the Program Environmental Impact Report certified in conjunction with this Specific Plan. Upon request of the Deputy City Manager for Community Development, the applicant for each phase of a mixed use project shall provide the City with sufficiently detailed population/density information for previously developed and occupied residential phases of development.

a. Residential Dwelling Unit Minimum Size. Minimum interior building areas for residential dwelling units shall be as follows:

(i) studio unit not less than 500 sq. feet;

(ii) senior unit (age covenant restricted) not less than 500 sq. feet;

(iii) one (1) bedroom: not less than 600 sq. feet;

(iv) two (2) bedroom: not less than 750 sq. feet;

(v) three (3) bedrooms: not less than 1,100 sq. feet.


Parking standards for mixed use projects shall comply with the standards set forth in Section 6.12 of this Specific Plan, in addition to the following standards:

a. Parking spaces shall be provided on-site for guests. Guest parking shall be accessible, shall be screened from view of the street and shall be clearly identified with the words "GUEST PARKING" painted in the space with minimum 8-inch letters.

b. Nonresidential uses. Off-street parking for nonresidential uses shall be provided for each separate use in compliance with the standards as set forth in Section 6.12 this Specific Plan.
4. Parking and access standards.
   a. All parking spaces required for the residential use shall be provided on site.
   b. Parking spaces to serve residential uses shall be specifically designated and shall be reserved for the exclusive use of the residents.
   c. If structured parking is provided for the entire complex, separate dedicated and accessible areas shall be provided for residential and commercial uses.
   d. Separate site access drives shall be provided for the residential uses and commercial uses whenever possible.
   e. Methods for securing residential parking shall be required for residential uses and residential parking areas, as well as for securing commercial parking areas when businesses are closed.
      i. Security measures shall be subject to review by the El Monte Police Department.

5. Trash collection areas.

   Trash collection areas shall be contained within an enclosed structure. Trash collection areas shall be designed, located or screened so as not to be readily identifiable from adjacent streets.

6. Loading and storage facilities.

   Loading areas and solid waste storage facilities shall be located as far as possible from the on-site residential units and shall be completely screened from view from adjacent residential portions of the project. The location and design of the solid waste enclosures shall account for potential nuisances from odors and noise from collection vehicles.

7. Exterior lighting.

   Parking lot lighting and security lighting for the commercial uses shall be appropriately shielded so as not to spill over into residential areas. Residential units shall also be shielded from illuminated commercial signs.
8. Exterior equipment.

All exterior mounted equipment, including public transportation facilities, shall be screened from view. Special consideration shall be given to the location and screening of noise generating equipment (e.g., air conditioning, exhaust fans, refrigeration units, etc.) Noise reducing screens and insulation may be required where equipment has the potential to impact residential uses.

a. Satellite dish system must be roof mounted and screened from view.

9. Outdoor space for residential uses – mixed use projects.

a. Outdoor space may be provided as common or private space. Any common outdoor space shall have a minimum level surface dimension of 20 feet and a minimum area of 400 square feet.

b. Outdoor space intended for use by residents only shall not be accessible from commercial areas.

c. Open space and courtyards located in the commercial areas may be accessible to residential occupants and visitors.

d. Landscaping and seating shall be permanently integrated into all publicly-accessible outdoor spaces.

10. Hours of operation.

The City of El Monte may restrict the hours of operation of nonresidential uses to mitigate adverse impacts on the residential uses.


For mixed use projects providing residential and non-residential uses, a joint tenant/owners’ association shall be formed to ensure the continuous maintenance and replacement of common area elements for the project and each phase of development. Each association shall be managed by a professional property management company.
Each association shall be formed according to the type of use (e.g., residential, commercial, office and mixed use) and shall have the power to levy and collect assessments from owners of interests in each phase of development to provide for common area maintenance and replacement and the other purposes of each association. The association’s bylaws and governing documents, indemnity, conditions, covenants and restrictions shall include the following: determination of the maintenance and landscaping responsibilities, trash facility responsibilities, parking facility maintenance responsibility, assignment of parking spaces per each use, relationship between uses regarding association representation and voting procedures and, if applicable, mechanisms for the integration of the common area maintenance functions among different associations with the overall project site.

In addition, the governing documents for each such association shall contain other provisions as required by the City in light of the specific design elements of each particular phase of implementation of the overall project. The conditions, covenants and restrictions of each association shall provide that the City has the power to enforce the maintenance and land use delegations of the association in the event that following reasonable notice from the City, the association does not correct any such maintenance and land use compliance deficiencies at the reasonable request of the City. The City shall have the power to enter the property to perform maintenance work and the City shall have the power to recover any costs which the City may incur with in connection with the enforcement of the association’s maintenance, replacement as a special assessment as if the association itself levied such special assessments upon its members under the conditions, covenants and restrictions.

The governing documents of each association shall be subject to review and approval by the City Attorney as to conformity with this section.


a. Design standards. A mixed-use project shall be designed and constructed to:

i. Be compatible with and complement adjacent land uses;

ii. Maintain or enhance the character of development in the immediate neighborhood;
ii. Maintain or increase the existing number of residential units generally and specifically those for seniors and a variety of income levels; and

iv. Mitigate glare, light, noise, traffic, and other potential environmental impacts to the maximum extent feasible.

13. Separate entrances.

When residential and commercial uses are provided in the same structure, separate entrances shall be provided for each use.

14. Distance between dwellings.

A minimum distance of 10 feet shall separate exterior walls of separate buildings containing dwelling units on the same lot. The windows or window/doors of any dwelling unit shall not face the windows or window/doors of any other dwelling unit unless separated by a distance of 10 or more feet except where the angle between the wall of the separate dwelling units is 90 degrees or more. Walls parallel to each other shall be considered to be at a zero degree angle.

15. Sound mitigation.

Residential units shall be designed to be sound attenuated against present and future project noise. New projects, additions to existing projects, or new nonresidential uses in existing projects shall provide an acoustical analysis report, by an acoustical engineer, describing the acoustical design features of the structure required to satisfy the exterior and interior noise standards, as required by the City of El Monte Municipal Code.

16. Rooftop equipment.

Rooftop equipment, except solar energy equipment, shall be completely enclosed on all sides or screened from view of public rights-of-way.

17. Landscaping.

a. All street setback areas and other areas not occupied by buildings, parking, driveways, walkways, and other incidental residential activities shall be fully landscaped with live plant materials and shall be permanently maintained in a neat and orderly manner.
b. For the purposes of this section, permanent landscaping shall consist of landscaped areas at the ground level.

c. The soil shall be of sufficient depth in areas where trees are to be planted.

d. Decorative design elements (e.g., as fountains, sculptures, planters, rocks or other similar elements) may be permitted where they are integral parts of a landscape plan composed primarily of live plant materials.

e. Pedestrian walks and vehicular accessways shall be permitted in landscaped areas.

f. Street setback areas shall not be completely paved.

g. Permanent and automatic irrigation facilities shall be provided in all permanent landscaped areas except potted containers.

h. Landscaping shall be permanently maintained in substantial conformance with the approved plan.

18. Lighting.

a. Lighting for uncovered parking areas, vehicle accessways and walkways shall not exceed a height of 16 feet, except that the maximum height on the rooftop of any parking structure located on a lot adjacent to any residential zone shall not exceed a height of 8 feet.

b. The overall height shall be measured from the paved parking area surface to the uppermost part of the light standard, including the light globe.

c. Lighting shall be directed onto the driveways, walkways and parking areas within the development and away from adjacent properties and public rights-of-way. Appropriate shields shall be incorporated into lighting fixtures to ensure lighting does not spill onto adjoining properties.

19. Laundry Facilities.

a. Laundry facilities shall be provided to serve all residential dwelling units on a lot.
b. Laundry facilities, constituting washer and dryer appliances connected to utilities, shall be provided in the individual dwelling units or as part of a common laundry facility.

c. A common laundry room shall be in an accessible location and shall have at least one washer and one dryer for each 10 dwelling units, maintained in operable condition and accessible to all tenants daily between the hours of 7:00 A.M. and 10:00 P.M.

D. Live/Work Development

1. Purpose.

Live/work units are intended for the expressed use of business operators who live in the same structure that contains the business activity. A live/work unit is intended to function predominantly as workspace with incidental residential accommodations.

2. Applicability and allowed uses.

The provisions of this section shall apply to live/work units where permitted by Table 6-1. The non-residential component of a live/work project shall only be a use permitted within the Specific Plan area.

3. Limitations on use.

A live/work unit shall not be established or used in conjunction with any of the following activities:

a. Adult businesses;

b. Vehicle maintenance or repair (e.g., body or mechanical work, including boats and recreational vehicles), vehicle detailing and painting, upholstery, etc.);

c. Storage of flammable liquids or hazardous materials beyond that normally associated with a residential use; and

d. Other activities or uses, not compatible with residential activities and/or that have the possibility of affecting the health or safety of live/work unit residents, because of dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, or other impacts, or would be hazardous because of materials, processes, products, or wastes, as determined by the Director of Community Development.
   a. Floor area requirements. The minimum total floor area of a live/work space shall be 1,000 square feet within each unit. All floor area other than that reserved for living space shall be reserved and regularly used for working and display space.

   b. Street frontage treatment. Each live/work unit fronting a public street, and located at street level, shall have a pedestrian-oriented frontage that publicly displays the interior of the nonresidential areas of the structure. The first 25 feet of the floor area depth at the street-level frontage shall be limited to display and sales activity.

   c. Access to units. Where more than one live/work unit is proposed within a single structure, each live/work unit shall be separated from other live/work units and other uses in the structure. Access to individual units shall be from common access areas, corridors, or hallways. Access to each unit shall be clearly identified to provide for emergency services.

   d. Integral layout. The living space within the live/work unit shall be contiguous with, and an integral part of the working space, with direct access between the two areas, and not as a separate stand-alone dwelling unit. The residential component shall not have a separate street address from the business component.

   e. Open Space Requirements. Live/work development consisting of 4 or less units shall provide a minimum 50 square feet of private open space per unit. Developments exceeding 4 units shall provide 150 square feet of private or common open space per unit. Common open space shall be accessible to all residential units within the live/work development.

5. Operating standards.
   a. Occupancy. A live/work unit shall be occupied and used only by a business operator, and/or a household of which at least one member shall be the business operator.

   b. Sale or rental of portions of unit. No portion of a live/work unit may be separately leased, rented, or sold.
c. Notice to occupants. The owner or developer of any structure containing live/work units shall provide written notice to all live/work occupants and users that the surrounding area may be subject to levels of dust, fumes, noise, or other impacts associated with commercial and industrial uses at higher levels than would be expected in more typical residential areas.

d. Nonresident employees. Up to 2 persons who do not reside in the live/work unit may work in the unit, unless this employment is prohibited or limited by the provisions of the El Monte Municipal Code or this Specific Plan.

6. Required findings.

The approval of a live/work unit shall require the Deputy City Manager for Community Development to make all of the following findings;

a. The establishment of live/work units will not conflict with nor inhibit other uses in the area where the project is proposed;

b. The structure containing live/work units and each live/work unit within the structure has been designed to ensure that they will function predominantly as work spaces with incidental residential accommodations meeting basic habitability requirements in compliance with applicable regulations; and

6.13 Off-Street Parking and Loading Standards

A. Purpose.

The purpose of this section is to ensure that sufficient parking and loading areas are provided and properly designed and located in the Specific Plan project area. Every use, including a change in or expansion of an existing use or structure shall have appropriately maintained off-street parking and loading areas in compliance with the standards as described in this Specific Plan. For standards and provisions that are not explicitly stated, the standards and provisions of the El Monte Municipal Code shall apply.

B. Regulations for Off-Street Parking.

Off-street parking and loading for uses within the El Monte Gateway Specific Plan shall comply with the provision of this Section, as amended.
1. Calculation of Off-Street Parking Standards.

   Calculation of required parking spaces shall be in conformance with the Gateway Parking Model, as provided in Appendix A of this Specific Plan. The Gateway Parking Model shall be based on ULI Shared Parking Model (Section Edition), as amended.


   The City of El Monte shall monitor the parking requirements as provided in this section to ensure the parking amounts specified in the Specific Plan and the designated ULI Shared Parking Second Edition are appropriate for the Specific Plan area.

   The City, in consultation with project applicants, shall monitor actual parking occupancy in the Specific Plan area at specified intervals. Depending on the results of occupancy monitoring, the adopted parking model shall be modified and altered parking requirements shall be established as described below.


   a. The first monitoring requirement for parking occupancy will be triggered at 50% of the total buildout square footage of the Specific Plan area is developed and reaches stabilized operations.

      Stabilized operations shall be defined as (6) six months following a city-issued Certificate of Occupancy for any portion of development in the Specific Plan area.

   b. Monitoring shall also occur before each subsequent development application. Monitoring results will be compared to the model predictions for the month in which the monitoring occurs.

   c. Monitoring of parking occupancy will be undertaken by a qualified transportation consultant agreeable to the City and the developer. Parking occupancy measurement will cover hourly intervals from 6:00 AM through 10:00 PM on five different weekdays (including at least one Friday). The qualified consultant will also undertake surveys outside of the project site to determine if any project parking is occurring in other on-street or other off-street parking facilities that are not part of the project.
d. Should parking occupancy be greater than five percent of the occupancy calculated by the model, a qualified transportation consultant shall recalibrate the model, making adjustments to the base parking rate, time of day factors, mode adjustments, non-captive index, vacancy factor, or other elements using appropriate analysis techniques.

e. Should any required recalibrations indicate that insufficient parking was required in the first 50% of the buildout of the Specific Plan area, subsequent conditions shall be required to mitigate any deficiencies identified and will affect parking requirements for development applications in the Specific Plan area.

f. Should a required recalibration indicate that more parking was provided than required in the first 50% of the buildout of the Specific Plan, subsequent conditions shall provide credits for excess parking supply and shall adjust parking requirements for future development applications. Parking supply adjustment between subsequent development projects is possible because the project will implement shared parking, providing an environment that is conducive to walking between project areas.

C. Parking Requirements for Existing Transit Uses.

Should development applications in the Specific Plan area include modifications to existing transit parking facilities, a memorandum of understanding, operating agreement or equivalent arrangement for the use, distribution and location of parking facilities shall be executed between the project applicant, METRO, the City of El Monte and other responsible agencies. Any agreement shall be reviewed and approved by the City Attorney.

D. Location of Parking.

Required parking spaces for commercial or mixed uses shall be located on the same parcel or another parcel not further than 400 feet from the parcel they are intended to serve.
LAND USE AND DEVELOPMENT REGULATIONS

E. Joint use of parking.

The utilization of shared parking facilities within the El Monte Gateway Specific Plan is encouraged. Shared parking standards are based on the assumption that patrons will use a single parking space for more than one destination in certain locations within the Specific Plan area and that one parking space will be open and available for short-term parking to serve different uses which may have different peak hours. Project applicants for non-residential development may provide parking facilities for joint use of parking in compliance with the standards and provisions as set forth in this Section.

F. On-street and common loading.

In addition to the standards prescribed for specific land uses described in this Specific Plan, the following loading requirements apply:

1. Individual developments or leased space occupied by a legal business in mixed use developments comprising less than 10,000 square feet of gross leasable area may utilize on-street loading when demonstrated that the loading activity will not be detrimental to the public health, safety, and welfare, or adversely affect traffic patterns.

2. No on-street loading shall be permitted on Santa Anita Avenue at any time.

3. Uses part of a mixed use development, inclusive of residential uses, within the Specific Plan area may utilize common loading facilities when demonstrated that the loading activity will not be detrimental to the public health, safety, or welfare, or adversely affect traffic patterns.

6.14 LANDSCAPING, WALLS AND FENCES

A. Purpose.

This section shall provide standards and regulations to ensure the quality and appearance of development within the Specific Plan area.

B. Applicability.

Standards for landscape, walls and fences shall comply with the standards contained in Chapter 17.10 of the El Monte Municipal Code in addition to the following standards.
C. Landscaping and Irrigation Required.

All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this Specific Plan and the City of El Monte Municipal Code. Standards for the provision of landscaping within the public right-of-way in conjunction with any private development shall be in compliance with the El Monte Municipal Code.

D. Landscaping Standards.

1. Drought-tolerant landscaping required. All landscaping shall be installed and maintained to minimize irrigation demand. Shrubs, trees, vines, perennials, and ground cover shall demonstrate drought-tolerant features consistent with the California Department of Water specifications.

2. Recycled water, including stormwater runoff, shall be utilized to the maximum extent feasible for irrigation. All irrigation and planting on private property shall incorporate an automatic irrigation system. The irrigation system shall maintained and operated by the project applicant.

   a. Landscape maintenance shall be performed on a regular basis to ensure the visual quality of the landscaped areas.

   b. Prior to the issuance of permits, project applicants for projects in excess of 10,000 square feet shall file a maintenance agreement and any necessary easements with the City of El Monte. The agreement shall be approved by the City Attorney.

      i. The landscape maintenance agreement shall run with the land.

3. Use of approved landscape palette required. Project applicants shall use only approved landscape materials for the Specific Plan area, as determined by the Deputy City Manager for Community Development. The landscape palette may be modified based upon unique site conditions.

E. Parking lot landscaping.

Parking lot landscaping shall comply with the following standards:

1. Surface parking lots shall be landscaped in an amount equal to 5 percent of the total parking lot area.
2. Parking lot trees shall be planted at a minimum ratio of one tree for each 10 parking stalls.

3. Parking lot end islands shall be a minimum of 5-feet in width and provide an appropriate combination of trees, shrubs and turf.

4. Clustering of trees shall be allowed, provided the sum total of trees equals the standards prescribed above.

5. Parking lot landscape planters shall be provided at a ratio of 1 planter per 10 parking stalls. The size of the landscape planter shall not be less than the size of a standard parking stall, exclusive of finished curb width.

6. Parking lot planters and end islands shall be irrigated and maintained in proper working order by the property owner.

7. Replacement of dead, diseased or damaged landscaping shall be replaced by material of equal size and maturity.

8. Redwood chips, decomposed granite, or other organic material as a substitute for required landscaping shall be prohibited.

6.15 Walls and Fences

Walls and fences shall be designed to compliment the prevailing architecture and design of a development project.

A. Walls located on front-side setbacks shall have a maximum height of 3 ½ feet. Where conditions merit, additional wall heights may be required at the discretion of the Deputy City Manager for Community Development.

B. The use of barbed wire, contertina wire, electronically charged fences, plain exposed concrete block, plastic materials, chain link and grape stakes are prohibited.

C. Walls exceeding 50 feet in length shall provide changes in vertical wall plane to reduce visual impacts. Pilasters, changes in materials or colors, landscaping and other appropriate features shall be incorporated to reduce the appearance of long, unarticulated wall planes.
6.16 Signs

Any development within the El Monte Gateway Specific Plan shall have a Master Sign Program specifying the overall design, configuration, and permitted sizes of signs within the development. The Master Sign Program shall be subject to the following standards:

A. Sizes. Sizes of signs shall be reviewed and approved by the Conformity Review Committee, in accordance with the provisions as set forth in this Specific Plan.

B. Contents. Each Master Sign Program shall contain at a minimum the intended colors, letters, sizes, numbers and locations of signs, accompanied by illustrative examples of color, materials and other components.

C. Application procedures. A Master Sign Program shall be required as part of any development application. New master sign programs, and amendments to existing programs, shall be reviewed and approved by the Design Review Committee. Minimum application requirements shall be determined by the Director of Community Development or designee.

D. Notice. For any application involving the revision of or addition to a Master Sign Program, the applicant shall submit a mailing list of current tenants, who shall be notified in writing of the pending amendment no fewer than ten days prior to the scheduled date for consideration of the application.

6.17 General Operating Standards

A. Air Pollution.

Sources of air pollution shall comply with rules established by the Environmental Protection Agency (Code of Federal Regulations, Title 40) and the California Air Resources Board. No person shall operate a regulated source of air pollution without a valid operation permit issued by the designated regulatory agency.

B. Exhaust Emissions.

Construction-related and business activity exhaust emissions shall be minimized by maintaining equipment in good operating condition and in proper tune in compliance with manufacturer’s specifications. Equipment shall not be left idling for long periods of time.
C. **Odor Emissions.**

Noxious odorous emissions from a substance or in a volume that is detrimental to or endangers the public health, safety, comfort or welfare is a public nuisance and unlawful, and shall be modified to prevent further emissions release.

D. **Electrical Interference.**

Activities, processes, and uses shall not operate in a manner that produces electric and/or magnetic fields that adversely affect the public health or safety, or the general welfare of the community, including interference with normal radio, telephone, or television reception from off the premises where an activity is located.

E. **Light and Glare.**

Lights, spotlights, floodlights, reflectors, and other means of illumination shall be shielded or equipped with special lenses in such a manner as to prevent any glare or direct illumination on any public street or other property.

F. **Noise.**

Activities, processes, and uses shall not produce noise that may be considered a nuisance or hazard on any adjacent property.

G. **Vibrations.**

Uses that generate vibrations that may be considered a nuisance or hazard on any adjacent property shall be cushioned or isolated to prevent the generation of vibrations.

H. **Outdoor Storage.**

Outdoor storage areas for commercial, industrial, and manufacturing uses shall be utilized only for the express purpose of the storage of material or equipment directly related to the use or activity on site. Such outdoor storage shall be fully enclosed by a masonry wall, and the stored material shall be kept below the horizontal plane of the top. Outdoor storage areas shall not be used for manufacturing, assembly, or construction of any equipment or material.
I. Parking.

Parking shall be designed to provide adequate space for access and adequate on-site maneuvering. Loading facilities shall not conflict with or obstruct the proper function of parking facilities.

Off-street parking for one use shall not be considered as providing required off-street parking for any other use, except as expressly authorized by this section.

Parking facilities shall maintain adequate access and maneuverability for emergency vehicles.

6.18 Development Review Procedures

A. Applicability.

The procedures and regulatory provisions necessary to administer development review procedures for applicable properties, structures and uses within the El Monte Gateway Specific Plan shall be subject to the requirements as set forth in Chapter 17 of the City of El Monte Municipal Code in addition to the provision as set forth in this section.

B. Establishment of Conformity Review Committee

Upon adoption of this Specific Plan, the City of El Monte shall form a Conformity Review Committee for the purpose of reviewing each subsequent development project proposal within the boundaries of the Specific Plan area. The Conformity Review Committee shall consist of the following five (5) members:

- Two (2) members of the Planning Commission, appointed as regular members
- Two (2) members of the Planning Commission, appointed as alternate members
- One (1) member designated by the City Manager
- One (1) member designated by the Deputy City Manager for Community Development
- One (1) member designated by the Redevelopment Director

At the discretion of the City Council, ex officio members may be appointed to the CRC from time-to-time for the purpose of providing additional guidance to the CRC. All meetings of the CRC shall be open to the public and shall adhere to the Brown Act. Upon the completion of its review, the CRC shall submit its recommendation and written report for each
development project proposal to the Planning Commission. Voting procedures of the CRC for the purpose of submitting a recommendation of approval to the Planning Commission for each development project application shall be unanimous vote of the members of the CRC participating.

1. Duties of the Conformity Review Committee.

Subsequent to the adoption of the Specific Plan. The CRC shall be granted the authority to review individual development applications to ensure consistency with the standards and guidelines expressed in this Specific Plan.

2. Review of Development Project Applications by the Conformity Review Committee.

The CRC shall be granted the authority to make a recommendation to the Planning Commission that the design concept each individual development project application meets the spirit and intent of the Specific Plan.

3. Action by the Conformity Review Committee.

No recommendation to the Planning Commission of a development project application may be issued by the CRC except by the majority vote of the members of the CRC. If any development project application reviewed by the CRC is not recommended for approval by majority vote of the members of the CRC, then such development project application shall be forwarded to the Planning Commission for action and consideration without a recommendation for approval by the CRC. If a development project application is not recommended for approval by a majority vote of the CRC then the members of the CRC shall prepare a written report addressed to the applicant and the Planning Commission which sets forth the reasons the CRC does not recommend the approval of the particular development project permit application.

4. Development Project Application Filing, Processing and Review.

Each development project application for any development project to be undertaken within the Specific Plan area shall be reviewed by the CRC, and following such review by the CRC, by the Planning Commission, using the same procedure as set forth in Chapter 16, Chapter 17.22 and Chapter 17.24, as applicable, of the El Monte Municipal Code.
CHAPTER 6: LAND USE AND DEVELOPMENT REGULATIONS

5. The recommendation of the Conformity Review Committee as submitted to the Planning Commission with regard to each development project application is advisory in nature and is subject to the independent review of the Planning Commission.

C. Conditional Use Permits.

1. Applicability.

Any application for a Conditional Use Permit within the Specific Plan area shall be considered by the El Monte Planning Commission for a specified land use that is allowed within the Specific Plan area with the approval of a Conditional Use Permit in compliance with applicable Sections of this Chapter and Chapter 17.24 of the El Monte Municipal Code.

2. Uses requiring a Conditional Use Permit.

Conditional Use Permits for projects within the boundaries of the Specific Plan project area may be approved for those uses listed in Table 6.1.

3. Application filing, processing and review.

Application filing, processing and review procedures shall be in compliance with the requirements of Chapter 17.24 of the El Monte Municipal Code.

4. Run with the land. A Conditional Use Permit approved in compliance with the provisions of this Chapter and the El Monte Municipal Code shall run with the land.

D. Site Assessment and Remediation Requirements.

Prior to the submission by an applicant of a development project permit application to the City, the applicant shall conduct intrusive soil testing and sampling (a “Phase II environmental assessment”) of the development project site proposed to be improved under such development project permit application, to preliminarily assess whether contaminating or hazardous substances or petroleum product residual compounds may be present in the soils at concentrations in excess of applicable maximum contamination levels for each such contaminating or hazardous substances or petroleum product compound and the results of such a Phase II environmental assessment shall be delivered to the City by the applicant as part of each development project permit application.
Prior to the issuance of any grading or building permit for any portion of the lands included within the Specific Plan area, including lands within the Parks and Open Space Sub District, an applicant shall submit a further written plan to the City for conducting a Phase II environmental assessment of the lands proposed for development consistent with the findings set forth in PEIR Appendix 8 and ASTM guidelines and any specific findings obtained as a result of the initial Phase II environmental assessment described in the first sentence of this Section 6.18.D

The applicant shall be responsible for completing any work of remediation or cleanup in accordance with the approved program of supervised remediation and cleanup.
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7.0 IMPLEMENTATION AND ADMINISTRATION

7.1 SPECIFIC PLAN PHASING

Future development and redevelopment in the El Monte Gateway Specific Plan project area will occur over a multiple-year timeline. The land use concept and associated improvements necessary are assumed to have a 20-year horizon. Therefore, future development and/or redevelopment in the Specific Plan area will be responsive to prevailing market conditions at the time of actual development - making forecasts of the timing and extent of future conditions challenging. Although a phasing plan may not be appropriate for this type of land use policy document, the El Monte Gateway Specific Plan will provide basis for more accurate estimates of future Capital Improvement programming and other City and developer-initiated improvements.

7.2 APPLICABILITY

The provisions of this chapter are applicable to the considerations of development activity and land use within the boundary of the El Monte Gateway Specific Plan area.

The regulations, development standards and guidelines as contained in the Specific Plan shall apply in their entirety in the review of new development proposals. However, in the review of proposals involving the modification of existing development, it is recognized that existing site conditions may constrain the extent to which these development standards and guidelines can be met. Acceptable modifications for existing development are noted in their respective sections.

7.3 GENERAL PLAN AMENDMENTS

The City of El Monte General Plan shall be amended concurrent with the adoption of the El Monte Gateway Specific Plan to provide consistency between both documents. The following amendments to the General Plan shall ensure consistency:

General Plan Amendment No. 01-07: amendment of the 1991 El Monte General Plan to: (i) change the General Plan land use designations of parcels of land located near and including the El Monte Busway Terminal from the current General Plan land use designations of “Public Facilities”, “Downtown Core”, and “Industrial/Business Park” to a new General Plan land use designation of “El Monte Gateway Specific Plan”; (ii) amendment of the General Plan Open Space/Conservation Element to provide for future modifications to Pioneer Park; and (iii) amendments of the General Plan Housing Element, Circulation Element and other related conforming amendments to the General Plan and Land Use Map in order that the El Monte Gateway Specific Plan and the City General Plan, as amended, are internally consistent.
7.4 **Zoning Code/Map Amendments**

The existing zoning classifications within the El Monte Gateway Specific Plan area prior to the adoption of this Specific Plan shall be repealed. These classifications shall be replaced with an SP-1 designation. The following amendments shall apply:

- Specific Plan No. 01-07: adoption of the El Monte Gateway Specific Plan, thereby establishing the boundary of such specific plan, or transit village planning district area (“Specific Plan area”) and establish land use and development regulations, as well as design guidelines which are applicable solely to the Specific Plan area to guide consideration by the City of individual development project applications for lands located within the Specific Plan area; and

- Zone Change No. 01-07: change the current zoning classifications for parcels of land within the Specific Plan area from R-4 (High Density Multiple Family), C-2 (Retail Commercial), C-2D (Retail Commercial – Design Overlay), C-3 (General Commercial), M-1 (Light Manufacturing), and M-2 (General Manufacturing) to the new “SP-1 (El Monte Gateway Specific Plan)” zoning classification.

All land use regulations, development standards, and other provisions of the El Monte Gateway Specific Plan in its entirety shall apply as expressly stated in this Plan. For development criteria and regulations that are not amended or superseded by this Specific Plan, the provisions of the City of El Monte Municipal Code shall apply.

7.5 **Administration and Enforcement**

The provisions as set forth in the El Monte Gateway Specific Plan shall be enforced by the Deputy City Manager for Community Development. All officers, employees, and officials of the City of El Monte who are vested with the duty or authority to issue permits or licenses shall conform with the provisions of this Specific Plan, and shall not issue any permit or license, or approve any use or building, which would be in conflict with this Specific Plan. Any permit, license or approval issued that is in conflict with the requirements of this Specific Plan shall be considered null and void.

7.6 **Relationship to the Zoning Code**

The provisions contained in this El Monte Gateway 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 El Monte Municipal Code. As part of the implementation of this Specific Plan, the City of El Monte Municipal Code shall be amended to include the El Monte Gateway Specific Plan (SP-1) designation, including its associated land use districts.
7.7 Amendments to the Specific Plan

The El Monte Gateway Specific Plan may be amended utilizing the procedure by which it was originally adopted. In addition, the amendment shall demonstrate that it meets the intent of the Specific Plan’s policy framework, including its Guiding Principles and Specific Plan Objectives, or provide a finding that the amendment enhances the Plan or is necessary to implement to Plan. All sections or portions of the Specific Plan to be changed or that may be affected by the change must be included in the Specific Plan Amendment. A concurrent amendment to the General Plan would not be required provided the City Council determines that substantive changes would not influence the goals, objectives, policies or programs of the City of El Monte General Plan.

7.8 Specific Plan EIR and Mitigation Monitoring

The El Monte Gateway Specific Plan will be prepared in conjunction with a program-level EIR, which identifies potential impacts resulting from the proposed development and establishes mitigation measures that reduce them to a less than significant level, where feasible.

7.9 Severability

In the event that any regulation, condition, program, portion or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

7.10 Construction Costs

Estimated construction costs for infrastructure and other public improvements are provided in Appendix B of this Specific Plan.

7.11 City Fire Station No. 166

In the event that the use or development of the Park and Open Space Sub District by the City or the Agency may require the relocation of the fire suppression and emergency rescue service operations at City Fire Station No. 166 to a new location, either inside the Specific Plan area or outside of the Specific Plan area, no such relocation of fire suppression and emergency rescue service operations and/or a change in the use of the existing fire station building at City Fire Station No. 166 shall occur until such time as both: (i) a new location for City Fire Station No. 166 operations has been approved by the City Council, in consultation with Los Angeles County Consolidated Fire Protection District following a public hearing, and (ii) a new fire suppression and emergency rescue
facility for City Fire Station No. 166 is fully operational and available for occupying by the fire department at its new location.

7.12 CITY PUBLIC WORKS YARD

The development and use of the Rio Paseo Village within the Mixed Use Sub District for transit oriented development will require the relocation of the City Public Works Yard from its current location on Santa Anita Avenue to a new location either inside the Specific Plan area or outside of the Specific Plan area. No such relocation shall occur of the City Public Works Yard operations shall occur until such time as both: (i) a new location for the City Public Works Yard operation has been approved by the City Council following a public hearing and (ii) City Public Works Yard operations facilities are available for occupancy by the City at the new location by the City.
Appendix A
Specifications for ULI Shared Parking Model (Second Edition)

In conformance with the requirements of the El Monte Gateway Specific Plan, the following specifications shall be used in applying the ULI Shared Parking Model to subsequent parking analysis for this Specific Plan. Full documentation is provided in “Parking Demand for the El Monte Transit Village” (2007) prepared by Richard Willson, Ph. D., AICP as an Appendix to this Specific Plan.

- Model is modified to analyze shared commuter parking, using 2,100 spaces, full non-peak period sharing, and the ITE Parking Generation, Third Edition time-of-day distribution from Light Rail Transit Station with Parking, Code 093.
- The following mode adjustment and non-captive ratios shall be adopted for this Specific Plan:

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<th>Weekend</th>
<th>Weekday</th>
<th>Weekend</th>
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<th>Weekend</th>
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Appendix A
Recommended Parking Ratios – El Monte Gateway Specific Plan

In conformance with the requirements of the El Monte Gateway Specific Plan, the following Parking Generation Ratios shall be used in determining parking requirements for subsequent development applications in the project area. Parking ratios may be amended pursuant to the provisions provided in Chapter 6 of this Specific Plan.

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Appendix B
Cost Estimates for Infrastructure Improvements

This Appendix provides an analysis of cost estimates for infrastructure improvements within the Specific Plan area. The cost estimates are based on the most current construction cost data available and calculated by consultants qualified in determining construction costs. Cost estimates should be considered “order of magnitude” estimates to be used as a planning tool for future capital improvement programming and financing.
## Section B-1
### Water/Sewer/Stormdrain Improvement Costs

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**This cost estimate is an estimate only. These figures are supplied as a guide only. Tetra Tech, Inc. is not responsible for fluctuation in cost of material, labor or components, or unforeseen contingencies.**
## Section B-2
### Roadway System Improvement Costs

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<td></td>
<td>Roadway Items</td>
<td>LS</td>
<td>1</td>
<td>$5,200</td>
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<tr>
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<td>Pavement Structural Section</td>
<td>LS</td>
<td>1</td>
<td>$9,200</td>
<td>$9,200</td>
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<tr>
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<td>Drainage Items</td>
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<td>Utilities</td>
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<td></td>
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<tr>
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<td>Project Contribution (61%)</td>
<td></td>
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<td>$171,000</td>
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</table>

SUBTOTAL:  
$2,914,000

26% ENG & CONST MGMT:  
$730,000

GRAND TOTAL:  
$3,700,000

THIS COST ESTIMATE IS AN ESTIMATE ONLY. THESE FIGURES ARE SUPPLIED AS A GUIDE ONLY. TETRA TECH, INC. IS NOT RESPONSIBLE FOR FLUCTUATION IN COST OF MATERIAL, LABOR OR COMPONENTS, OR UNFORSEEN CONTINGENCIES.
### Section B-2 (cont’d)

**Roadway System Improvement Costs**

#### Santa Anita Ave and Valley Blvd Improvements

Construct curb extensions across Santa Anita Ave to reduce required pedestrian crossing time and adjust signal timing. Convert dedicated southbound right turn lane to a shared through/right lane. Add a third northbound lane. Add bus turnout along Valley Blvd.

#### I. Roadway Items

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Unit</th>
<th>Estimated Quantity</th>
<th>Unit Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Excavation</td>
<td>CY</td>
<td>700</td>
<td>$45</td>
<td>$31,500</td>
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<tr>
<td>Clearing &amp; Grubbing</td>
<td>LS</td>
<td>1</td>
<td>$50,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>Curb &amp; Gutter</td>
<td>LF</td>
<td>510</td>
<td>$15</td>
<td>$8,550</td>
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<tr>
<td>Median Curb</td>
<td>LF</td>
<td>850</td>
<td>$15</td>
<td>$12,900</td>
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<tr>
<td>Sidewalk</td>
<td>SF</td>
<td>4,000</td>
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#### II. Pavement Structural Section

<table>
<thead>
<tr>
<th>Item Description</th>
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</thead>
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<tr>
<td>PCC Pavement</td>
<td>CY</td>
<td>50</td>
<td>$400</td>
<td>$20,000</td>
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<tr>
<td>Asphalt Concrete</td>
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<td>300</td>
<td>$90</td>
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<tr>
<td>Aggregate Base</td>
<td>CY</td>
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#### III. Drainage

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<tbody>
<tr>
<td>Reconstruct Catch Basin</td>
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<td>$8,000</td>
<td>$8,000</td>
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<tr>
<td>Storm Drain Laterals</td>
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<td>$150</td>
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</table>

#### IV. Specialty Items

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Unit</th>
<th>Estimated Quantity</th>
<th>Unit Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscaping/Irrigation</td>
<td>LS</td>
<td>1</td>
<td>$30,000</td>
<td>$30,000</td>
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<tr>
<td>Water Pollution Control</td>
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<td>1</td>
<td>$20,000</td>
<td>$20,000</td>
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<tr>
<td>Structure Demolition</td>
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<td>1</td>
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<tr>
<td>Hazardous Material Mitigation</td>
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#### V. Traffic Items

<table>
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<tr>
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<th>Unit</th>
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</thead>
<tbody>
<tr>
<td>Lighting</td>
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<tr>
<td>Traffic Signals</td>
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<tr>
<td>Traffic Control</td>
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<td>$15,000</td>
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<tr>
<td>Minor Items</td>
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<td>Supplemental Work</td>
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#### VI. Right of Way Acquisition

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<tr>
<td>Acquisition</td>
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<td>Relocation Assistance</td>
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<td>$600,000</td>
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<tr>
<td>Clearance/Demolition</td>
<td>LS</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Title and Escrow Fees</td>
<td>LS</td>
<td>1</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

#### VII. Utilities

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Unit</th>
<th>Estimated Quantity</th>
<th>Unit Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vault Adjustment</td>
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<td>$5,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>Guy Pole Relocation</td>
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<tr>
<td>Miscellaneous Relocations</td>
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<td>$25,000</td>
<td>$25,000</td>
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</tbody>
</table>

Intersection Total: $3,600,000
CITY OF EL MONTE PLANNING COMMISSION
NOTICE OF PUBLIC HEARING

Hablamos Español favor de hablar con
Marcella Magdaleno (626) 258-8626

TO: All Interested Parties
FROM: City of El Monte Planning Division
LOCATION: Citywide
APPLICATION: Code Amendment No. 767
REQUEST: The City of El Monte is proposing revisions to the Municipal Code for the following Chapters: 17.08 (Parking Requirements); 17.20 (Modification – Variance); 17.22 (Design Review); 17.24 (Conditional Use Permits); 17.38 (R-2 Zone); 17.40 (R-3 Zone); 17.42 (R-4 Zone); 17.45 (Mixed/Multi-use Zone); 17.74 (Multiple Tenant Development Standards); and 17.80 (SP-1 El Monte Gateway Specific Plan).

The Planning Commission will make a recommendation to the City Council, with the City Council making the final decision at a future public hearing.

APPLICANT: City of El Monte

ENVIRONMENTAL DOCUMENTATION: The proposed Code Amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) under the general rule that CEQA does not apply to activities which can be seen with certainty to have no effect on the environment.

PLACE OF HEARING: Pursuant to State Law, the Planning Commission will hold a public hearing to receive testimony, orally and in writing, on the proposed project. The public hearing is scheduled for:

Date: Tuesday, August 27, 2019
Time: 7:00 p.m.
Place: El Monte City Hall East - City Council Chamber
11333 Valley Boulevard El Monte, California

Persons wishing to comment on the proposed Code Amendment may do so orally or in writing at the public hearing or in writing prior to the meeting date. Written comments shall be sent to Betty Donavanik; El Monte City Hall West; 11333 Valley Boulevard; El Monte, CA 91731 or at bdonavanik@elmonteca.gov. If you challenge the decision in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Planning Commission at, or prior to, the public hearing. For further information regarding this application please contact Betty Donavanik at (626) 258-8626. Monday through Thursday, except legal holidays, between the hours of 7:00 a.m. and 5:30 p.m.

Published on: Thursday, August 15, 2019
City of El Monte Planning Commission
Marcella Magdaleno, Planning Commission Secretary
RESOLUTION NO. 3547

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EL MONTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA DENYING CONDITIONAL USE PERMIT NO. 06-19 TO ALLOW THE ANCILLARY OFF-SALE OF BEER AND WINE (TYPE 20 ABC LICENSE) AT AN EXISTING GAS STATION WITH A 1,579 SQUARE FOOT CONVENIENCE STORE FOR THE PROPERTY LOCATED AT 3266 SANTA ANITA AVENUE, EL MONTE, CALIFORNIA.

The Planning Commission of the City of El Monte, County of Los Angeles, State of California, does hereby find, determine and resolve as follows:

SECTION 1 – PROJECT DESCRIPTION. On April 25, 2019, Morris Pouldar (Jim P. Oil Inc.), 3266 Santa Anita Avenue, El Monte CA 91733, filed an application for Conditional Use Permit No. 06-19 to include the ancillary off-sale of beer and wine (Type 20 ABC license) to an existing 1,579 square foot convenience store at an existing gasoline station.

SECTION 2 – PUBLIC HEARING. This request is made pursuant to the requirements of Section 17.24.040 of the El Monte Municipal Code (EMMC). The property is located at 3266 Santa Anita Avenue, at the south-east intersection of Santa Anita Avenue and Asher Street, and described as follows, to-wit:

APN: 8580-018-030

After due notice as required by law, a full and fair public hearing was held to consider approval of Conditional Use Permit No. 06-19 before this Planning Commission on August 13, 2019 at which time, all interested persons were given full opportunity to be heard and present evidence. The Planning Commission denied Conditional Use Permit No. 06-19 (3-2) and directed staff to formulate findings in accordance with the motion for
denial. The denial findings are listed below in Section 3 (Conditional Use Permit Findings).

**SECTION 3 - CONDITIONAL USE PERMIT FINDINGS.** For a Conditional Use Permit to be approved, all necessary findings for the granting of Conditional Use Permit No. 06-19, to allow ancillary off-sale of beer and wine service in conjunction with an existing gasoline station/convenience store, pursuant to Section 17.24.050 of the EMMC must be made in a positive manner. The Planning Commission and Staff finds that the following findings cannot be made in a positive manner.

A. The granting of such Conditional Use Permit will not be detrimental to the public health or welfare or be injurious to the property or to improvements in such zone or vicinity.

*Finding of Fact:*

The Department of Alcohol Beverage Control (ABC) recommends a maximum of three (3) off-sale licenses for the census tract in which the project site is located. The current number of licenses is nine (9). The Planning Commission finds that adding another off-sale license will create an undue concentration that will be detrimental to the health and welfare of the vicinity and City by exacerbating an overabundance of alcoholic beverages available for sale in the vicinity.

B. The alcohol use applied for provides a public convenience or necessity to the surrounding community (e.g. increases in employment, increases in business taxes, whether the project is a unique business addition to the community, whether the project will contribute to the economic goals of the area, and whether the project will result in a positive upgrade of the area).

*Finding of Fact:*

The Planning Commission finds that the proposed use does not provide an added public convenience to or is necessity for the surrounding community. The recommended maximum number of off-sale licenses currently adequately serves the census tract and the addition of another will create an undue concentration within the tract. In addition, the nearest off-sale location is 7-Eleven which is located across the street and within the same block as the subject property offering beer, wine, and distilled spirits pursuant to an ABC Type 21 off-sale general license.
**SECTION 4 – DENIAL DETERMINATION.** Based on the findings contained in Section 3 of this Resolution, the Planning Commission does hereby deny Conditional Use Permit No. 06-19.

**SECTION 5 – PLANNING COMMISSION DENAIL.** The Secretary of the Planning Commission of the City of El Monte, California, shall certify to the adoption of this Resolution and shall cause a copy of the same to be forwarded to the applicant.

________________________

Cesar Peralta, Chairperson

ATTEST:

________________________

Marcella Magdaleno, Secretary
El Monte City Planning Commission

STATE OF CALIFORNIA )
COUNTY OF LOS ANGELES ) SS:
CITY OF EL MONTE )

I, Marcella Magdaleno, Secretary of the Planning Commission of the City of El Monte, do hereby certify that the above and foregoing is a full, true, and correct copy of Resolution No. 3547 adopted by the Planning Commission of the City of El Monte, at a regular meeting by said Commission held on August 27, 2019, by the following votes to wit:

AYES:

NOES:

ABSTAIN:

ABSENT: ____________________________

Marcella Magdaleno, Secretary
El Monte City Planning Commission