

EL MONTE

COMMUNITY DEVELOPMENT

VISION EL MONTE

GENERAL PLAN



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CITY OF EL MONTE

11333 Valley Boulevard
El Monte, California 91731-3293
(626) 580-2001

CITY COUNCIL

Mayor Andre Quintero
Mayor Pro Tem Patricia Wallach
Councilman Juventino “J” Gomez
Councilwoman Emily Ishigaki
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CITY OF EL MONTE

Rene Bobadilla, City Manager
Jesus Gomez, Assistant City Manager
Damien Arrula, Economic Development Director
Minh Thai, Assistant Economic Development Director
David F. Gondek, Senior Deputy City Attorney
Alexander Chan, Planning Services Manager

GENERAL PLAN CONSULTING TEAM

The Planning Center, Lead Consultant
Amigos de Los Rios
Keyser Marston
The Mobility Group
Transportation & Land Use Collaborative

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1 Vision El Monte

The City of El Monte has a great story to tell. It is a story of a colorful past, a vibrant present, and a promising future for the community. For over seven generations, families have brought knowledge and traditions to the city from around the globe. Tongva, Spanish, Mexican, American, and the Asian Pacific peoples have all contributed to El Monte’s history. Despite their international origins, El Monte has always been known as a place where its residents share common values of family and service.

Like many cities within the greater metropolitan region, El Monte is at a pivotal moment in its history. Civic leaders have the opportunity to forge a lasting and new legacy—one that embraces a healthy environment, that recognizes and affirms its cultures and places, that cherishes its residents, and that offers people security, promise, and a launching point for realizing their dreams. Providing the foundations for achieving this promising future is the overriding purpose of the El Monte General Plan.

The City of El Monte is responding to these challenges. It is revitalizing its downtown through a state-of-the-art transit center. The economy is being strengthened and diversified around the industrial, commercial, and financial sectors and through education and workforce training. The City is beautifying, opening up, and restoring the San Gabriel and Rio Hondo rivers, parks, and recreation amenities. Neighborhoods are being improved and strengthened with quality housing, community services, and amenities.

Within this context, Vision El Monte’s future is about creating and sustaining a community that appreciates its heritage, respects its cultures, and is a place of hope, opportunity, and achievement for the future. These aspirations provide the foundation for the El Monte General Plan and provide the impetus for continued community engagement and involvement in improving the El Monte community.



Santa Fe Historical Trail

The City of El Monte has always been known as the End of the Santa Fe Trail.

Shaping El Monte's Vision

The El Monte General Plan is a blueprint for the improvement of the community. Such a process required a vision and active engagement and involvement of City leaders, City staff, residents, property owners, community leaders, the business community, and many other stakeholders.



The General Plan update process involved many formal and informal interviews with residents, developers, business representatives, and community service providers to understand their needs, concerns, and aspirations for El Monte. City department representatives, the Planning Commission, and City Council were also interviewed to identify key planning issues, challenges, and opportunities to improve the City. The depth of interviews was necessary to understand and articulate the issues in El Monte and aspirations for its future.



The City Council appointed a General Plan Advisory Committee made up of representatives from the community, including businesses, churches, schools, community-based organizations, residents, and others. This group helped in outreaching to the community and participating with the community to form and articulate the community principles, values, and priorities that underpin the City's vision. Its broad membership and participation ensured that all community interests were heard. This community effort culminated in the community vision for El Monte, which was adopted unanimously by City Council and the Planning Commission.

The City held five community workshops on the topics of land use, transportation, parks and recreation, cultural resources, and community design, where participants were requested to confirm issues defined through earlier phases and discuss how the City should respond to its planning challenges. Hundreds of residents participated in these workshops and offered ideas for the General Plan. Each Element of the General Plan further describes the input and direction received from the workshops and its relationship to the Element.

General Plan Vision

The City Council has adopted a broad vision that guides the General Plan and the guiding themes that clarify the vision. This vision is an anchor for evaluating priorities and programs and dedicating financial and administrative resources to City programs. El Monte’s General Plan vision is further defined by six themes—a friendly and diverse community, a balanced community, convenient transportation choices, a healthy environment, a vibrant economy, and sustainable growth.

The City’s vision is:

A vibrant and safe community that respects its historical and cultural diversity and strives to provide a high quality of life through well-designed neighborhoods, ample housing opportunities, quality education, park and recreational amenities, economic and employment opportunities, and a healthy environment.

Theme 1: Friendly and Diverse Community

El Monte will be a friendly and welcoming city that provides a safe environment; values family, diversity, community; and cherishes, preserves, and builds on our rich history and culture.

El Monte remains a friendly community, where people desire to put down roots and build lives—a place that embraces diversity, where generations of families have lived and many still call home. We support a supportive environment for our children, places where our families gather together, and a broad range of housing and safe neighborhoods for residents. Our network of churches, quality schools, civic groups, quality community services, and residential neighborhoods create a caring setting for families.

The El Monte community is bound together by our strong sense of family, culture, and commitment to help one another achieve a better future. We cherish the opportunities to weave together and celebrate the richness and diversity of our community. In the end, we recognize that El Monte’s greatest assets are its people, who are committed to visioning a better future, taking on challenges to capitalize on opportunities, and working together to build a better life for our families and neighbors.



Theme 2: Balanced Community

El Monte will have a balance of safe and stable neighborhoods, quality parks and recreational facilities, thriving business and job opportunities, shopping and entertainment, and excellent schools.

El Monte aspires to be a balanced community that offers beautiful and stable neighborhoods served by ample parks and recreation opportunities. Quality is evidenced in well-designed housing, commercial and industrial uses, landscaping, urban design, and civic uses. A balanced community supports a strong economy and job base that provides ample revenues to support services and the opportunity to achieve a higher standard of living. El Monte neighborhoods offer quality housing and services that foster a high quality of life for residents of all ages and incomes.

El Monte offers quality community services, police and fire service, libraries, parks, and recreation. Safe schools and high quality education provide opportunities for our residents. We support our local schools and the positive role they play in our children’s lives. El Monte invests in infrastructure so that adequate water, transportation, and other community services are maintained for future generations. Providing a high quality of life and balanced community will instill pride among residents and denote El Monte as a desirable place to live, work, learn, and enjoy their lives.



Theme 3: Convenient Transportation Choices

El Monte will be a city where people can easily and safely access community facilities and services by convenient transportation choices that efficiently connect El Monte to the region.

El Monte is noted for its excellent access to freeways, roadways and regional transit opportunities, including commuter rail, bikeway, and transit hubs. As the transportation hub of the San Gabriel Valley, El Monte recognizes the importance of an efficient transportation system to its regional role and future prosperity, and thus supports efforts to maintain and improve the ability and convenience of residents, business, visitors, and workers to travel to and from our community through multiple transportation modes.

El Monte will create a balanced, integrated multimodal transportation system. This vision embraces the notions that streets should be pedestrian and bicycle friendly, fully accessible to people with disabilities, and be safe for walking to schools, commercial centers, neighborhoods, and parks; that traffic should be effectively managed to reduce impacts to neighborhoods and improve public safety; that public transit choices should increase the availability of and use of transit; and that pedestrian and bicycle paths should encourage walking, bicycling, and connections to amenities.



Theme 4: Healthy Environment

El Monte is committed to restoring and preserving its rivers and open spaces, providing adequate parks, promoting connections with the natural environment, and fostering healthy lifestyles.

El Monte was originally known as the wooded place between the rivers. The Rio Hondo and San Gabriel Rivers that encircled it drew people to the area, provided habitat for plant and animal life, supplied water for agriculture, and offered recreational opportunities. With postwar suburbanization, urban development gradually replaced many of these natural assets, leading to a loss of environmental resources, a decline in recreational opportunities, and unintended impacts that affect our quality of life.



We are committed to restoring our natural environment and history. This vision is to be achieved through a balance of parks and open space, a healthy urban forest, and trails and connections between parks. These open space resources will promote a healthy lifestyle for our residents. The City is also committed to restoring and creating the Emerald Necklace of parks, providing open space and recreational resources. This commitment extends to protecting our neighborhoods from the impacts of urbanization, cleanup of industrial activities, and promotion of clean air, water, and soil.

Theme 5: Vibrant Economy

El Monte supports a prosperous economy that fosters a range of business, an entrepreneurial spirit, ample job opportunities, a competitive and trained workforce, and excellent standard of living.

El Monte's economy provides the tax base for sustaining exemplary services and investment. The Northwest Industrial Area will be the industrial and manufacturing base; Flair Park will be the professional office district; and commercial areas will provide regional and neighborhood commercial uses for residents. El Monte downtown will be the governmental, cultural, and commercial core, linked to the greater metropolitan area. With its transit amenities and strategic location, El Monte aspires to become a hub of retail, commercial, and business activity.

El Monte's prosperity depends on its people, their skills, and a competitive and healthy workforce. The City supports an entrepreneurial spirit that fosters investment in local business, real estate, and community. We support high quality education that provides our children the foundation for learning, opportunity, and advancement. To keep pace with changing workplace needs, we support workforce training through adult education.

Theme 6: Sustainable Growth

El Monte will grow in a sustainable way, preserving and enhancing neighborhoods while fostering revitalization and quality development in downtown and along commercial corridors.

El Monte has been defined by growth and change. From our agricultural roots, our economy has diversified into manufacturing, goods movement, commerce, and services. Neighborhoods have transitioned from rural areas to suburban residential developments. Our transportation system connects El Monte to the greater Los Angeles area. Our quality of life and future role in the San Gabriel Valley depend on how we guide and facilitate change to capitalize on new opportunities, while preserving the best of El Monte.

We support quality and well-designed housing, commercial and industrial uses, landscaping, urban design, and civic uses, which enhance our city. The City directs and coordinates growth and redevelopment in a comprehensive manner, avoiding incremental and uncoordinated decision making that lacks vision. Growth is targeted: housing and business is directed to commercial corridors and the downtown, reinvestments are made in industrial and commercial areas, and neighborhoods are protected and enhanced with quality housing and services.



Implementing the Vision

The General Plan is all about implementing the City’s vision to improve the quality of life in the community. This is accomplished by setting a series of goals, policies, and programs and by consistently and correctly using them in making everyday decisions.

THE ROLE OF THE GENERAL PLAN

California law requires every city to adopt a comprehensive, long-term General Plan to guide the physical development of its community. The El Monte General Plan is a comprehensive plan, since it applies to and affects all territory within the boundary of the community. It is comprehensive because it addresses a wide range of municipal issues ranging from the City’s physical development, to the provision of services, to other concerns that affect quality of life. Finally, the General Plan is considered a long-term plan because it looks 20 years or more into the future.

The General Plan serves the El Monte community by:

- Defining priorities and the course of action for decision making.
- Balancing the interests of residents, business, and visitors.
- Serving as a tool and guide to evaluate development proposals.
- Helping to allocate resources and manage municipal affairs.
- Furthering the public’s health, welfare, and quality of life.

El Monte’s General Plan has taken years to develop and complete. It has been approximately 20 years since the plan was last updated and close to 30 years since the fundamental course of action was set. Over that time, the El Monte has grown by more than 50,000 residents, the economy has undergone several complete cycles, and the community’s core values and vision has transformed. Because of these changes, this General Plan is designed to be a call to action and provide specific policy direction that will guide the future of El Monte for years to come.

This General Plan contains elements required under state law: Land Use, Circulation, Housing, Conservation and Open Space, Safety, and Noise. The General Plan also contains four optional elements. Since redevelopment is critical for El Monte’s future, an Economic Development Element is included. As community aesthetics have become an issue, a Community Design Element is included. The Cultural Resources Element seeks to restore and building on our heritage. And the Health and Wellness Element provides policies to improve the health of our residents.

To effectively implement the General Plan, we must know what its goals, policies, and implementation plans are and the relationship and limitations of each part. Each element contains at least one goal statement followed by related policy statements, which are further implemented by programs. Without goals and policies, programs are simply reacting to a circumstance, and without programs, goals and policies cannot be implemented. The following provides an example of how each component works.

General Plan goals are the broadest statement of community values. They state generalized ideals to provide direction for action. For example, the following goal visions a future for El Monte that is:

GOAL 1: A safe, aesthetically pleasing, and unified community appearance within the context of distinct districts and neighborhoods.

The essence of the General Plan is in its policy statements. Often, the tendency is to look for specific actions or projects to implement to achieve without understanding the role of policies. General Plan policies further refine the goal statements, and guide the course of action the City must take to achieve the goals in the plan. In certain cases, the General Plan will contain policies that appear more prescriptive in nature and are almost strategies for action. For example:

Policy 1.1 Require public landscaping along streets, sidewalks, and property frontages and in public spaces to strengthen the City's identity.

General Plan policies are implemented through programs that describe steps necessary to achieve a policy and that define the level of commitment to be executed. Programs provide the basis for establishing priorities, scheduling, and assigning staff and other resources to specific actions needed to implement the policies of the Plan. For example:

Program 1.1 Create a streetscape plan addressing landscaping, signage, lighting, and special design features along Durfee Road.

Putting this altogether, the City's goal is to create a safe, pleasing, and unified community appearance. Given that public right-of-ways are one of the more visible reminders of community image, a key policy is to require public landscaping along public right-of-ways. To ensure that the public landscaping is beautiful and cohesive, the program is to create a streetscape plan that prescribes how to accomplish the policy along a specific roadway.

IMPLEMENTING THE PLAN

The Implementation Programs describe the actions to be taken by the City to carry out the goals and policies defined by the General Plan. They contain numerous programs to support the goals and policies of individual elements and support the vision of the general plan. The implementation items are not adopted as part of the El Monte General Plan, but the programs are critical to achieving the vision of the community.

The Implementation Programs also allow decision makers to understand the importance of different programs and the relative priority in advancing the long-term goals of the community. They inform City decision making for other related planning efforts, such as Redevelopment Implementation Plans, Capital Improvement Plans, and even the annual budgeting process. When used correctly, the General Plan can be the single most powerful tool for effecting long-term change within the community.

AMENDING THE PLAN

California Government Code Section 65400 requires the City to annually review the General Plan and the corresponding Implementation Plan. An annual report should be prepared for review and approval by the City Planning Commission and City Council and forwarded to the State Office of Planning and Research and the State Housing and Community Development office on or before October 1 of each year. Information and suggestions for preparing the annual review report can be found in the State of California General Plan Guidelines.

In summary, the annual review report is intended to provide information on how the General Plan is being implemented; any necessary course adjustments or modifications to the General Plan needed to improve implementation; the correlation between land use decisions made and existing objectives, policies, and tools; the progress made in meeting the City's share of regional housing needs pursuant to California Government Code Section 65584; and the City's efforts to remove constraints to the maintenance, improvement, and development of housing.

As a living document, the General Plan is reviewed and periodically amended to reflect changes in the housing market, the economy, etc. Should individual chapters require amendment, the proposed changes can be proposed up to four times per year after noticed public hearings.

2 Community Design Element

Introduction

Vision El Monte... a community of beauty, with greenways, stands of trees, and flowers; a sense of place, with distinct and well-designed neighborhoods and districts; a community defined by and linked to its rivers, schools, parks, and the downtown through attractive paths and streets—a destination.

CREATING GREAT PLACES

The Community Design Element is not a passive document, but rather a call to action to reinvent El Monte’s image and identity through tangible design improvements to its physical environment. El Monte’s goals are to:

- ***Create a distinct sense of place***—building and restoring places, districts, neighborhoods, and natural features that make El Monte a special and distinct community.
- ***Create a quality built environment***—ensuring architecture of lasting value and beauty in public, commercial, industrial, and residential areas throughout the community.
- ***Strengthen connections***—making and strengthening convenient, safe, and attractive links to El Monte’s schools, parks, neighborhoods, commercial areas, and rivers.
- ***Beautify the natural environment***—helping El Monte achieve its legacy of an attractive city of green spaces and trees while fostering better health with walkable streets, great parks, and accessible facilities.



Creating Great Places

El Monte is creating great places to work, relax, and live in the community.

PURPOSE OF COMMUNITY DESIGN ELEMENT

El Monte realizes that it must act now to affect its future identity. The City aspires to recapture its rich legacy through the built environment, and the Community Design Element is best suited to guide this goal. The Community Design Element reflects the importance placed on shaping community identity through carefully guided public and private development. Although not required by state law, the City believes a solid Community Design Element sets an important precedent and serves as a guide for how to improve the physical design and appearance of El Monte.

The Community Design Element’s primary intent is to establish citywide policy guidance on how to improve the built and natural environment and, secondarily, to provide more specific policy guidance for districts. The Community Design Element serves as the policy foundation for the City’s project review process and as a guidance document for all design-related planning efforts. It is meant as a reference for decision makers, planners, architects, builders, and residents to understand how the different parts of the City work together to achieve its overall image and identity.

RELATED PLANS AND PROGRAMS

The Community Design Element is closely related to other elements of the General Plan. For instance, the Community Design Element examines how the urban form policies in the Land Use Element, the circulation patterns established by the Circulation Element, and the parks and open space elements in the Park and Recreation Element fit together to create a unified image and design for El Monte. The Community Design Element provides a framework for understanding the different districts and parts of El Monte and linking them together into a coherent whole.

As the General Plan is a policy document, the Community Design Element is implemented through more detailed residential and nonresidential design guidelines and specifications—architectural standards, landscape palettes, urban forestry plans, and streetscape improvement plans that provide guidance for the preferred design of buildings, landscaping, streetscapes, and public spaces. These implementation measures must be consistent with the goals and policies in the Community Design Element and are included as key General Plan implementation programs.

EL MONTE SPEAKS

The City El Monte is a community of great pride, multiple identities, and diverse land uses. At the hub of the San Gabriel Valley and accessible from two major freeways, it is one of the area's most established communities. In the 1950s and 1960s the San Gabriel Valley, including El Monte, experienced significant housing, commercial, and industrial growth. The rapid growth experienced during this time replaced much of the City's rural and historical fabric (agriculture, barrios, historical structures, etc.).

Nevertheless, El Monte's community assets are many. The City boasts an Emerald Necklace of rivers, quality neighborhoods, a historic Downtown, burgeoning office and industrial parks, a vibrant cultural center, and other destinations. El Monte also has a rich culture and history unique to cities in the San Gabriel Valley. It is therefore essential to strengthen El Monte's design and acknowledge its heritage to help achieve the City's vision to be a

...vibrant and safe community that respects its historical and cultural diversity and strives to provide a high quality of life through well-designed neighborhoods...park and recreational amenities...and a healthy environment.

City outreach efforts helped identify what residents regard as the most important community design issues. Foremost among their ideas was a simple and powerful message—make El Monte a special place of beauty. These efforts, along with extensive interviews with City staff and officials, produced many community design goals, most notably:

- A beautiful City with extensive trees, open spaces, landscaping, and safe and well-maintained parks.
- Attractive commercial arterials with consistent landscaping, signage, and street furniture that add to the beauty of the community.
- Well-maintained residential neighborhoods with guidelines for compatible development and pedestrian amenities.
- Well-landscaped pedestrian connections to schools, parks, and retail centers that are safe for families and individuals of all ages and abilities.
- Detailed architecture that combines the best of the City's historical and contemporary design.
- A vibrant, attractive downtown with convenient access, comfortable amenities, and a variety of activities.



Statue of Liberty

The Statue of Liberty and the World War II Memorial stand proudly at City Hall.

Community Design Context

COMMUNITY DESIGN FEATURES

El Monte’s community design encompasses its total built environment—its buildings, public spaces, neighborhoods, and streetscapes—and how they relate to one another to create a distinctive identity. This section identifies key design elements in El Monte that provide a foundation for goals, policies, and programs to improve community design in El Monte.

Landmarks

Visually prominent buildings, special geographic features, architectural themes, historic structures, and important cultural centers establish a special sense of place in a community. Important design considerations for landmarks include preservation, views, and access. El Monte’s major landmarks include the Santa Fe Trail Park, the Statue of Liberty, the Community Center/Historical Society Museum, Gay’s Lion Farm Monuments, the El Monte Water Tower, and many others.

Post–World War II suburbanization erased much of the physical remnants of El Monte’s past. In a City where historical and cultural heritage lives more in the memories of its people than in its urban fabric, the City must assume a leadership role in cultural and historical resource preservation. The City has the unique privilege to acknowledge and embody important remnants of this legacy, preserving remaining historical features, and setting up a mechanism to ensure that future resources are preserved.

Corridors and Paths

El Monte’s corridors and paths are vital to the way its people view and interact with their environment. Traversed by major highways, El Monte’s identity has been profoundly influenced by infrastructure. The City’s main north and south corridors are Peck Road, Tyler Avenue, Santa Anita Avenue, and Durfee Road. Major east and west roads are Garvey Avenue, Ramona Boulevard, and Lower Azusa Road. With its many neighborhoods, districts, and commercial centers, connections are of great importance.

The Community Design Element seeks to establish, improve, or complete a well-defined series of connections in the City. Residents must be able to walk easily and safely to schools, parks, and other neighborhood amenities. There should be connections between residential areas, the Downtown, employment and recreation centers. The City’s Emerald Necklace is an important cornerstone of the City’s network of multi-use trails and paths.



Gay’s Lion Landmark

El Monte’s landmarks, such as the Gay’s lion pictured above, are a memorable reflection of its diverse and colorful past.

Employment Districts

El Monte contains different employment districts, each with its own special characteristics due to location, historical character, economic role, and other attributes. Whether they are historic districts, business parks, or downtowns, these employment districts serve specific purposes and add variety and identity to El Monte. El Monte’s major nonresidential districts are the Downtown, Auto District, Flair Park, Northwest Industrial Area, and major commercial anchors/centers throughout the community.

The Community Design Element intends to help enhance the identity, beauty, and access to these areas to achieve economic, aesthetic, recreation, and cultural goals of El Monte. In residential areas where neighborhood centers do not exist, the goal is to create centers built around joint-use park/school sites that offer education, recreation, and community services. In commercial and industrial areas, the goal is to utilize design principles to maximize economic activity, pedestrian access, and sustainability. This element also supports a revitalized and vibrant downtown.

Residential Neighborhoods

Residential neighborhoods are a fundamental part of the City and their condition defines residents’ quality of life and public perception of El Monte. Each neighborhood is differentiated by architecture, culture, history, development patterns, and housing types. Some contain historic features that harken to El Monte’s past. The Community Design Element identifies the City’s distinct neighborhoods as Downtown, Mountain View, Norwood-Cherrylee, Arden Village, Park El Monte, and River East.

Recognizing the importance of the City’s neighborhoods, the Community Design Element sets forth goals to address neighborhood design and enhance their identity. Policies are identified to address neighborhood scale, the creation of an activity center in each neighborhood, and improvement of streetscapes, parks, and open space. The element also focuses on general principles of single-family, multiple-family, and mixed-use residential projects from which design guidelines can be drafted.

Architecture

The City of El Monte has a range of architectural styles and influences. Several neighborhoods contain intact examples of early 1900s revival styles, such as Spanish Colonial and Craftsman bungalows. Its commercial areas feature a visually diverse range of post-World War II functional architecture with relatively few significant historic buildings. With this diverse architectural base, the City does not impose a particular style or design theme, nor is one particular style desired or practical.



Historical Museum

The Historical Museum, next to the community center in the cultural district, is a visual reminder of the area’s Spanish colonial era.

Residents have expressed the need for architectural guidelines emphasizing the principles of sustainability, durability, aesthetic quality, functionality, and context sensitivity. The application and weight of each principle differs depending on the type of development (residential, commercial, or industrial). The Community Design Element provides policy guidance for building designs that promotes architecture of lasting value and beauty in public, commercial, and residential areas.

Activity Nodes and Centers

Activity nodes and centers are concentrations of uses that provide vibrancy, convenience, and variety for residents, visitors, and businesses. The Downtown contains several activity centers, including the cultural center, Aquatic Center, governmental center, Main Street, auto dealers, Metrolink station, and transit station. Activity centers outside the Downtown include Five Points and other scattered areas in El Monte.

Each of these activity nodes and centers serves a variety of roles in the community: economic, recreational, social, transportation, and cultural. The City’s overarching design goal is to make each of these activity centers and nodes more visible, accessible, attractive, and distinct and to give people a range of shopping, work, recreation, cultural, and other activities. This element will provide general policies to address these concerns, while other elements of this General Plan (e.g., Parks and Recreation and Economic Development) will focus on particular activity nodes.

Edges and Boundaries

The City of El Monte is framed by the Rio Hondo and San Gabriel Rivers—once prominent natural rivers that fed marshes and lush riparian woodland. These rivers have long ago been replaced by regional flood control channels by the Army Corps of Engineers. The City’s response has been to soften these edges, re-creating the Emerald Necklace through landscaping, linear parks, and multi-use trails. The goal is to create network of parks of local, regional, and statewide significance in El Monte.

As the hub of San Gabriel Valley, El Monte is also defined by its roadways, freeways, and railroads. Interstate 605 frames the eastern end of El Monte, while Interstate 10 divides the city in half. The Southern Pacific Railroad also bisects the city into north and south. This Element contains policies for smoother transitions between land uses along freeways and railroads. The goal is to define city boundaries and transition areas, soften hard edges, and provide buffers between incompatible uses.

Figure CD-1 presents the City’s policy plan for community design.



Aquatic Center

The City of El Monte Aquatic Center, in the cultural district, is a highly visited activity node for residents and visitors of all ages.











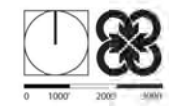
River Channels

El Monte will work to beautify its edges through the design and implementation of Emerald Necklace projects.



Figure CD-1 Community Design Policy Plan

-  Emerald Necklace
-  Primary City Gateway
-  Corridor Enhancement
-  Enhanced Intersection
-  Proposed Neighborhood Center
-  Airport
-  Civic Center
-  Transit Station
-  Activity Node



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Goals and Policies

This section sets forth community design goals at the city, district, and neighborhood level. The first five goals address how to set El Monte apart from neighboring cities by setting policies to promote community-wide design. The next three goals focus on improving key commercial districts in El Monte—the Downtown, Flair Park, and Northwest Industrial District. The final goal area addresses how to improve the design of neighborhoods.

COMMUNITY IDENTITY

Creating a distinct community identity is fundamental for El Monte. This can have many different meanings, each reflecting individual perceptions regarding neighborhoods, safety, aesthetics, parks, and other amenities. Although El Monte’s identity means different things to different people, it is shaped by common influences. Some of the more notable influences are its people, their history and cultures, the physical and natural environment, and the City’s collective vision of the future.

El Monte’s identity dates back to the Tongva, who were sustained by the San Gabriel and Rio Hondo Rivers. Later Spanish settlements, pioneers, and a thriving agricultural industry defined its 19th and 20th century and was the impetus for its diverse population. Rapid industrialization and suburbanization, including the channeling of the Rio Hondo and San Gabriel Rivers and construction of its transportation infrastructure, has left its imprint on El Monte. Today, the City’s image is uniquely diverse.

To shape a new identity for El Monte, the General Plan Vision builds on the core strength of the community—its people and their commitment. The General Plan seeks, through the implementation of a wide variety of physical and governance improvements, to create a vibrant and safe city that respects its historical and cultural diversity and strives to provide a high quality of life through well-designed neighborhoods, parks and recreational amenities, and a healthy environment.

El Monte is forging a unified community identity by restoring key features of its past, revitalizing strategic areas, and positioning itself for the next twenty years. The City will draw upon its multiple strengths to enhance its image and identity—its indigenous roots, pioneer spirit, agricultural heritage, suburban growth, and environmental legacy. These efforts are intended to revive and improve El Monte’s unique identity and image to residents, visitors, and the business community.



El Monte Logo

The City logo represents the historical journey undertaken by pioneers and multicultural influences of people who settled in El Monte.

Goal CD-1

An attractive and unified community identity for El Monte that affirms its diverse heritage of multicultural influences, physical and natural environment, and collective vision for the future.

Policies

- CD-1.1 **Vision.** Incorporate El Monte’s vision in civic buildings, streetscapes, and public areas to provide clarity for policymakers, and communicate it to the broader public.
- CD-1.2 **Gateways and Signs.** Continue the City’s gateway monument and sign program at primary and secondary entrances to El Monte to heighten the sense of arrival to the community.
- CD-1.3 **City Logo.** Incorporate the City logo and symbolic references to El Monte’s historical and cultural resources on public buildings and in parks, bus stops, and community centers.
- CD-1.4 **Public Signage.** Update street signs and continue the banner program to capture the City’s image, provide visual interest and variety, beautify its streets, and denote the Emerald Necklace.
- CD-1.5 **Streetscapes.** Develop unifying streetscape plans for major corridors and subdistricts that include specialized streetlights, landscaping, a community forest, signage, and street furniture.
- CD-1.6 **Public Art.** Throughout the community, incorporate a diversity of public art in residential, commercial, and public areas that celebrates the multiple cultures and influences in El Monte.
- CD-1.7 **Identity.** Support the creation of highly differentiated identities for residential, commercial, and industrial areas that support the eclectic physical environment of the community.
- CD-1.8 **Emerald Necklace.** Recreate the Emerald Necklace of multi-use trails and parks along the San Gabriel and Rio Hondo rivers to provide parks, open space, and recreational amenities.
- CD-1.9 **Marketing.** Promote coherent and consistent identity, values, and ethics to City residents, businesses, visitors, and the larger region that defines El Monte’s unique role in San Gabriel Valley.



Street Trees

Consistently spaced trees along streets, such as pictured above, beautify City arterials and create a unified image.

COMMERCIAL STREETSCAPES

El Monte has often been referred to as “The End of the Santa Fe Trail.” The City has always been a place of passage and a destination and its landscape is defined by its transportation infrastructure. Commercial corridors are one of the most prominent features traversing the community. The condition of the streetscape—its signs, landscaping, lighting, and other aspects—define the image and identity of El Monte. What better way, then, to strengthen community identity than to beautify commercial roadways? In creating a positive image of El Monte, the City must address:

- **Corridor Identity.** The City can enhance the identity of well-known arterials through a thematic approach recognizing its contemporary and historical role. Valley Boulevard is the historic spine of the City; Ramona Boulevard was a corridor for the Red-Line Cable Cars; Santa Anita Avenue affords some of the City’s best views; and Garvey Avenue was part of Historic Route 99, known as the Golden State Highway connecting Mexico to Canada.
- **Functional Needs.** Although the auto dominates many roads, many El Monte residents and workers walk to school, work, or shop and desire a more pleasant street environment. Completing sidewalks and crosswalks, ensuring that walkways can accommodate people of all abilities, providing shade trees, installing quality street furniture, and other projects will create a more positive experience for pedestrians.
- **Public Landscaping.** Public landscaping and trees can soften the hardscape of commercial corridors and, if properly designed, invoke El Monte’s image and heritage as a wooded place. However, the majority of corridors lack consistency and quality of green infrastructure. Proper landscaping should take into account roadway function, its characteristics, desired visual image, and maintenance requirements.
- **Signage and Lighting.** El Monte’s streets are dotted with signs and lighting of varying shapes, sizes, and quality. While signage and lighting fulfills a vital informational role, unregulated signs clutter streetscapes and are a blighting influence. Moreover, signs and lighting should be sensitive to their intended use, with careful consideration of height, placement, materials, colors, and consistency.

This Element seeks to improve the image of the City’s commercial corridors through a comprehensive streetscape program. The following goals and policies establish the framework to build on historical and contemporary qualities of each corridor and institute capital improvements necessary to transform the image of El Monte’s commercial corridors. In this way, major arterials will present an attractive and unified image of El Monte.



Commercial Streetscape

Sign regulation, street trees, street lights, and undergrounding of utilities would greatly improve the visual quality of many commercial corridors.

Goal CD-2

Attractive commercial corridors exemplified by consistency of hardscape, landscaping, signage, sidewalks, and other treatments appropriate to their context to foster a pleasant driving and pedestrian experience.

Policies

Corridor Identity

- CD-2.1 **Streetscape Intent.** Balance the achievement of the functional, design, pedestrian, and aesthetics goals and policies for commercial corridors as set forth in the Circulation and Parks and Recreation Elements.
- CD-2.2 **Streetscape Design.** Incorporate unifying and consistent elements for major arterials—landscaped parkways and medians, regularly spaced street trees, distinctive street lighting and furniture, and quality and appropriately scaled signage.
- CD-2.3 **Corridor Themes.** Cultivate a recognition and appreciation of the City’s history in its major commercial corridors named after founders and important individuals in the history of El Monte, through a public banner and sign program.

Functional Purposes

- CD-2.4 **Roadway Capacity.** Ensure that roadways are appropriately sized with adequate traffic management devices to allow for the smooth and safe flow of traffic consistent with the function and performance standards set forth by the Circulation Element.
- CD-2.5 **Corridor Driveways.** Consolidate driveways and access points, wherever feasible, along commercial corridors to improve traffic flow, and safety of user, and allow for coordinated improvements to the streetscape.
- CD-2.6 **Pedestrian Design.** Improve pedestrian safety and comfort along major corridors by incorporating wider sidewalks, appropriate landscape buffers and canopy trees, and other pedestrian amenities to facilitate a walkable street environment.
- CD-2.7 **Corridor Function.** Support the functional classification of roadways as identified in the Circulation Element by requiring appropriate design treatments for each classification.

Public Landscaping

- CD-2.8 **Landscaping.** Beautify corridors through specialized landscape palettes tailored to different roadway configurations. Require the incorporation of street trees of sufficient size, canopy, and diversity along roadways.
- CD-2.9 **Enhanced Intersections.** Provide appropriate landscaping coverage and other design enhancements at major intersections (e.g., Valley Boulevard and Santa Anita) to denote critical intersections or entry points into districts.
- CD-2.10 **Landscaped Medians.** Provide medians with landscaping where the right-of-way exists; where it does not exist, condition the improvement of projects on the provision of right-of-way.

Signage and Lighting

- CD-2.11 **Regulation.** Beautify corridors by regulating the appearance and placement of commercial signs, billboards, and utility lines, and removing or consolidating other distracting appurtenances wherever feasible to present a unified corridor image.
- CD-2.12 **Public Signage.** Establish a comprehensive signage plan that identifies City entries, street names, public facilities, parks, multi-use trails, transit stations, and key districts.
- CD-2.13 **Context Sensitivity.** Require appropriately scaled signs based on different uses—clean monument signage for commercial centers; informational signs for roadways; and smaller-scale, customized, pedestrian-oriented signs for districts.
- CD-2.14 **Sign Quality.** Prohibit signs that incorporate blinking or flashing elements, pole structures, roof signs, or temporary lettering or structures; require the use of high quality materials, complementary colors, and nondistracting lighting.
- CD-2.15 **Telecommunications.** Regulate the development, operation, and maintenance of wireless facilities to ensure such facilities promote aesthetically innovative designs, are appropriately located to protect visual character and viewsheds, and prevent the emergence and proliferation of visual blight within the City.



Rio Vista Park

Rock clusters at Rio Vista Park evoke the former natural state of the Rio Hondo River.

PUBLIC LANDSCAPING

El Monte's name derives from its legacy as a meadow and wooded place. The San Gabriel River and Rio Hondo River flowing from the mountains fed marshes and provided habitat for rich riparian woodland. However, today much of El Monte's greenery consists of nonnative species. Restoring some of this original natural environment and integrating it into the modern suburban landscape of El Monte is therefore a key goal.

Opportunities for public landscaping and greening El Monte are numerous. El Monte can beautify its public rights-of-way, parks, and streetscapes. The beauty of public landscaping lies in its diversity and potential for enhancing community design. It can be decorative, as in landscaped medians and gateways; functional, as in providing shady canopy trees; and symbolic, as in the choice of historical or indigenous species. El Monte is working actively to update and improve its landscaping program, and has developed various streetscape improvement programs along major arterials.

Highlighted in the Parks and Recreation Element, the City of El Monte will address the following components in recreating a green environment:

- **Greenways.** Develop green parkways and medians that line major corridors, offer potential for walking and bicycling, and link residences to parks, schools, and other community destinations.
- **Community Forest.** Create a lush community forest along public rights-of-way, within neighborhoods, and elsewhere to filter air pollutants, provide shade, and beautify the city.
- **Parks.** Create a network of community and neighborhood parks throughout each neighborhood to beautify neighborhoods and offer opportunities for recreation.
- **Community Garden.** Plant community gardens, where feasible, that offer opportunities to plant vegetables, fruits, and flowers and foster neighborhood interaction.
- **Linear Parks.** Create the Emerald Necklace of linear parks, open space, water resources, and recreational resources along the banks of the Rio Hondo and San Gabriel Rivers.

Within the above context, the following goal and policies are designed to encourage and require public landscaping, to the extent possible, to create a more livable, beautiful, and healthy environment for residents.

Goal CD-3

A green City with beautifully landscaped corridors, residential streets, commercial areas, developments, and public areas that are symbolically and physically encircled by an Emerald Necklace of parks and open space.

Policies

- CD-3.1 **Public Rights-of-Way.** Beautify major transportation corridors, freeway easements, utility easements, railroad rights-of-way, schools, parks, and public facilities with a forest of canopy trees.
- CD-3.2 **Trees.** Incorporate indigenous trees and native plants in selected areas, such as parks and along the Emerald Necklace, as visual reminders of the City's heritage and natural environment.
- CD-3.3 **Landscape Design.** Develop specialized landscape and design treatments for key entryways, intersections, parks, districts and neighborhoods, and public areas where feasible.
- CD-3.4 **Greenways.** Place greenways/medians, dotted with miniparks where feasible, and appropriate landscaping along major corridors and in commercial areas and residential neighborhoods.
- CD-3.5 **Corridor Themes.** Adopt landscape themes for major corridors that give special identity to the role, function, and history of each major corridor, soften hardscape, and reinforce the City's image.
- CD-3.6 **Emerald Necklace.** Create an Emerald Necklace of multi-use trails and parks along the Rio Hondo and San Gabriel Rivers that offer ample greenery, trees, and open space.
- CD-3.7 **Public Parks.** Develop a network of community and neighborhood parks within each residential neighborhood, with smaller green areas in commercial and industrial areas.
- CD-3.8 **Private Developments.** Require new residential developments, both single and multiple-family housing, to beautify properties with ample greenery and provide for continued maintenance.
- CD-3.9 **Public Agencies.** Encourage public agencies (e.g., schools, government, etc.) to beautify and green their landscape areas to set positive examples to residents and the business community and instill civic pride.

ARCHITECTURAL QUALITY

El Monte realizes that great buildings reflect lasting quality and design. Architectural quality helps define the perception of the community by residents, businesses, and visitors. Too often in the past, projects were approved without the guidance of agreed-upon design principles, resulting in projects that have not withstood the test of time. Because of this, residents, policymakers, and businesses have expressed a strong desire to establish architectural guidelines to ensure quality development.

For this reason, the City's goal is to encourage high-quality architecture through adherence to the following principles.

- ***Quality Materials.*** Building materials should be high quality and natural materials, such as stucco, plaster, stone, and wood surfaces. Housing should not have reflective glass, glossy surfaces, or poor imitation materials.
- ***Durability.*** Materials and design of structures should be highly durable (without sacrificing aesthetics) and be capable to withstand weather, use, and time.
- ***History.*** Building construction should consider thoughtful integration of historical elements that have shown durability and are positively acknowledged by the community.
- ***Aesthetics.*** Structural appearance should incorporate thoughtful, aesthetically pleasing design in rooflines, facades, entryways, building orientation, and site layout.
- ***Functionality.*** Buildings must be designed in a manner to fulfill functional needs, whether of housing, business, or industry, including size of units, parking needs, and other accommodations.
- ***Sustainability.*** Structures should be of a sustainable design, with attention to resource conservation or reuse, energy conservation, water efficiency, and other practices.

Quality architecture, by itself, does not create quality neighborhoods, commercial, or industrial districts. Site layout of individual properties, the street design and relationship of the building to the street, landscaping of properties, and other design considerations are important. Nonetheless, requiring quality architecture does set a precedent that the City is committed to improving the aesthetics of the community. The following goal and policies help define general principles of design. Subsequent sections address design issues for specific subareas of the community.

Goal CD-4

High-quality architectural design of residential, commercial, and industrial buildings evidenced by thoughtful attention and balance of quality materials, durability, aesthetics, functionality, and sustainability concepts.

Policies

- CD-4.1 **Building Materials.** Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces for residential structures, and clean, distinctive materials for nonresidential uses.
- CD-4.2 **Building Scale.** Reduce the bulk and perceived size of larger buildings by dividing their mass into smaller parts, stepping down to adjacent structures, and using pedestrian-scale features.
- CD-4.3 **Massing.** Discourage single-plane massing by incorporating a variety of rooflines, articulated wall planes, and multiple forward and recessed walls.
- CD-4.4 **Architectural Detail.** Ensure all sides of a building contain a high level of architectural detail and facade articulation, strong patterns of shade and shadow, and integrated architectural detail.
- CD-4.5 **Sustainability.** Encourage “green building” and environmentally sustainable design concepts with respect to energy conservation, water conservation, storm drainage, etc.
- CD-4.6 **Rooflines.** Require rooflines of varied elevations and finished and refined terminations (e.g., cornice, pediment, etc.) suited to the use of the building.
- CD-4.7 **Landscaping.** Require lush and well-maintained landscaping appropriate the structure and its use and context in a manner that meets community expectations for quality.
- CD-4.8 **Parking and Garages.** Parking and garages should be designed to fulfill their function without detracting from the aesthetic quality of the building face viewed by the public.
- CD-4.9 **Utilitarian Aspects.** Mechanical equipment, electrical boxes, fencing, and other utilitarian aspects should be shielded so as not to detract from the aesthetic quality of the building or site.

DOWNTOWN EL MONTE

Downtown El Monte has always been its heart and the gateway to the region. In the late 1800s, Valley Boulevard was the only road and served as the Butterfield Stagecoach stop between Los Angeles and San Bernardino. This early main street gradually evolved into an outdoor shopping district. Today, the Downtown encompasses an area of 200 acres, bordered by the Rio Hondo River, the railroad, and Interstate 10.

The El Monte Downtown today contains five subdistricts that serve distinct functions—civic, business, transit, residential, or other uses.



Downtown Amenities

The El Monte Downtown provides diverse park, recreational, transit, historic, and cultural amenities for residents.

- **Government Center.** The government center is the eastern gateway to the Downtown and serves as the governmental core of El Monte. This area is anchored by the El Monte City Hall offices, Los Angeles County Superior Court, educational uses, and police station. Other governmental and public uses also extend into other districts.
- **Main Street Area.** Main Street covers an area bounded by the railroad, Santa Anita Avenue, and Ramona Boulevard. The subdistrict is anchored by a traditional outdoor shopping street. With several blocks of street-facing frontage and tree-lined sidewalks, it connects the civic center to the transit station.
- **Cultural District.** The cultural district is the heart of the community and is home to the El Monte Community Center, Historic Society Museum, Jack Crippen Senior Center, Aquatic Center, Tony Arceo Memorial Park, and El Monte High School. It is a well-known place for street fairs, concerts, and community gatherings.
- **Neighborhoods.** The Downtown has an eclectic mix of housing projects and small distinct neighborhoods, south of Ramona Boulevard or along Tyler Avenue north of Downtown. The fabric of this area is well established, but could benefit from common design treatments, housing rehabilitation programs, and infrastructure improvements.
- **El Monte Gateway.** The El Monte Gateway Project is a groundbreaking effort to create a 60-acre, regionally significant, mixed-use community that integrates public transit, housing, parks and open space, retail, business, and entertainment. The El Monte Gateway will be a key activity center, linked with the Emerald Necklace.

What makes Downtown El Monte a special place to live, work, and play is its eclectic environment and unique subdistricts, each of which has a symbiotic relationship with the other subdistricts. Residential neighborhoods provide a customer and job base for the Downtown. The following graphic illustrates the location of each subdistrict.



As expressed in the Land Use Element, Downtown El Monte is to be the mixed-use, mixed-income, cultural heart of the City that epitomizes pride and opportunity. Its historical role is augmented by new housing, retail, office, parks, and cultural facilities. The Downtown takes advantage of transit-oriented development. The population is diverse, the architecture is human-scaled, and the character is authentic to El Monte.

Downtown El Monte needs a more unified design to reach its potential. The following goal and policies address tangible ways, from a design perspective, to enhance the vibrancy and character of the Downtown.

Goal CD-5

A vibrant Downtown that is an attractive, accessible and pedestrian friendly center noted for its wide range of quality shopping, entertainment, and cultural and recreational amenities.

Policies

District Identity



Public Art

Public art, such as the mural above, can enhance the identity of a district by reflecting El Monte's heritage, beautifying public places, and creating visual interest.

CD-5.1 Specific Plans. Implement the Downtown Main Street Transit Oriented Specific Plan and the Gateway Specific Plan. This includes attracting specific land uses, completing mobility and beautification improvements and addressing infrastructure needs. Also refer to the Specific Plan when implementing Policies 5.2 through 5.11.

CD-5.2 District Identity. Distinguish the El Monte Downtown in its character, physical appearance, and role by considering edge and entry treatment, architecture, landscape, streetscape, and comparable elements.

CD-5.3 Subdistrict Identity. Recognize and affirm, through specialized design treatment as may be further defined by a Downtown Specific Plan, the following subdistricts:

- Governmental Center
- Main Street Area
- El Monte Gateway
- Residential District
- Cultural Center

CD-5.4 Cultural Resources. Incorporate the City's heritage in the Downtown design plans in many expressions. Use the cultural resources inventory to start identifying, recognizing, and celebrating El Monte's heritage. Examples include:

- Monuments
- Historic sites
- Infrastructure
- Natural features

CD-5.5 Entry Statements. Establish highly visible entry statements, specialized pavement colorings, and lush landscaping at key intersections and entries to the Downtown. This includes Valley Boulevard/Ramona Boulevard/Main Street, Santa Anita/Valley Boulevard/Main Street, and Tyler Avenue/Ramona Boulevard.

CD-5.6 **Public Art.** Beautify Downtown El Monte with public and private art (e.g., murals, statues, fountains, monuments, gateways) that reflects El Monte’s heritage; involve public, private, and nonprofit organizations in a public art program.

Circulation

CD-5.7 **Linkages.** Establish a stronger link between the cultural center, Main Street, transit district, governmental center, and surrounding neighborhoods of the El Monte Downtown by incorporating unifying streetscape improvements along key roadways, an interconnected and coordinated system of walkways, and improvements to the Emerald Necklace of multi-use trails.

CD-5.8 **Streetscape.** Develop a comprehensive streetscape improvement plan that uniquely defines the Downtown El Monte experience, improves the pedestrian experience, and helps make it a special place. Incorporate:

- Street landscape—parkways and planters along sidewalk frontages, with the highest intensity in core pedestrian areas.
- Street trees—different street trees to denote the Downtown, provide shade for walking, and beautify the streetscape.
- Sidewalk and crosswalk improvements—distinctive paving materials or treatment and sidewalk pullouts at intersections.
- Street furniture—consistent use of well-designed benches, trash receptacles, newsracks, and other pedestrian amenities.
- Lighting—pedestrian-oriented lighting fixtures (low height and intensity) in primary pedestrian areas.
- Signage—common graphic design with a unique logo to identify the Downtown.
- Public art—installations (murals, ground paintings, sculptures, banners, etc.) throughout the Downtown.

CD-5.9 **Gathering Places.** Design plazas along Main Street and other gathering places in suitable locations throughout Downtown, considering:

- Ample seating space and outdoor dining.
- Proximity to and visibility to and from the street.
- Central focal point such as public art or a fountain.
- Combinations of sun and shade.
- Accessibility for all age groups and abilities.
- Public space framed by surrounding buildings.



Gathering Places

Gathering places, oriented around public art, a fountain, or square, lend a domestic flavor to commercial areas.

CD-5.10 Pedestrian Plan. Create a Downtown Pedestrian Master Plan, as specified in the Circulation Element, which is designed to improve the walking experience of pedestrians, shoppers, and residents. The plan should provide well-defined pathways with ample pedestrian amenities and wayfaring signage to encourage walking.

Architecture

CD-5.11 Mixed-Use and Urban Housing Projects. Require that projects convey a high level of architectural design and landscaping as follows:

- Design and incorporation of elements to avoid conflicts among functions, such as noise and lighting.
- Visual and physical integration and coherence of the commercial and residential uses in the project.
- Architectural treatment of building elevations and visible sides of structures, and modulation of their massing.
- Incorporation of separate and well-defined entries for commercial uses and residential units.
- Design of parking areas and facilities to be placed behind the structures and integrated with the building use.
- Incorporation of extensive landscaping, where feasible, to soften hardscape and present a domestic living environment.
- Incorporate different architectural styles, variety of rooflines, wall articulation, balconies, window treatments, and varied colors and quality materials on all elevations.

Vertical Mixed/Multiuse

Vertical mixed/multiuse housing in downtown El Monte can improve retail sales, increase street activity, and contribute to a positive downtown environment.



FLAIR PARK

Flair Park has a storied past in El Monte, the original site of a World War II airfield and named after the cable address of Fletcher Aviation. The park originally was intended for industry and commerce. With its strategic location along Interstate 10, mountain views, and vast land assets, Flair Park has evolved into the City's professional office district. Wells Fargo, Cathay Bank, East West Bank, Wells Fargo, the Chinese Cultural Center, and Los Angeles County have all rediscovered the park.

Since its earliest beginnings, El Monte has served as a gateway into the Los Angeles region, where immigrants traveled long distances and settled at the end of the Santa Fe Trail. El Monte's role as a gateway city and burgeoning influence in the region continues with the arrival of banking/finance, cultural, and institutional uses that span the Pacific Ocean.



Flair Park Today

Flair Park today contains a mixed of professional office, industrial, and commercial uses flanking the freeway.

Since the early part of the 2000s, Flair Park has been envisioned as El Monte's professional and financial district. Several high-profile projects have been completed on properties directly adjacent to Interstate 10. Flanked with signature architecture and an iconic skyline, Flair Park is known for its modern architecture, business amenities, and efficient access to transportation resources. However, professional offices have become an unstable land use type. While the area will continue to support professional uses, it can also be host to hospitality, creative/incubator space and work-live uses.

Pursuant to new zoning standards, Flair Park is envisioned to have the following districts, described and illustrated below:

- ***Finance/Hospitality Row.*** The freeway frontage that spans the length of the park will be home to major financial institutions, Cathay Bank, Wells Fargo, East West Bank), hotels, hospitality uses and regional commercial attractions. This frontage will present a striking iconic skyline to Interstate 10.
- ***Midway District.*** At the convergence of Rosemead Boulevard and Telstar avenue, this district will signal the western entry into Flair Park, with low- to mid-rise buildings transitioning to the high-rise buildings along Interstate 10, and soaring views of the Mountains. Uses may include office, creative/incubator and research/development space.
- ***Riverfront District.*** Flanking the southern edge of the park will be the riverfront district, an area occupied by smaller-scale land uses that provide a transition from the residential neighborhoods south of the river to more intense uses to the north. Uses may include office, creative/incubator, educational and work-live units.



Flair Park Concept

Flair Park's three districts are finance/hospitality row (colored red), midway (orange), and riverfront (blue). The placement of buildings and parks within the park do not denote a preferred land use plan.

Goal CD-6

The international finance district of the San Gabriel Valley, denoted by its iconic skyline, parks and natural amenities, and highly-amenitized working and living environment that builds on its strengths in finance, banking, government, and institutional uses.

Policies

District Identity

- CD-6.1 **District Identity.** Distinguish Flair Park in its character, physical appearance, and role by considering its physical and visual separation from adjacent areas, edge and entry treatment, architecture, landscape, streetscape, and comparable elements.
- CD-6.2 **Subdistrict Identity.** Recognize and affirm, through specialized design treatment as may be further defined through new zoning standards, the following subdistricts:
- Finance/Hospitality Row
 - Midway District
 - The Riverfront District
- CD-6.3 **Cultural Resources.** Incorporate the City’s history in the design plans of Flair Park. Utilize the Cultural Resources Inventory as a starting point for identifying, recognizing, and celebrating El Monte’s heritage. Examples include:
- Key businesses
 - Infrastructure
 - Culture
 - Natural features
- CD-6.4 **Entry Statements.** Establish highly-visible entry statements, specialized pavement, and landscaping at key District entries, such as Rosemead Boulevard and Telstar Avenue, Baldwin Avenue and Interstate 10, and other key locations to heighten the sense of arrival into Flair Park.
- CD-6.5 **Public Art.** Beautify Flair Park with public and private art (e.g., murals, statues, fountains, monuments, gateways) reflecting El Monte’s heritage; involve public, private, and nonprofit organizations in a public art program.



Public Squares

Public squares organized around fountains and public art can define Flair Park’s image as an international finance district.

Architecture



Iconic Skyline

Flair Park's image could be enhanced by mid-rise office towers that create an iconic skyline visible throughout the San Gabriel Valley.



Corporate Headquarters

Corporate headquarters can present street-facing architecture that is clean, distinctive, and reflective of a premium office park.

CD-6.6 Signature Projects. The design of new construction and rehabilitation of buildings along the freeway frontage should establish landmark buildings and an iconic skyline. Buildings should be designed with the following principles:

- Placement of buildings to preserve views of the San Gabriel Mountains from all signature and landmark buildings.
- Architectural treatment of all building elevations and visible sides of structures, and modulation of their massing.
- Incorporation of separate and well-defined primary entrances with quality building materials that present a sense of grand entry into a building.
- Highest quality of materials on all building facades that avoid the perception of low-quality, imitation, or flimsy appearance but rather present a highly defined, clean appearance.
- High-rise towers should be relatively slender, with massing divided to reduce the overall bulk and gradual stepdown of building towards lower adjacent structures.
- Delineated rooflines that create a clear demarcation where the building silhouette reaches toward the skyline and its edge defines and complements existing mountain views.

CD-6.7 Professional Offices. Require that new development of office projects be designed to convey the following principles:

- Architectural treatment of all building elevations and visible sides of structures, and modulation of their massing.
- Incorporation of separate and well-defined primary entrances with quality building materials.
- Highest quality of materials on all building facades that avoid the perception of low-quality, imitation, or flimsy appearance but rather present a highly defined, clean appearance.
- Delineated rooflines that create a clear demarcation where the building silhouette reaches toward the skyline and its edge defines and complements existing mountain views.
- Parking areas that are placed to the rear of buildings and structures that are complementary in color, mass, design treatment, and style to the primary office building.
- Incorporation of lush landscaping that provides a tasteful accent to the office structure and its features.
- Well-defined plazas or open spaces in front of buildings, such as the entrance, and between adjacent buildings to provide a high quality experience for employees and visitors.

CD-6.8 **Work-Live Housing.** Require that new development or projects that incorporate adaptive reuse be designed to convey the following principles:

- The architectural style should follow a clean modern design and should compliment the surrounding office and light industrial uses. The work space should have a large and open floor plan.
- Architectural treatment of all building elevations and visible sides of structures, and modulation of their massing.
- The work portion of the unit should take precedence over the living portion, with well-defined entrances facing the street or other publicly accessible areas.
- Highest quality of materials on all building facades that avoid the perception of low-quality, imitation, or flimsy appearance but rather present a highly defined, clean appearance.

Focal Points

CD-6.9 **Gathering Places.** Require the creation of public and private plazas in central park areas, between buildings, and other gathering places that include ample seating space with quality furniture, central focal point such as a park, public space adorned with public art and fountains, and water features.

CD-6.10 **Emerald Necklace.** Improve the riverfront experience along the Rio Hondo River through the installation of Emerald Necklace Vision projects. Include the following improvements:

- Linear park and multi-use trails along the river
- Miniparks at key locations along the river
- Trees and native habitat planted along the way
- Cultural and historical references
- Bicycle paths and multi-use trails

CD-6.11 **Public Parks.** Create a series of interconnected public parks that encourage pedestrian interest and activity, equipped with plazas, public art, and fountains, statues, and other features; link the public parks across Telstar Avenue or major streets through a series of landscaped paths that allow for pedestrian movement.

CD-6.12 **Central Park.** Create signature central parks, equipped with fountains, landscaping, monuments, cultural and historical markers, public art, and pedestrian amenities as a focal point and landmark serving and symbolizing Flair Park's role.



Gathering Places

Circulation

CD-6.13 **Linkages.** Establish a stronger link between the various districts within Flair Park by visually denoting Telstar Avenue as the major spine and incorporating unifying streetscape improvements along Flair Drive, Rio Hondo Avenue, Aerojet Avenue, and Fletcher Avenue.

CD-6.14 **Freeway On-Ramps.** Coordinate with Caltrans to beautify on-ramps and off-ramps to Interstate 10 with coordinated and thematic presentation, evidenced by lush landscaping, carefully placed trees, rock features, and other landscape amenities.

CD-6.15 **Streetscape Improvements.** Develop a comprehensive streetscape improvement plan that uniquely defines Flair Park, improves the pedestrian experience, and helps make it a special place. Include:

- Street trees—different street trees to denote Flair Park, provide shade for walking, and beautify streetscape.
- Sidewalk and crosswalk improvements—distinctive paving materials or treatment at key intersections.
- Lighting—pedestrian-oriented lighting fixtures (low height and intensity) in primary pedestrian areas.
- Signage—common graphic wayfaring designs with unique logos to differentiate Flair Park from other areas in the City.

CD-6.16 **Pedestrian Path System.** Create a coordinated system of paths that weave through each district and connect districts separated by internal streets according to the following principles:

- Line paths with public art, small seating areas, street furniture, and pedestrian-scaled lamps that lend an air of informality.
- Paths should be a combination of linear and nonlinear configurations, lending visual interest for the pedestrian.
- Paths should link to major plazas and gathering places; avoid creating paths that simply follow building property lines.
- Include pavement colorings, treatments, and detailed materials (not undifferentiated concrete) that lend a domestic quality while still clearly demarcating high quality non-residential uses.
- Include pedestrian-scaled monument signage and wayfaring of quality materials and finishes that withstand weather.



Freeway Ramps

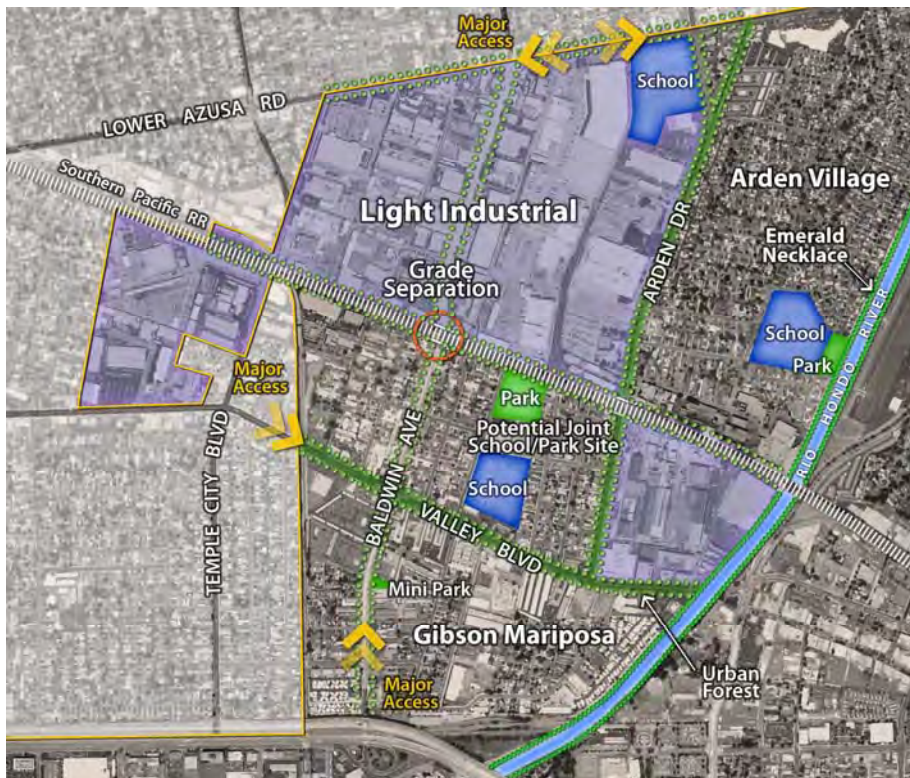
Careful attention to landscaping and detail on freeway ramps can reinforce a positive image of El Monte to visitors, residents, and workforce.

NORTHWEST INDUSTRIAL DISTRICT

The Northwest Planning District has historically been the City's manufacturing district and job engine. With the transformation of manufacturing in the Los Angeles region, the majority of businesses in El Monte have relocated. Nonetheless, the district offers great investment potential due to its strategic location near Interstate 10, vast land resources, and redevelopment project area status. The Northwest Industrial District has the potential to become a first-class, modern industrial district.

The District's vision is to continue to attract a balance of sustainable light manufacturing, distribution, and technology-oriented businesses that are compatible with surrounding residential neighborhoods. The key to this District's success is creating the environment of a modern industrial park. Industrial building and site design must balance functionality, aesthetics, and compatibility. Streetscapes should provide landscaping and trees to encourage pedestrian movement, not just truck and auto movement.

The following graphic highlights the park/recreational, urban forest, and other design improvements proposed for the Northwest El Monte. Goal 7 and supporting policies further that end.



Goal CD-7

A modern, clean industrial park that provides opportunity for investment and commerce and is denoted by its clean, attractive, and well-managed environment compatible with surrounding residential neighborhoods.

Policies

District Identity

- CD-7.1 **Design Treatment.** Strengthen the image of the Northwest Industrial District through entry monuments, distinctive landscaping and streetscape, wayfaring elements, and quality architecture.
- CD-7.2 **Gateways.** Improve access to and visibility of the Northwest Industrial District through clear entry statements and coordinated signage. Consider visual access from the adjoining Interstate 10.
- CD-7.3 **Branding.** Consider branding and developing a marketing campaign for the Northwest Industrial District that targets specific businesses seeking a modern industrial environment.

Streetscape Appearance and Design

- CD-7.4 **Streetscape Plan.** Create a streetscape plan for the Northwest Industrial District that balances and accommodates all users—automobiles, trucks, and pedestrians—in a manner that is safe, pleasant, visually attractive, and functional.
- CD-7.5 **Roadway Dedications.** Require dedications of private property to create ample sidewalks paths and a coherent streetscape where they do not exist that are sufficient to facilitate resident and employee use as a condition of any discretionary permit.
- CD-7.6 **Street Design and Use.** Consider creating separate routes for trucks and autos, and routes that allow autos only, with appropriate streetscapes tailored to each use to facilitate movement to neighborhoods, industrial areas, and the freeway.
- CD-7.7 **Trees and Landscaping.** Plant trees and landscaping along roadways within the district to beautify the streetscape, allow for walking, and create an image that improves property values and presents the image of a modern industrial park.



Pathways

Winding and landscaped paths connecting businesses within a district improve the attractiveness of the working environment.

Circulation

- CD-7.8 **Linkages.** Establish a stronger visual link between the Northwest District, the Downtown, and Flair Park by visually denoting and improving Baldwin Avenue, Valley Boulevard, and Lower Azusa Road with unifying streetscape elements.
- CD-7.9 **Buffering.** Plant buffers of lush deciduous trees along the railroad right-of-way, adjacent to neighborhoods and industries, and in parks and at schools to create a noise buffer, filter air pollutants, and beautify the district.
- CD-7.10 **Freeway On-Ramps.** Coordinate with Caltrans to beautify on-ramps and off-ramps to Interstate 10 with coordinated and thematic presentation, evidenced by lush landscaping, carefully placed trees, rock features, and other landscape amenities.

District Architecture

- CD-7.11 **Industrial Buildings.** Require that new and renovated industrial properties and structures be designed to achieve high-quality, distinctive architecture, and be compatible with adjoining uses in consideration of the following principles:
- Thoughtful modulation of building volumes and masses and facade articulation to create visual interest.
 - Architectural treatment of all building elevations and variation in quality materials and colors.
 - Inclusion of courtyards, plazas, and landscaped areas as amenities for employees.
 - Finished rooflines that clearly demarcate the building edge, with cornices.
 - Roofline drainage systems that prevent flow of runoff water from cascading over and staining the building facade.
 - Contemporary, clean, and distinctive industrial buildings with clearly visible entrances.
 - High-quality materials that are durable and attractive, and withstand weather and time.
 - Quality signage and careful placement to complement the building while meeting the purposes of signage.



Industrial Business Park

Industrial uses, pictured above, typify the type and scale of development, and floor area ratios desired in El Monte.

Site Design

CD-7.12 **Landscaping.** Require landscaping on industrial sites to present a refined image of a modern industrial park, reduce the perceived mass of structures, and provide buffers in consideration of:

- Landscaping of open spaces and frontage-facing streetscapes with greenery, trees, and flowers to create an inviting image for principal buildings.
- Landscaping to define entrances to buildings, parking lots, and the edges of various land uses, and to buffer the property from adjacent properties, neighborhoods, or thoroughfares.
- Landscaping of setbacks, berms, and other similar natural features to reduce the mass and scale of the industrial development and present a pedestrian-friendly image.

CD-7.13 **Loading.** Require site loading and service areas to be as far as possible from the streetfront and ensure that such uses are adequately screened with high-quality articulated walls, trees, and other landscaping to present a clean finish to passersby.

CD-7.14 **Parking.** Parking and paved areas should not be the dominant view of the industrial site; encourage employee and truck parking be placed to the side or behind the facility so that the dominant feature is the building architecture and landscaping frontage.

CD-7.15 **Operational Impacts.** Promote a clean industrial park image and reduce the impact of uses on neighboring properties or residences by adhering to the following considerations:

- Screen parking, storage, and service areas from public view with landscaped walls, berms, and appropriate landscaping.
- Underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.
- Reduce the impact of industrial uses on adjacent properties with walls and landscaping, locating service, delivery, and loading areas far from adjacent uses and public streets.
- Require mitigation of noise, odor, lighting, and other impacts from affecting adjacent residential neighborhoods.

CD-7.16 **Sustainability.** Require that industrial development minimize consumption of and sustain scarce environmental resources through site design, building orientation, landscaping, use of recycled water for irrigation, water efficiency, building design and materials, and best management practices for drainage.

COMMUNITY RETAIL CENTERS

Every community has a wide variety of community retail centers and El Monte is no exception. Community retail centers in El Monte provide an important service to residents, businesses, and visitors by providing a range of goods and services, including groceries, apparel, household items, and larger item purchases. Except for major commercial corridors, community retail centers present the first initial image of El Monte. Ensuring that commercial centers are well-designed is therefore a key goal of El Monte.

The City has a wide variety of community retail centers along major corridors, built at different times over the past decades. Presently, the City's major commercial centers are along Garvey Avenue, Valley Boulevard, Peck Road, and Lower Azusa Road. The General Plan will establish and regulate three general categories of retail centers in El Monte, each distinguished by their size, function, and location.

Each of El Monte's commercial centers is one of three types—community/regional, neighborhood, and mixed/multiuse nodes.

- ***Regional/Community Retail.*** These centers provide large-scale commercial uses that serve an area larger than the City. Auto dealers, home furnishings, building materials and hardware, and big-box retail are examples. Major regional/community commercial centers include the Sam's Club, Home Depot, and Santa Fe Trail projects.
- ***Neighborhood Retail.*** Neighborhood commercial centers provide convenient and smaller-scale retail, such as grocers, drug stores, and services that serve the immediate needs of residents of surrounding residential neighborhoods. There are many examples of neighborhood shopping centers throughout El Monte.
- ***Mixed-Use and Urban Housing.*** The General Plan Land Use Plan includes a Mixed/Multiuse designation for portions of Durfee Avenue and Peck Road to foster the development of a mix of residential and commercial uses. This includes limited retail sales and service sales that serve the surrounding area (minor nodes) and, in certain locations, retail sales and services that serve the community (major nodes). In addition, the Plan includes an Urban/Multiuse designation for portions of Garvey Avenue and Five Points to foster the development of urban housing and commercial uses.

The El Monte General Plan contains an implementation program to guide the development, improvement, and rehabilitation of these types of centers. In the meantime, the following goal and policies (in conjunction with the overlay zone) provide the mechanism to approve and condition such projects to achieve the overall goals set forth in the General Plan.

Goal CD-8

Attractive, vibrant, and convenient commercial centers that convey a quality shopping experience through the careful application of land use, site design, design policies, and architectural standards.

Policies

Commercial Center Identity

- CD-8.1 **Themes.** Develop unifying designs for commercial centers and add visual interest through rich architectural detailing, varied massing and rooflines, accent lighting, and landscaping to give each commercial center a distinct identity.
- CD-8.2 **Entrances.** Design highly visible entrances to larger retail activity centers or freestanding commercial big-box centers through accent landscaping and lighting, enhanced intersection features, monument signs, and other design amenities.
- CD-8.3 **Pedestrian Features.** Encourage pedestrian-scale features in commercial centers, such as shaded sitting areas, fountains, arcades, canopies, and awnings, customized signage, and strategically located secondary entrances.

Streets and Parking

- CD-8.4 **Parking.** For internal parking areas, provide ample landscaping using landscaped bays, shade trees, and clearly delineated pedestrian routes with shade trees and landscaping along walkways that allow easy and safe passage to retail uses.
- CD-8.5 **Access.** Encourage internal adjoining and shared access points between adjacent commercial properties in order to minimize the number of curb cuts along major thoroughfares and numerous unnecessary entry points along streets.
- CD-8.6 **Streetscape.** Require improvements to streetscape fronting commercial centers; condition approval of projects on the provision of streetscape improvements consistent with adjoining development and/or adopted streetscape improvement plans.
- CD-8.7 **Landscaping.** Require landscaping to define building entrances, key activity hubs, focal points, and the street edge; provide screening for unattractive/unsightly service areas; and serve as buffers between neighboring uses.



Parking and Walkways

Separate landscape walkways and bays to retail areas provide safe and convenient paths for visitors, families, and children.

Signage, Lighting, and Walls

- CD-8.8 **Signage.** Within commercial centers, encourage high-quality signage (e.g., wall signs, raised letter signs, projecting double-faced signs, customized logos) and distinct styles that complement building architecture; signage should not be uncoordinated or present a cluttered image.
- CD-8.9 **Lighting.** Lighting fixtures should be compatible with the building architectural design. Accent lighting of buildings and landscape is encouraged, such as the use of shaded gooseneck lights, indirect lighting, cove lighting or wall washing, rim lighting or eaves, and overhead down lighting.
- CD-8.10 **Walls and Fencing.** Require only high-quality fencing and preferably articulated walls with quality natural looking materials that demarcate buildings; prohibit chain-link fencing, solid unarticulated block walls, and other low-quality materials that may sacrifice aesthetics for functionality.

Property Maintenance

- CD-8.11 **Condominium Associations.** Require developers/owners that wish to subdivide commercial centers into individually-owned properties to create condominium associations that can address common land use and operational issues and allow the City to negotiate with a single entity.
- CD-8.12 **Conditions for Operation.** Enforce, through development agreements or other discretionary approval process, requirements for property maintenance and a legal and financial means for enforcing compliance with City codes and regulations.
- CD-8.13 **Code Enforcement.** Vigorously implement a proactive code enforcement program that identifies problem areas or complexes, dedicates sufficient financial resources to address problems, and, if issues are not promptly and fully resolved, refers cases to nuisance abatement, including fines and court action.
- CD-8.14 **Nuisance Abatement.** Vigorously enforce an aggressive program to abate nuisances in community commercial centers, including dilapidated or abandoned buildings, incompatible land uses and activities, prohibited signage and billboards, and other uses that detract from the center and violate city codes and regulations.



Gateways and Signage

Quality gateways and entry signage, pictured above, present an inviting image to shoppers and beautify adjacent arterial streetscape.

Architecture

CD-8.15 **Commercial Projects.** Require that multitenant commercial and office projects be designed to convey a unified and high-quality character in consideration of the following principles:

- Avoid visual perception of single-building volume and mass through modulation, articulation, setbacks, and other techniques.
- Design treatments that create a sense of individualized and personalized storefronts yet still link adjacent storefronts with a consistent theme.
- Articulate exterior fa ades of buildings to create visual interest on all sides, and consistent architectural design vocabulary with materials and colors that are complementary.
- Link individual storefronts and structures with pedestrian walkways and plazas that provide customer amenities.
- Variation of building heights and rooflines articulated with high-quality materials and fa ades to avoid uninterrupted planes and promote visual interest.
- Architectural treatment of parking structures consistent and integrated with commercial and business buildings.
- Proper enclosure of trash receptacles to hide trash areas, surrounding with landscaping or other attractive screening.



Commercial Architecture

Breaking up fa ades of commercial buildings with varying rooflines, wall articulation, and massing are important aesthetic principles.

CD-8.16 **Mixed/Multiuse Projects.** Require all new residential, commercial, and mixed-use projects proposed in minor and major nodes to conform in project design to mixed/multiuse overlay zone or subsequent corridor implementation plan when drafted.



Corridor Mixed/Multiuse

Mixed multiuse development projects can be suited to different types of corridors or suited to different types of commercial nodes.

NEIGHBORHOOD DESIGN FEATURES

El Monte is a collection of neighborhoods representative of its varied past. Each neighborhood varies depending on its location, architecture, housing types, and history. Because much of the City's original development fabric has been erased over time, the preservation, rehabilitation, and restoration of residential neighborhoods is of critical importance.

El Monte's neighborhoods are.

- **Norwood-Cherrylee.** The Norwood-Cherrylee neighborhood contains a mix of single-family homes anchored by Lambert Park. It contains the Rurban Homesteads and Wye Street, built during the 1920s as part of an experimental federal housing program. With its rural ambience, the area is distinguished by its equestrian and agricultural heritage.
- **Arden Village.** Arden Village is bordered by the Rio Hondo River, El Monte Airport, and nonresidential uses in northwest El Monte. Historically the site of labor camps for the agricultural industries, Arden Village is distinguished by small uniform lots, traditional single-family homes, and a distinctive classic identity.
- **Mountain View.** The Mountain View neighborhood, anchored by the Mountain View Park and elementary school, is bordered by the San Gabriel River. This neighborhood has one of the most diverse types and ranges of housing prices for single-family, multiple-family, mobile homes, and other housing. With its rural ambience, the area is distinguished by its equestrian and agricultural heritage.
- **Downtown.** Downtown El Monte is a diverse area of well-maintained homes, high density residential, and senior projects. Established small-lot single-family residential neighborhoods extend south of Ramona Boulevard. This area is denoted by its eclectic mix of housing, street configurations, proximity to historical resources, and shopping.
- **Park El Monte.** Park El Monte, southeast of Flair Park and the Rio Hondo River, is distinguished by curvilinear wide streets, lower scale, single-family homes, and quality housing. Due to the age of the housing, the area needs housing rehabilitation and improvements.
- **River East.** The River East neighborhood is bordered by the San Gabriel River to the east and Interstate 10 to the south. This neighborhood is made up primarily of residential uses, in particular, multiple-family planned residential developments. The neighborhood is continuing to complete the transition to planned residential uses.

El Monte prides itself on the quality of its residential neighborhoods. Some neighborhoods have a strong identity and tradition. Given the diversity of neighborhoods, the challenges are to: 1) recognize and highlight these distinct neighborhoods within the context of a modern city; 2) restore and enhance neighborhood identities through effective design policies; and 3) put in place policies that will maintain neighborhood character and fabric.

The following goal and policies, in concert with other General Plan Elements, are intended to achieve these objectives.

Goal CD-9

Quality neighborhoods evidenced by distinct identities; focal points that provide recreation and social opportunities; attractive streetscapes that accommodate autos, pedestrians, and cyclists; and attractive and well-designed residential projects that improve property values.

Neighborhood Identity

CD-9.1 **Neighborhood Design.** Distinguish neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements.

CD-9.2 **Neighborhood Identity.** Establish neighborhood identities throughout the City, giving consideration to:

- Natural environment
- Historic significance
- Infrastructure, including transportation
- Urban fabric/traces
- Contemporary culture

CD-9.3 **Neighborhood Scale.** Apply different development and design standards based on community expectations and desires for different neighborhoods. Consider:

- In stable residential neighborhoods where single-family homes predominate, the existing scale of housing should be preserved.
- Follow policies to reduce the perceived scale and impact of two-story homes on adjoining one-story homes.
- In neighborhoods of mostly multifamily housing, encourage lot consolidation to foster more creative planning solutions.
- In areas with unique features (e.g., equestrian or historic areas), consider overlay zones to allow discretionary review.

Public Spaces

CD-9.4 **Neighborhood Center.** Physically organize and arrange residential neighborhoods around an identifiable neighborhood center that serves as a focal point for social activities, education, recreation, or shopping. Focal points can include:

- Parks and schools
- Civic facilities
- Retail centers or street malls
- Cultural or historical landmarks
- Other centers of activity

CD-9.5 **Streetscapes.** Connect residences, schools, parks, and activity centers with streets that accommodate autos, pedestrians, bicyclists, and, in appropriate areas, equestrian uses. Streetscapes should incorporate the following design features:

- Landscaped parkways or medians where adequate right-of-way exists for canopy street trees, grass landscape, and shrubs to provide shade and a pleasant walking experience.
- Continuous sidewalks of sufficient width to accommodate seniors, people with disabilities, and families with children.
- Pedestrian-level and human-scaled amenities, including benches, lighting, signage, etc.
- Consider traffic-calming measures such as the actual or visual narrowing of streets through widened parkways, canopy trees, and bulb-out curbs at key intersections.
- Bicycle lanes equipped with large enough right-of-way to provide a safety buffer for bicyclists.
- Equestrian amenities, where appropriate, such as alternative sidewalk design, rolled curb, and other equestrian amenities.

CD-9.6 **Parks and Open Space.** Consistent with policy direction set forth in the Parks and Recreation Element, provide adequate parks and open space within each neighborhood planning area, with an emphasis on placing parks near to residences through implementation of:

- Joint-use park and school facilities
- Greenways along key streets
- Emerald Necklace improvements
- Community forest along public rights-of-way
- Community gardens where possible



Streetscape

Continuous sidewalks and landscaped parkways improve the appearance of street, encourage a healthy lifestyle, and improve property values.



Multifamily Housing

Multiple massing, surface details, window treatments, and varied rooflines reduce the scale of multifamily housing.

Residential Design Principles

Scale and Massing.

New/remodeled homes should be consistent and compatible with the neighborhood.

Front Yard Coverage. *Front yard setbacks with a maximum amount of landscaping enhances aesthetics.*

Residential Entryways. *Visible, front-facing entryways improve neighborhood appearance and social interaction.*

Architectural Detailing. *Façades with rich detailing, varied rooflines, and consistent styles add character.*

Rooflines. *Rooflines compatible with surrounding properties enhance neighborhood identity and consistency.*

Sidewalks & Parkways. *Landscaped parkways and continuous sidewalks are important unifying elements.*

Garages, Driveways & Parking. *Recessed garages and side-loading driveways minimize the impact of cars on neighborhood streets.*

Walls & Fencing. *Low profile, transparent, and compatible styles and materials enhance the neighborhood.*

Materials, Colors & Texture. *Exterior treatments of houses should reflect a complementary mix of colors, tones, and textures.*

Architecture

CD-9.7 Single-Family Housing. Require that single-family detached and attached housing be well designed to assure a high level of neighborhood quality in consideration of the following:

- Avoidance of box-like structures through the articulation and modulation of building elevations, variation of rooflines, and features to create visual interest.
- Quality architectural design treatment of all elevations that are visible from public places and adjacent private residences.
- Minimize paving for driveways and parking areas in front yard setbacks; require well-designed front yards that provide an effective and beautiful transition from homes to the street.
- Encourage street-facing architecture by placing entries, porches, and windows at the front of the residence and connecting them to the sidewalk by a pathway.
- Consider small-lot developments with rear lanes that position the garage and driveway to the back of the site to avoid garage-dominated streetscapes.
- Encourage a blend of compatible architectural styles that contain rich facade detailing, varied rooflines, and quality materials incorporated on all four sides of the residence.

CD-9.8 Multiple-Family Housing. Require that new multifamily residential projects be designed to convey a high level of visual and physical quality and distinctive neighborhood character in consideration of the following principles:

- Architectural treatment of building elevations and modulation of mass to convey the character of separate units, avoiding the sense of a singular building mass and volume.
- Design of parking areas that blend with the architecture of residential structures style, materials, colors, and forms.
- Incorporation of usable and functional private open space for each unit and common open space that creates a pleasant living environment and attractive locations for recreation.
- Reduce the visual impact of parking through consolidated parking, shared driveways, lane-accessed designs, landscape buffers, and other techniques.
- Incorporation of substantial, lush landscaping that softens the hardscape, presents an attractive street image, and provides for a high-quality living experience.

CD-9.9 **Mixed-Use and Urban Housing.** Require that projects convey convey a high level of visual and physical quality and distinctive neighborhood character in consideration of the following principles:

- Architectural treatment of building elevations and modulation of mass to convey the character of separate units, avoiding the sense of a singular building mass and volume.
- Design of parking areas that blend with residential portions of the structures style, materials, colors, and forms.
- Incorporation of usable and functional private open space for each unit and common open space that creates a pleasant living environment and attractive locations for recreation.
- Reduction of the visual impact of parking through consolidated parking, shared driveways, lane-accessed designs, landscapes buffers, and other techniques.
- Incorporation of substantial, lush landscaping that softens the hardscape, presents an attractive street image, and provides for a high-quality living experience.
- Design flexibility in mixed/multiuse development by allowing both vertical and horizontal uses at a variety of scales and heights.
- Shared parking for residential, commercial, office, and transit uses to facilitate greater flexibility in site planning.
- Ensure mixed/multiuse developments are compatible with adjacent uses through project design, scale, and appropriate buffers and transitions between uses. Taller projects should step down heights as they approach adjacent development.
- Where a vertical mix of uses occurs, site retail/office uses on the ground floor, with residential and/or office uses above, and require architectural detailing that differentiates uses.
- Minimize the visual impact of surface parking by providing berms and landscape buffering, and/or locating parking lots behind, to the side of, or below buildings.
- In multiuse development, locate retail and commercial development close to the street for higher visibility and residential uses behind for convenience and privacy.
- Incorporate different architectural styles, a variety of rooflines, wall articulation, balconies, window treatments, and varied colors and quality materials on all elevations.



Vertical Mixed Use

Ground floor retail, orientation to street, differentiated façade treatment for housing, and structured parking give this street a vibrant and pedestrian-oriented look.

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3 Land Use Element

INTRODUCTION

Vision El Monte... A balanced community of safe and well-designed housing and neighborhoods; a city with quality parks and recreational facilities; a vibrant economic hub with thriving business and employment opportunities; a collection of identifiable districts with unique roles and identities; and a place to call home that inspires pride.

CREATING A BALANCED COMMUNITY

The Land Use Element is about creating a balanced community that is economically and environmentally sustainable and provides the highest quality of life for residents. This element's goals are to help El Monte:

- ***Provide a sustainable mix of complementary land uses***—designating and developing focused areas for housing, business, parks and recreation, public facilities, and other land uses.
- ***Create identifiable and distinct places***—tailoring application of specific land use, physical design, and principles of community design to different areas of the community.
- ***Revitalize and reinvest in the community***—implementing redevelopment project areas, provision of incentives, and sound economic development policy and planning.
- ***Strengthen districts***—applying new general plan land use designations, comprehensive planning, and design techniques that build on the assets of different strategic areas in El Monte.

PURPOSE OF THE ELEMENT

The Land Use Plan is the most visible component of the General Plan; no other single element has more influence on El Monte's future. The Land Use Element is intended to capture, communicate, and further El Monte's vision for the community by determining the amount of housing, commercial and industrial uses, and parks and recreational resources, and their locations throughout the community.

California law (Government Code 21670.4) requires that general plans identify land use designations and their associated development intensities, locations, and distribution throughout the community. Therefore, the Land Use Element is closely related to all other elements of the General Plan, because it describes each of the City's land use designations, which will then literally determine the shape of the community.

RELATED PLANS AND PROGRAMS

The El Monte General Plan is implemented through a variety of regulatory documents. Described below, these implementation documents are the Municipal Code, Zoning Code, development agreements, redevelopment project areas, specific plans, and the El Monte Airport Land Use Plan.

Municipal Code and Development Code

The City's Municipal Code and Development Code are the primary tools used to implement the goals and policies of the General Plan. The Municipal Code provides a broad variety of regulations necessary to promote the health, safety, and welfare of residents and businesses. It is comprehensive in scope, covering issues such as City administration, subdivision development, business regulations, building and safety standards, and other municipal regulations.

The Development Code provides detailed direction related to land uses. Specifically, the Development Code specifies development standards; permitted, conditionally permitted, and prohibited uses; administrative processes; and other regulations such as parking and sign standards. It is important to note that the General Plan provides broad guidance as to the use of land. The Development Code provides a detailed listing of specific allowable uses within the general designations set forth in the General Plan.

Specific Plans

While the General Plan serves as the general blueprint for the long-term physical development of the community, specific plans are created to provide detailed regulatory guidance for special areas or large developments. Specific plans comprise a land use plan, circulation plan, development standards, design guidelines, phasing plan, infrastructure plan, and implementation plan. Specific plans are often implemented as customized zoning for a particular area of the City. For example, the City adopted the Gateway Specific Plan in 2007 for development around the El Monte Station, the busiest bus station west of Chicago. In addition, the City adopted the Downtown Main Street Transit Oriented Specific Plan for the area bounded by the railroad, Santa Anita Avenue and Ramona Boulevard in 2017.

San Gabriel Valley Airport Land Use Plan

The County of Los Angeles Airport Land Use Commission is required, in cooperation with affected cities and Caltrans' Division of Aeronautics, to prepare an airport land use plan (ALUP) for each airport (Public Utilities Code 21670 and 21670.1). The ALUP provides for the orderly growth of public-use airports over a 20-year span in a manner that minimizes land use conflicts with the surrounding area. The ALUP may include building height restrictions, specify allowable land uses, and determine building standards within the airport planning area. Los Angeles County adopted its most recent ALUP in 1991. The County subsequently adopted the El Monte Airport Master Plan (EMAMP) in 1995 (the name changed to the San Gabriel Valley Airport in 2014). The City's General Plan is in compliance with the ALUP and EMAMP.

EL MONTE SPEAKS

The City’s vision for land use is one of balance. A balanced community is evidenced by stable and beautiful neighborhoods, and served by ample parks and recreation opportunities. Quality is evidenced in well-designed housing, commercial and industrial uses, landscaping, urban design, and civic uses. A balanced community supports a strong economy and job base that provide ample revenues to finance a higher quality of services.

City outreach programs, community workshops, interviews with elected officials, and discussions with stakeholders identified the key ways to achieve these goals. The Land Use Element addresses:

- ***Balanced Land Uses.*** Ensure a complementary mix of land uses—commercial and industrial businesses, strong neighborhoods and quality housing, parks and recreational amenities, employment centers, and other land uses that create a sustainable community.
- ***Auto District.*** Strengthen the Auto District to become the San Gabriel Valley’s premier location for automobile, truck, and recreational vehicle sales and service—all within an environment that is modern, attractive, and equipped with customer amenities and attractions.
- ***Flair Park.*** Facilitate transition of Flair Park into a first-class professional district by attracting businesses that build on the City’s emerging financial sector, government offices, international business with Pacific Rim connections, and other specialty niche markets.
- ***Northwest Industrial.*** Transition into a sustainable manufacturing, distribution, and technology-oriented district that provides opportunity for investment, entrepreneurship, and significant well-paid jobs in a sustainable environment compatible with residential neighborhoods.
- ***Downtown.*** Recreate Downtown as the mixed-use, mixed-income, and cultural heart that epitomizes pride and opportunity. Its historical role is augmented by new housing, retail, office, parks, and cultural facilities taking advantage of transit-oriented development.
- ***Corridors.*** Direct the construction of new mixed/multiuse housing along major corridors to protect and preserve single-family neighborhoods, reduce automobile dependence, improve air quality, and revitalize and transition underutilized uses.

LAND USE CONTEXT

This section describes each category of land use, summarizes the proposed land uses on the Land Use Plan, and then calculates the City's buildout for population, housing, and employment so that appropriate infrastructure and services can be provided.

LAND USE DESIGNATIONS

Land use designations refer to the allowable amount, type, and nature of development in El Monte. Major land use designations include residential (housing), commercial, industrial, public facilities (including parks), and the airport. Each of these land use designations are divided into further subcategories. Each designation allows for different types, intensities, and densities of development that directly correlate to the square footage of building area allowed on land within El Monte.

Each residential land use designation includes a range of allowable *densities*, calculated as the number of dwelling units allowed per gross acre. The lower threshold figure for each of these categories represents a guaranteed minimum density, expressed as housing units per acre, provided all other required development conditions can be met. The higher figure represents a potential maximum density that could be achieved if the proposed development demonstrates high quality design.

Each commercial and industrial category has a range of allowable *intensities* of development. Building intensities for nonresidential uses are measured by floor area ratio (FAR). FAR is calculated as the ratio of the total net floor area of a building to the total area of a specific lot. FAR calculations do not include areas within parking structures or outdoor open storage areas. The same FAR can be achieved through a variety of building coverage, orientations, and height configurations.

Site considerations, such as topography or location, and City policies and regulations, such as development standards in the Zoning Code, may place additional requirements on a property that could prevent the site from achieving the maximum density established within this General Plan. Actual density and FAR ranges are determined on a parcel-specific basis. Density and FAR are based on adjusted gross acreage, which subtracts acres associated with right-of-way.



Low Density Residential

Single-family detached homes are the most common form of low density residential uses.



Medium Density Residential

Townhomes and planned residential developments are medium density residences.



High Density Residential

Planned residential developments and apartments are high density residential uses.

Residential Designations

El Monte offers a wide range of residential designations to meet the needs of current and future residents. In addition to the housing types and densities shown below, land uses compatible with neighborhoods are also allowed in the same areas as housing, such as schools, recreation centers, parks, and other public uses.

Low Density Residential

This designation provides for the El Monte’s most prevalent land use, which is single-family detached homes on 7,260-square-foot lots. The majority of these single-family homes are one- or two-story residences set back from the street and separated by yards. This designation is implemented by One Dwelling (R-1A, R-1B, and R-1C) zoning districts, which allows 0.1 to 6.0 dwellings per acre.

Medium-Low and Medium Density Residential

The medium-low density residential designation allows attached and detached single-family and duplex projects. It is implemented by the Low-density Multiple-family (R-2) zoning district, which allows 6.1 to 8.0 dwellings per acre. The medium density residential designation allows for townhomes and planned residential developments. This designation is implemented by the Medium-density Multiple-family Dwelling (R-3) zoning district, which allows 8.1 to 14 dwellings per acre.

High Density Residential

This designation allows townhomes, apartments, planned residential developments, and senior housing in close proximity to services. Projects are sensitively designed with adequate open space, landscaping, and parking. This designation is implemented by the High-density Multiple-family Dwelling (R-4) zoning district, which allows 14.1 to 25.0 dwellings per acre.

Commercial and Industrial Designations

Commercial and industrial land use designations reflect a wide range of allowable land uses, including office, retail, manufacturing, institutional and some residential. The Zoning Code provides greater detail on the types of uses allowed within each General Plan land use designation.

Office Commercial

This designation allows small-scale office businesses in areas where such development may serve as a buffer between less compatible uses. Professional, medical, and financial offices and institutions are the intended uses. Housing may also be allowed for larger properties. This designation is implemented by the Office Commercial (C-1) zoning district and allows non-residential Floor Area Ratios (FARs) of 0.75.

Neighborhood Commercial

This designation allows small-scale office and retail businesses that serve neighborhoods and the community. Permitted uses include small commercial businesses (e.g. grocers, daycare centers, drug stores, etc.) that meet the needs of residents and do not generate substantial volumes of traffic. Housing may also be allowed for larger properties. This designation is implemented by the Neighborhood Commercial (C-2) zoning district, and allows non-residential FARs of 0.5.

General Commercial

This designation is primarily located along major corridors and allows commercial businesses that serve the community and surrounding areas. This includes a range of food and beverage establishments, retail sales, automotive sales and repair, personal services, and office uses. Housing may be allowed for larger properties that are in proximity to transit and commercial hubs. This designation is implemented by the General Commercial (C-3) zoning district, and allows non-residential FARs of 0.75.

Regional Commercial

This designation is primarily located in areas that benefit from strategic access to the I-10 and I-605 Freeways and allows large-scale commercial uses that serve the community and region. This includes auto dealerships, department stores, warehouse retailers, hotels, theaters, and food and beverage establishments. This designation is implemented by the C-3 zoning district, and allows non-residential FARs of 1.0.

Industrial Business Park

This designation is primarily located in the Northwest Industrial Area. Allowable uses include a mix of sustainable manufacturing, processing, office, warehousing, and distribution uses that generate employment, minimize traffic, and are compatible with residential neighborhoods. Supporting retail and service uses are also allowed. This designation is implemented by the Light Manufacturing (M-1) and General Manufacturing (M-2) zoning districts, and allows non-residential FARs of 1.0.



Regional Commercial

Sam's Club, pictured above, is a regional commercial store at the corner of Lower Azusa and Santa Anita Avenue.



Industrial Business Park

Industrial uses, like the one pictured above, typify the type and scale of development and floor area ratios desired in El Monte.



Professional Office Park

Midrise offices in Flair Park represent the office land use designation.

Mixed-Use Designations

Office Multiuse

This designation applies to the Flair Park Area. Uses envisioned along the I-10 Freeway and Rosemead Boulevard include large-scale professional, medical, and financial offices and hospitality with supportive retail. Allowable uses in the interior include small- to medium-scale office, institutional, light industrial (e.g. creative/incubator and research/development) uses and work/live residential. This designation is implemented by the Office Multiuse (OMU) zoning district, and allows non-residential FARs of 2.25 along the I-10 Freeway, 1.5 along Telstar Avenue, and 0.75 along the Rio Hondo River. In addition, work/live up to 16 dwellings per acre may be allowed along Telstar Avenue and the Rio Hondo River.

Mixed Multiuse

This designation is primarily located along Peck Road and Durfee Avenue. Mixed uses can be integrated vertically (e.g. commercial/office on the ground floor with housing above) or horizontally (housing next to commercial/office). The scale, size, and mix of land uses vary based on the location and character of the surrounding land uses. This designation is implemented by the Mixed Multiuse (MMU) zoning district. This designation allows housing up to 25 dwellings per acre for smaller properties and up to 35 dwellings per acre for larger properties, and non-residential FARs of 1.0.

Urban Multiuse

This designation is primarily located along Garvey Avenue and the Five Points Area. Larger properties should be reserved for commercial and housing projects that are vertically integrated (e.g. commercial/office on the ground floor with residential above) or housing only projects (e.g. urban housing). The scale, size, and mix of land uses vary based on the location and character of the surrounding land uses. This designation is implemented by the Urban Multiuse (UMU) zoning district. This designation allows housing up to 25 dwellings per acre for smaller properties and up to 50 dwellings per acre for larger properties, and non-residential FARs of 1.5.

El Monte Gateway

The El Monte Gateway Specific Plan was adopted in 2008 and applies to 60 acres of land around the El Monte Station, the busiest bus station west of Chicago. Pursuant to the Gateway Specific Plan, the area is slated to provide up to 1,850 residential units, up to 1.0 million square feet of commercial, entertainment uses, and public parkland/open space.

Downtown Core

The Downtown Main Street Transit-Oriented Specific Plan was adopted in 2017 and covers the area north of Ramona Boulevard. The Plan envisions a vibrant mixed-income and mixed-use environment. It calls for smaller scale buildings with housing up to 35 dwellings per acre and non-residential FARs of up to 1.5, to maintain its small town charm. This transitions to medium- and large-scale projects along Santa Anita Avenue and south of the Metrolink Station with housing up to 80 dwellings per acre and non-residential FARs of up to 3.0. The area south of Ramona Boulevard is a mix of residential and commercial land use designations.

Esperanza Village

The Esperanza Village Specific Plan was adopted in 2022 and calls for a mix of affordable housing up to 60 dwellings per acre, professional office and services uses and open space parkland.

Public and Quasi-Public Designations

Public and Institutional

This designation applies to lands owned and maintained by governmental agencies (federal, state and local) and quasi-government agencies. This includes general facilities (city facilities, schools, courthouses, community centers, etc.), utility facilities and rivers/washes. This designation is implemented by the Public Facilities (PF) and River/Wash (RW) zoning districts. It allows FARs of up to 1.0 for general facilities and only limited construction for other facilities and rivers/washes.

Open Space

This designation applies to open space, parks, linear parks, trails and other similar recreational uses. It includes areas as diverse as the Emerald Necklace, regional parks, pocket parks, plazas, and other gathering places. This designation is implemented by the Open Space (OS) zoning district and allows FARs of up to 0.2.

Transportation

This designation applies to airports, railroads, transit stations and other similar uses. El Monte is a transportation hub with facilities including the San Gabriel Valley Airport, Metrolink Station, El Monte Station and El Monte Busway Transitway. This designation is implemented by the Airport (AP) and Railroad/Transitway (RT) zoning district. It allows FARs of up to 1.0 for airports and only limited construction for other transportation uses. El Monte also includes land devoted to freeways, roadways, sidewalks, and alleyways. The General Plan does not contain a designation for such land uses.



El Monte City Hall and Airport

El Monte City Hall and Airport Terminal, pictured above, are notable landmark public facilities.

LAND USE SUMMARY AND BUILDOUT

Figure LU-1 on the following page presents the land use plan for El Monte. Table LU-1 summarizes the City’s General Plan and use designations, the maximum and realistic density and intensity of development allowed within each land use designation, and the likely buildout associated with these assumptions.

Table LU-1 General Plan Buildout Estimates (see note below)

Land Use Designation	Density/FAR		Acres	Units or Sq. Ft.	Population	Jobs
	Max.	Realistic				
RESIDENTIAL						
Low	6.0 / 0	5.8 / 0	1,715	10,200 / 0	51,000	50
Medium Low	8.0 / 0	7.0 / 0	230	1,600 / 0	7,700	25
Medium	14.0 / 0	10.5 / 0	890	9,200 / 0	41,400	100
High	25.0 / 0	18.5 / 0	100	1,500 / 0	6,200	25
COMMERCIAL & INDUSTRIAL						
Office Commercial	30.0 0.75	21.0 0.40	25	2,080 5,871,000	1,100	1,400
Neighborhood Commercial	30.0 0.50	23.0 0.40	95	3,850 4,617,000	1,600	2,500
General Commercial	30.0 0.75	25.0 0.45	60	580 3,598,000	1,400	2,200
Regional Commercial	0 1.00	0 0.50	180	1,850 1,000,000	--	8,500
Industrial Business Park	0 1.00	0 0.45	465	2,300 2,457,000	--	12,000
MIXED-USE						
Office Multiuse	Varies	12.0 1.00	180	500 7,800,000	1,300	14,200
Mixed Multiuse	Varies	25.0 0.45	135	2,000 2,600,000	7,600	3,800
Urban Multiuse	Varies	35.0 0.50	125	3,600 2,700,000	13,100	4,200
Gateway	Varies	60.0 2.50	60	1,800 1,100,000	5,200	2,000
Downtown Core	Varies	Varies	160	2,300 2,500,000	8,300	5,000
Esperanza Village	Varies	Varies	15	300 80,000	1,100	200
PUBLIC AND QUASI-PUBLIC						
Public & Institutional	Varies	Varies	530	0 / 1,400,000	--	2,300
Open Space	0.20	0.0	35	-100,000	--	--
Transportation	Varies	Varies	145	0 / 10,000	--	200
Right-of-Way	0.00	0.0	1,025	0 / 0	--	--
TOTAL			6,170	33,800 34,400,000	147,000	58,800

Note: FAR is only for nonresidential uses

Figure LU-1 Land Use Policy Plan
Adopted on June 20, 2023

Residential Designations

- Low Density
- Medium Low Density
- Medium Density
- High Density

Commercial and Industrial Designations

- Office Commercial
- Neighborhood Commercial
- General Commercial
- Regional Commercial
- Industrial Business Park

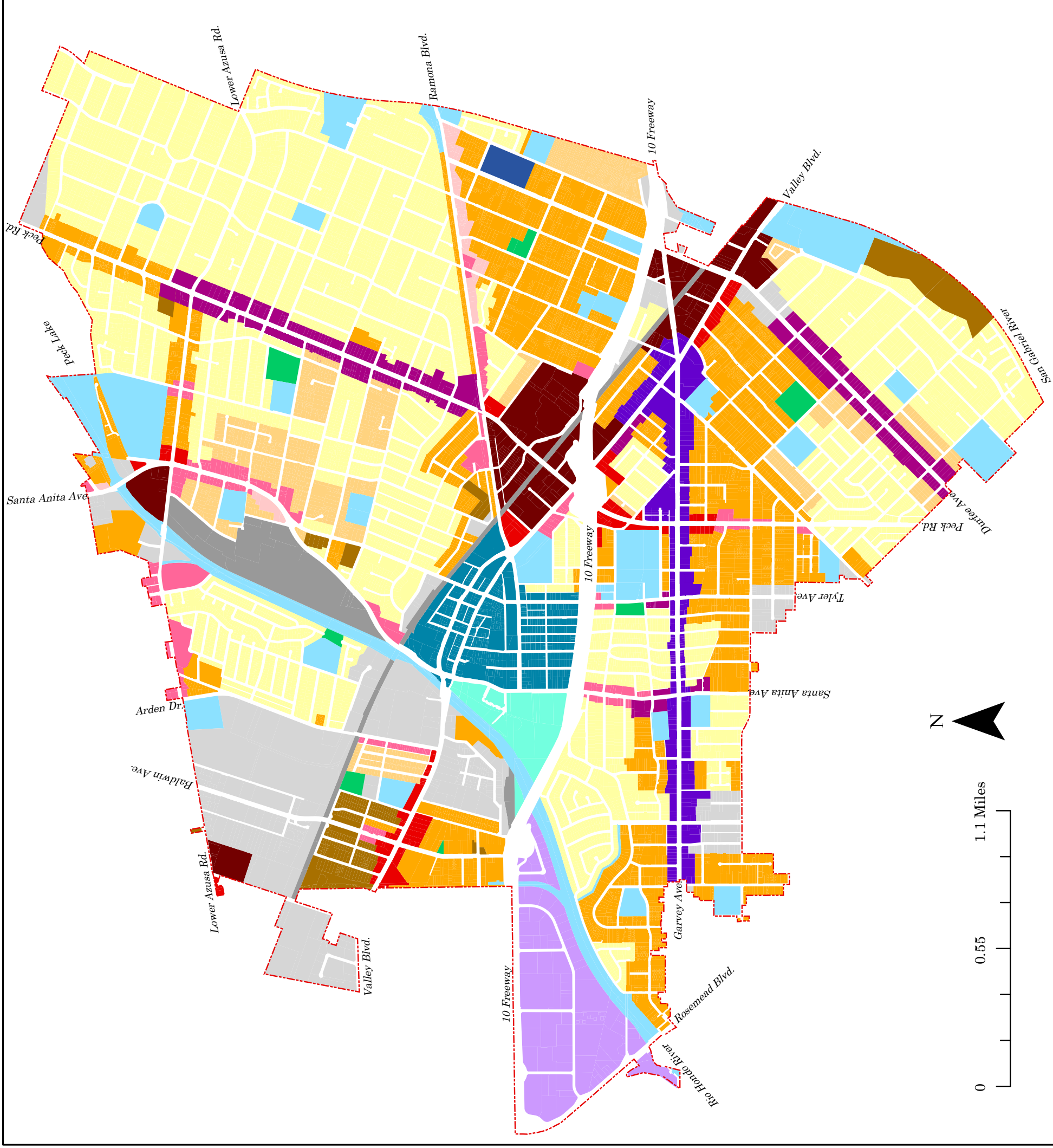
Mixed Use Designations

- Office Multiuse
- Mixed Multiuse
- Urban Multiuse
- Gateway
- Downtown Core
- Esperanza Village

Public and Quasi Public Designations

- Public and Institutional
- Open Space
- Transportation

See pages LU-4 through LU-10 for a summary of each Land Use Designation, including permitted residential densities and nonresidential FARs.



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GOALS AND POLICIES

This section of the Land Use Element describes land use goals and policies that, in conjunction with the Land Use Plan and accompanying density and intensity standards, guide development within El Monte consistent with the City's vision. This section is organized into two subsections: first, those goals and policies that apply citywide (land use compatibility, revitalization and redevelopment, distinct and identifiable places, and balance of land uses), and second, those goals and policies that apply to specific community policy areas identified in the earlier section.

LAND USE COMPATIBILITY

El Monte is a diverse community containing a broad mix of residential, industrial, entertainment, office, and commercial land uses. In addition, the community is crossed by major infrastructure systems: freeways, flood control channels, railroad lines, and major arterials. A number of land uses, including industrial, commercial, and transportation facilities, can have potentially adverse effects on residential neighborhoods, sensitive habitat areas, medical facilities, schools, and other sensitive land uses. Thus, a key goal of the Land Use Element is to ensure the compatibility of land uses.

Achieving land use compatibility in the El Monte community is a delicate process. Due to historical patterns of development and built-out nature, residential land uses are interspersed adjacent to less compatible uses. This is particularly the case for the Northwest Industrial District, which is surrounded by residential neighborhoods or fronted by major corridors. Commercial, industrial, and transportation uses vital to El Monte's economy must be encouraged, yet the impacts of such uses cannot detract from the quality of residential neighborhoods.

Land use compatibility will be more critical as areas transition over time. Certain transportation corridors will begin to transition to mixed/multiuse housing and commercial uses. These uses must be designed to address noise and air quality impacts along corridors and adjacent to industrial uses. In other areas, auto-related uses along Valley Boulevard and Peck Road will require buffering. Changes in fundamental land uses in Flair Park and northwest El Monte will also require attention to compatibility issues.

The following goal and policies further land use compatibility in El Monte.

Goal LU-1

Compatible residential, commercial, and industrial development that is sensitively integrated with existing development and neighborhoods and minimizes impacts on surrounding land uses.

Policies

- LU-1.1 **Code Compliance.** Ensure land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Development Code, Community Design Element, and other regulations or administrative procedures.
- LU-1.2 **Mitigation.** Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control.
- LU-1.3 **Interagency Cooperation.** Establish and maintain an ongoing liaison with Caltrans, the railroads, utility companies, and other major government and private agencies to help minimize the traffic, noise, and visual impacts of their facilities and operations.
- LU-1.4 **Heavy Industry.** Within proximity to sensitive land uses, limit development or expansion of industrial, manufacturing, and distribution uses that create toxics, air pollutants, vehicular and truck traffic, or present other public health and safety hazards.
- LU-1.5 **Police Safety Review.** Require, through the conditional use permit, police department review of uses that may be associated with high levels of noise, nighttime patronage, criminal activity, loitering, or other activities to prevent adverse impacts.
- LU-1.6 **Quality of Life.** Prioritize protection of quality of life so that it takes precedence during the review of new projects. Accordingly, the City shall use its discretion to deny or require mitigation of projects that result in impacts that outweigh public benefits.
- LU-1.7 **Residential Compatibility.** Discourage duplexes, triplexes, quadplexes, and apartments from being constructed in predominantly single-family residential neighborhoods to preserve the character and integrity of neighborhoods.

REVITALIZATION

El Monte is one of the oldest and most established cities in the San Gabriel Valley, so the revitalization and redevelopment of property is a critical concern. Some areas suffer from blight conditions that depress property values and create safety concerns. In others, the City may wish to change fundamental land use to stimulate the economy, improve an area, or encourage investment. As described further, these areas include commercial corridors, industrial areas, and even some residential neighborhoods.

Although El Monte has a range of stable residential areas, revitalization and reinvestment is needed in certain neighborhoods and areas. This General Plan focuses on economic development, revitalization, and reinvestment in other areas through focused land use, transportation, design, and economic development strategies. In addition, the plan focuses on creating distinct, discernible places of varied sizes, functions, and complexity. By these means, economic activity can be stimulated to reinforce itself, achieving greater private sector profit, public benefit, and sustainability. The following goal and policies address general principles for revitalization and redevelopment efforts in the city.

Goal LU-2

Revitalization and redevelopment of residential, commercial, and industrial areas through the sensitive integration of infill development, elimination of blight, and master planning efforts.

Policies:

- LU-2.1 **Underutilized Uses.** Facilitate and increase the concentration of commercial and industrial uses to activity centers, major intersections, and other focused areas.
- LU-2.2 **Midblock Residential.** Introduce midblock residential uses, such as mixed/multiuse housing, condominiums, apartments, and live-work units to stimulate the revitalization and reuse of major corridors and removal of underused and incompatible uses.
- LU-2.3 **Reinvestment Incentives.** Continue to provide special financial incentives, regulatory concessions, and improvement programs to revitalize deteriorated housing stock, residential neighborhoods, major business corridors, and employment centers.

- LU-2.4 **Planning Tools.** Utilize specific plans, planned developments and specialized zoning districts to foster cohesive and well-designed residential, mixed-use, commercial, and industrial districts. This can be applied to large vacant lands or for the reuse of existing properties or for a district/subdistrict.
- LU-2.5 **Blighting Influences.** Remove blighting influences wherever they exist through a combination of proactive code enforcement, issuance of citations and enforcement actions, acquisition of sites, and demolition where needed.
- LU-2.6 **Fiscal Stability.** Implement redevelopment and revitalization strategies (e.g., land use, transportation, economic development, parks, etc.) that will achieve, as a major consideration but not the only priority, greater fiscal stability for the City.

DISTINCT AND IDENTIFIABLE PLACES

El Monte contains different districts, each with special characteristics due to location, historical character, economic role, or other attributes. Whether they are historical districts, business parks, or downtowns, these areas serve specific purposes and add variety and identity to El Monte. Within this context, El Monte residents have expressed the aspiration to create distinct and identifiable places that inspire pride in the community.

El Monte's major business districts include the greater Downtown, characterized by its transit center, government center, Main Street, and a range of housing options. The Flair Park provides a high-profile professional office area situated strategically along Interstate-10. The Northwest Industrial District serves as the industrial heart of the community. In addition, the Auto District continues to be the City's revenue engine, anchored by the highest volume car dealership in the nation.

El Monte's residential neighborhoods are each distinguished by history, architecture, street patterns, lot size, and housing. The Downtown is denoted by its eclectic mix of housing opportunities. Arden Village is a stable neighborhood of single-family homes. Park El Monte is distinguished by its curvilinear street patterns and single-family homes. Norwood-Cherrylee Village is a stable residential neighborhood. River East anchors the City's eastern border along the San Gabriel Valley River. The Mountain View neighborhood anchors the southeast portion of El Monte.

In addition to larger neighborhoods and districts, smaller nonresidential activity centers are located throughout the community and each one plays an important role to business, residents, and visitors. For instance, the San Gabriel Valley Airport has been a long-standing feature of the community, requiring special treatment. The cultural center district, a part of El Monte's Downtown separated by Interstate-10, is also a unique hub of activity and focal point for cultural and recreational activities. Numerous commercial centers of activity, such as Main Street, are frequented activity centers.

The General Plan recognizes the diversity of neighborhoods and business districts, and therefore sets forth as fundamental the goal to create distinct and identifiable places that will provide economic, aesthetic, recreation, cultural, and other benefits. The following goal statement and policies provide broader guidance on creating distinct places. Please refer to the Community Design Element for detailed guidance on specific programs.

Goal LU-3

Distinct and identifiable residential neighborhoods and commercial, industrial and office districts that reflect and augment the historical, cultural, economic, and social fabric and roles in El Monte.

Policies:

- LU-3.1 **Land Uses.** Distinguish the City's neighborhoods and districts in their character and physical appearance by considering their physical and visual separation, edge and entry treatment, architecture, landscape, streetscape, and comparable elements during their design and development.
- LU-3.2 **Connections.** Strengthen connections between the diverse residential and nonresidential districts in the community through streetscape design, provision of open space, and other improvements that create a cohesive identity for the community.
- LU-3.3 **Green Infrastructure.** Utilize landscaping, trees, parkways, paths and equestrian trails, such as the Emerald Neckalace, to define and enhance the identity of places, create a pedestrian-friendly environment, and link the various districts throughout El Monte.

Land Use Element

- LU-3.4 **Gateways.** Enhance residential neighborhoods and commercial and industrial districts with distinctive landmarks and gateways that will define boundaries, create a sense of arrival, affirm the role of the district in El Monte, and instill pride.
- LU-3.5 **Identity.** Develop a cohesive theme for the entire community and subthemes for individual residential neighborhoods and districts to foster identity, create a sense of community, and add to the City's eclectic image.
- LU-3.6 **Architecture.** Create and encourage a variety of distinct architectural styles and design guidelines that are tailored to the different functions, types, and histories of districts, exemplify excellence in design standards, and stand the test of time.
- LU-3.7 **History and Culture.** Incorporate a broad range of history, culture, and public art expressions throughout each of El Monte's districts to promote community identity, preserve and affirm heritage and culture, and instill community pride.

BALANCE OF LAND USES

The City's vision is one of sustainability, and a balance land use plan is critical to that goal. Quality neighborhoods provide housing for residents of all ages. Commercial and industrial areas generate tax revenue to support services and infrastructure and provide jobs that sustain the economy. Open space, parks, and trees provide recreational opportunities, but also areas for water recharge, filtering of air pollutants, and beautification.

As is the case with many of the first-ring suburbs of Los Angeles, El Monte developed into a burgeoning suburb in San Gabriel Valley. Suburban neighborhoods gradually replaced agricultural lands. Transportation infrastructure was extended across the community to connect to the greater Los Angeles region. Businesses were located along major arterials and in some cases near residential neighborhoods. Parks and open space were largely replaced with residential, commercial, and industrial uses.

Restoring the balance of land uses and carefully managing and enhancing the accompanying uses will define and shape El Monte's future. The following goal and policies, supplemented by strategies for focus areas, are designed to ensure a balance of land uses for a sustainable community.

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.

Policies

- LU-4.1 **Housing Opportunities.** Support a range of types and prices of housing available to all economic segments of the community, in appropriate locations to meet present and future needs, consistent with the goals and policies in the Housing Element.
- LU-4.2 **Neighborhoods.** Develop strong residential neighborhoods that are distinguished by distinct architecture, parks and open space, public facilities and services, and public involvement in their planning and improvement.
- LU-4.3 **Parks and Open Space.** Provide sufficient quality parks, open space, greenways, trails, and recreational facilities that meet community needs through the implementation of the goals and policies set forth in the Parks and Recreation Element.
- LU-4.4 **Economic Development.** Support the development of office, commercial, and industrial uses, both citywide and in strategic areas, that strengthen the economy.
- LU-4.5 **Balanced Growth.** Direct land uses and community growth in a manner that is consistent with community-wide goals and is consistent with the vision of the General Plan.
- LU-4.6 **Public Services and Facilities.** Support community growth and change through the provision and maintenance of quality public services and facilities, including infrastructure and appropriate funding mechanisms to maintain it in good working order.
- LU-4.7 **Transportation.** Require that new development provide adequate mitigation for negative traffic or mobility impacts, unless the project is found to have overriding public benefits.
- LU-4.8 **Transportation.** Encourage and facilitate a range of quality childcare facilities and services, including infant care, pre-school care and after-school care, to promote economic development and serve the needs of working families.

STRATEGIC AREAS

This section of the Land Use Element provides special goals and policies, in addition to those identified earlier, to help create, preserve, revitalize, and enhance selected areas of the City. Together with other elements of the General Plan, specific plans, the Development Code, and neighborhood and capital improvement programs, the policies are intended to help create, preserve, revitalize, and enhance selected areas of the City.

The strategic areas map (Figure LU-2) illustrates the locations of areas intended for policy and program guidance. The boundaries on the strategic areas are intended to denote generally, where specific actions are sought. Application of the actions to adjacent or nearby parcels is also appropriate if that action contributes to the desired outcome commensurate with costs.

Strategic areas have two (2) basic distinctions: conservation and enhancement areas and land use development areas.

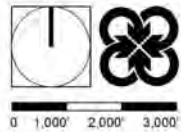
- ***Conservation and Enhancement Areas.*** These are stable neighborhoods and commercial areas where land use changes are not anticipated. The General Plan thus focuses on preservation and enhancement of these areas through goals and policies contained in the General Plan.
- ***Land Development Areas.*** These are areas where fundamental land use change is either imminent and needs further guidance or where change in an area is desired and needs stimulation and/or guidance.

Each strategic area contains a brief description of the physical conditions and issues followed by a set of policies or practical strategies. These policies are unique structural aspects of the strategic policy areas. Whereas the rest of the General Plan is a combination of general initiatives and ongoing reactions of proposals, policies in these sections are intended to result in actions and provide direction to influence each particular proposal.

Figure LU-2 Strategic Areas



- Strategic Areas
- Conservation Areas
- Parks
- Schools
- Non-Residential



DOWNTOWN EL MONTE

El Monte’s Downtown has always been its heart and the gateway to the San Gabriel Valley. In the late 1800s, Valley Boulevard was the only road and served as the Butterfield Stagecoach stop between Los Angeles and San Bernardino. Nearly a century later, this early Main Street gradually evolved into a shopping district. Today, the Downtown encompasses an area of 200 acres, bordered by the San Gabriel River, Interstate-10, and Ramona Boulevard.

The Downtown today contains key activity centers that serve distinct functions—civic/governmental, business, transit, or other uses. As shown below, these districts include Main Street, El Monte Gateway, government center, and residential neighborhoods. Each subdistrict plays a unique role, which together support a vibrant downtown experience. The graphic illustration below identifies the location of each subdistrict of the downtown and the following discussion describes key characteristics.



El Monte Downtown, 1900s

El Monte’s historic downtown at the turn of the 20th century was a bustling center.



El Monte Downtown, Today

El Monte’s historic downtown has evolved into multiple subdistricts serving distinct roles.

Government

The government center district is the eastern gateway to greater downtown and serves as the governmental core of El Monte. This area is anchored by the El Monte City Hall offices, Los Angeles County Superior Court, educational uses, and police station. Governmental institutions continue to be the primary land uses. The area has significant growth potential to accommodate additional government uses, with its large surface parking lot areas, single-story buildings, and underutilized land assets.

Main Street

Main Street covers an area bounded by the railroad, Santa Anita Avenue, and Ramona Boulevard. The subdistrict is anchored by Main Street, a traditional outdoor shopping district. With several blocks of street-facing frontage and tree-lined sidewalks, it connects the Civic Center to El Monte Station. With ample surface parking lots and single-story developments, the area is in the beginning stages of a revitalization, with new restaurants, retail stores, and housing of all different types. This is anticipated to continue, along with additional opportunities to incorporate additional restaurants and entertainment uses, vertical mixed-use with housing and urban housing.

Residential Neighborhoods

The Downtown has an eclectic mix of housing and distinct neighborhoods. The majority of existing housing is south of Ramona Boulevard and east of Santa Anita Boulevard. This residential neighborhood includes older homes built on smaller lots, connected by narrow streets. The fabric of this area is well established, but could benefit from common design treatments, rehabilitation programs, and infrastructure improvements.

El Monte Gateway

The El Monte Gateway is a groundbreaking effort to create a 60-acre regionally significant, mixed-use community that integrates public transit, housing, parks/open space, retail, business, and entertainment. With the potential for up to 1,850 units in a mixed/multiuse environment, this transit-oriented development will also serve as a key activity center, linked with the Emerald Necklace, which will help revitalize the city, create a central gathering place, and strengthen the core of the community.





Community Center

The Grace Black Community Center, including the museum, is one of the most well-known places for City events and activities.

Downtown Vision

Downtown El Monte is a mixed-use, mixed-income, and cultural heart of El Monte that epitomizes pride and opportunity. As the center of the community, its historical role is augmented by new housing, retail, office, parks, and cultural facilities. The Downtown takes advantage of transit-oriented development. The population is diverse, the architecture is human scaled, and the character is authentic to El Monte.

Cultural Center

The cultural center subdistrict is south of Interstate-10, adjacent to the El Monte Union High School. It contains the El Monte Community Center, Historical Society Museum, La Historia Museum, Jack Crippen Senior Center, Aquatic Center, and Tony Arceo Memorial Park. The Aquatic Center, a signature facility, also anchors the cultural district. The subdistrict is a well-known place for street fairs, parades, concerts, and community gatherings. The subdistrict is linked to the Downtown by Tyler Avenue. The cultural center is also enhanced by surrounding neighborhoods that are distinguished by architecture, tree-lined streets, and quality housing.

Goal LU-5

Establish the Downtown as the mixed-use, mixed-income, and cultural heart of El Monte. Its historical role is augmented by new housing, business, parks, cultural facilities, and transit-oriented development. The population is diverse, the architecture is human scaled, and the character authentic.

Policies

Land Uses

- LU-5.1 **Land Use Mix.** Accommodate retail commercial, office, restaurant, entertainment, civic, cultural, and housing land uses in accordance with the Land Use Plan’s designations and subdistrict boundaries as may be more defined by a specific plan.
- LU-5.2 **El Monte Gateway.** Facilitate continue construction of the El Monte Gateway transit-oriented development around the El Monte Station, with a range of residential, commercial, hotel, and recreation uses. This will serve as a destination point for the region and a catalyst for new investment in the downtown.
- LU-5.3 **Housing.** Facilitate development of mixed-use and urban housing. This should include transit-oriented development that provides housing options for persons of all ages and income levels that enhances the customer base for downtown business activities.
- LU-5.4 **Business Association.** Engage the Downtown El Monte Business Association to participate in the district’s transition; redefinition of its physical, economic, circulation, and other improvements; and assistance in long-term implementation of its vision.

Circulation

- LU-5.5 **Road Reconfigurations.** Support the installation of roundabouts, reduced road widths, and pedestrian improvements in the downtown pursuant to a feasibility study of Special Study Area 2 consistent with recommendations in the Circulation Element.
- LU-5.6 **Circulation Improvements.** Support additional improvements to regional transportation infrastructure in the Downtown pursuant to a feasibility study of Special Study Area 2 consistent with recommendations in the Circulation Element.
- LU-5.7 **Streetscapes.** Implement streetscape improvement program to enhance the visual character of streets, improve pedestrian activity, and link the Main Street, El Monte Gateway, civic center, and residential subdistricts.

Design

- LU-5.8 **Districtwide Design.** Incorporate a unique downtown design theme that includes differentiated edge treatment, plazas and parks, public art, specialized landscaping, street furniture, colored paving, and distinctive architecture for structures.
- LU-5.9 **Subdistrict Design.** Recognize and affirm, through specialized land use policy and design treatment pursuant to a specific plan and design guidelines, the subdistricts of the Downtown.
- LU-5.10 **Architectural Design.** Require that residential, commercial, institutional, and other uses exhibit a high level of architectural and site quality in accordance with the principles defined in the Community Design Element and applicable specific plans.

Environment

- LU-5.11 **Emerald Necklace.** Improve the Rio Hondo River, consistent with the Emerald Necklace Vision Plan, with linear parks, gateways, and walkways in Downtown to create a vibrant and well-traveled path and riverfront experience.
- LU-5.12 **Pedestrian Plan.** Create a pedestrian mobility plan for the Downtown that creates a well-defined system of paths to allow people to move easily without a car.
- LU-5.13 **Building Improvement.** Support ongoing improvement of commercial and residential properties in Downtown through programs of financial assistance, code enforcement, business investment district, and partnerships with local businesses.

FLAIR PARK



Flair Park History

Flair Park was the original home of Fletcher Aviation, a key manufacturer in the aerospace industry, and a key airstrip.

Flair Park Objective

Flair Park continues to be the professional financial district for El Monte and the San Gabriel Valley. It attracts a variety of businesses that include finance, international trade with Pacific Rim connections, government, and local-regional niche markets. However, while the area will continue to support professional uses, it can also be host to hospitality, creative/incubator and work-live uses.

Flair Park has a storied past in El Monte as the original site of a World War II airfield and is named after the cable address of Fletcher Aviation. Flair Park was intended for industry, manufacturing, and commerce. The housing and industrial boom of the 1950s and 1960s created a home for a growing aerospace industry in El Monte. For 50 years, many of the parts for space shuttles and rockets were designed or built in El Monte. In recent decades, Flair Park has become the City's office district, with a very high concentration of employment in government, finance, and business services. Major institutions such as Cathay Bank, East West National Bank, Wells Fargo, and Los Angeles County have rediscovered the park.

Flair Park continues to play a pivotal role in the regional economy. Its unparalleled view of the San Gabriel Mountains is sought after. Land assets are significant, with large parcels available for office and other development. Its strategic location along Interstate-10 and its freeway visibility has attracted professional offices and financial institutions seeking a high-profile presence. However, professional offices have become an unstable land use type. While the area will continue to support professional uses, it can also be host to hospitality, creative/incubator, work-live and other uses.



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- **Finance/Hospitality Row.** H\Y ZYkUm ZcbHj Y hUhi gUbg' hY `Yb|h' cZ hY dF_ 'k|` VY \ca Y hc' a Ucf' ZbUvU' |bg|hi hcbg' fZU\Um 6Ub_ž K Y'g : Uf|cž 9Uhi K Ygi 6Ub_ž \chYgž \cg|HU! |Imi gYg' UbX fY|cbU' W'a a YVU' UhfUM|cbg" H\lg' ZcbHj Y k|` dfYgYbh U gF|_ |b| ' |Wb|Wg m|bY hc' =bhfghUM!%"
- **Midway District.** ' 5h hY Wbj Yf| YbW cZ FcgYa YUX 6ci `Yj UFX UbXTelstar' Uj Ybi Yž h\lg' X|gf|Wk|` g| bU' hY kYgMfb' entry' |bhc' : 'Uf' Df_ ž k|h' low-` hc' mid-rise' Vi |X|b|g' hfUbg|cb|b| ' hc' hYhigh-rise Vi |X|b|g' Ucb| ' Interstate' 10, ' UbX gUf|b| ' j |Yk'g cZ hY Mountains. ' I gYg' a Um |bW XY cZ|Wgž WUHj Y#bWUcf' UbX fYgUfW#Xj Ycda YbhgUW
- **Riverfront District.** : 'Ub_ |b| ' hY gci hYfb' YX| Y cZ hY dF_ 'k|` VY hY flj YZcbh X|gf|Wž Ub' UfYU cWd|YX Vmiga U' Yf|gWYX 'UbX i gYg'h Uidfcj |XYUhfUbg|cb' Zca' fYgXbh|U' bY| \Vcf\ccXg' gci h' cZh Yf|j Yf'hc' more' |bhbgY i gYg' hc' hY north. ' Uses' may |bW XY cZ|Wžcreative/incubator, YXi W|cbU UbXwork-live units.

Infrastructure/Transportation

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Design

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I-10/Baldwin Interchange

Improvement of the I-10/Baldwin interchange will facilitate access into Flair Park.

Environment

Flair Park will benefit from key improvements to its built environment. The Emerald Necklace is envisioned as a key riverfront amenity that will flank the southern boundary of Flair Park, providing an aesthetically pleasing environment for walking. Streets will be lined with trees and setbacks, required of modern business parks today. Green building designs that are attractive, functional, and state of the art are to be encouraged. The City will continue to work with the San Gabriel Basin Water Quality Authority and other regional entities to clean up the underground water pollution and contaminated sites in the park. Plazas and landscaping will also be intertwined to improve the desirability of the park.

Goal LU-6

Establish a first-class district characterized by a diverse mix of financial, government, institutional, hospitality, creative/incubator, and work-live; distinctive architecture and iconic skyline; high-quality amenities; and unparalleled access to freeway, rail, and transit options.

Land Uses

- LU-6.1 **Mix of Businesses.** Provide incentives for the relocation or expansion of businesses into Flair Park that specialize in finance, international trade, and supporting businesses in accordance with the Land Use Plan Vision and design standards.
- LU-6.2 **Transition.** Work with property owners to facilitate the logical transition of underutilized land uses to professional office, hospitality, creative/incubator and work-live uses through new zoning standards.

Physical Design

- LU-6.3 **District Design.** Create a unique, coherent image for Flair Park through the thoughtful integration of modern and eclectic architecture, attractive streetscapes, internal circulation, wayfaring signage, subdistrict focus, and building designs.
- LU-6.4 **District Entryways.** Create a unique, coherent image for Flair Park through the thoughtful integration of modern and eclectic architecture, attractive streetscapes, internal circulation, wayfaring signage, subdistrict focus, and street lighting reflective of a modern district with a mix of professional office, financial, hospitality and supporting uses.

LU-6.5 **Building Design.** Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality and convey the image of a modern district with a mix of professional, financial, hospitality, and supporting uses.

Transportation

LU-6.6 **Freeway Access.** Support additional improvements to the regional transportation infrastructure in Flair Park, pursuant to a feasibility study of Special Study Area 1, consistent with recommendations in the Circulation Element.

LU-6.7 **Circulation.** Improve access to and within Flair Park and provide transit service from the Downtown, El Monte Gateway, and Metrolink Station through direct shuttles consistent with recommendations in the Circulation Element.

LU-6.8 **Streetscape Plan.** Improve streetscape and internal access through the enhancement of primary roadways with trees and sidewalks, extension of roadways where necessary to ease mobility and transit access, and a distinctive wayfaring system.

Environment

LU-6.9 **Green Infrastructure.** Green the riverbanks along the San Gabriel River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths, and improve green infrastructure within Flair Park.

LU-6.10 **Water Quality.** Cooperate with the San Gabriel Water Quality Authority to expedite cleanup and remediation of groundwater pollution in the El Monte Operable Unit; implement best management practices to avoid future contamination.

LU-6.11 **Central Park.** Create a signature central park(s) equipped with fountains, landscaping, monuments, cultural and historic markers, public art, and pedestrian amenities as a focal point and landmark serving and symbolizing Flair Park.

LU-6.12 **Brownfield Cleanup.** Require property owners to cooperate with local, state, and federal agencies to fund the full cleanup of brownfields of former heavy industrial properties prior to selling or transferring the property, unless the new owner agrees to assume responsibility for full cleanup costs.

NORTHWEST INDUSTRIAL DISTRICT

The Northwest Industrial District has historically served as the key manufacturing district and home to major defense industries. Residential neighborhoods built during the 1950s surround these industrial uses. With the transformation of manufacturing in the Los Angeles region, the majority of businesses in El Monte have relocated inland or out of state. Yet the district offers great investment potential due to its strategic location near I-10, vast land resources, and redevelopment project area status.

Northwest Objective

The Northwest Industrial District is the industrial engine for the city, attracting a balance of sustainable manufacturing, distribution, and technology-oriented business. It provides opportunity for investment, entrepreneurship, and significant creation of well-paid jobs in a well-managed environment that minimizes traffic impacts, promotes a clean environment, ensures long-term vitality, and strengthens neighborhoods.



The Northwest Industrial District has the potential to become a first-class, modern industrial district. Its vast land resources, strategic location near population centers, and access to railroads and I-10 offer strategic cost advantages to business. Surrounding residential neighborhoods can provide a labor force for employers in the area. Infrastructure improvements can improve freeway access, leverage potential uses of the railroad, and improve internal circulation within the area. Ongoing brownfield cleanup efforts offer opportunity to improve property values and the health of residents.

The district's vision is to serve as the employment engine for the City, but transition to an area that attracts a balance of sustainable light manufacturing, distribution, and technology-oriented business. It can provide opportunities for investment, entrepreneurship, and significant creation of well-paid jobs in a well-managed and sustainable environment that minimizes traffic impacts, promotes a clean environment, ensures long-term vitality, and strengthens neighborhoods.

Transportation/Infrastructure



Baldwin Grade Separation

The Baldwin Avenue Grade Separation project will relieve traffic congestion, improve public safety, and enhance the crossing.

Quality infrastructure will assist in transitioning the Northwest Industrial District into a modern industrial park. The infrastructure systems for this area (streets, sewer, drainage, and water) need major rehabilitation. Transportation/rail improvements are particularly important. The Alameda Corridor East Authority completed a grade separation for unimpeded rail and auto circulation. Additional improvements are needed at Baldwin Avenue and Interstate-10 and Lower Azusa Road and Interstate-605 to facilitate access to the district.

Industrial Design

In keeping with the vision for the Northwest Industrial District, industrial buildings shall be designed in a manner that respects functionality, yet does not sacrifice aesthetic quality. Buildings in the Northwest Industrial District presently present outdated postwar construction practices and design. Many of the buildings will need to be reconfigured and rebuilt to facilitate modern industrial uses compatible with the surrounding residential neighborhoods. The buildings and properties should convey a clean and attractive design, with ample landscaping, clean architectural lines, and attractive facades. Moreover, industrial, manufacturing and distribution buildings should incorporate the latest in best practices for on-site stormwater management.

Environment

The Northwest Industrial District's vision is one of sustainability—one that promotes a clean environment, ensures long-term vitality, and strengthens neighborhoods. Furthering that goal requires the full and expedited cleanup of groundwater contamination in the El Monte Operable Unit as well as individual brownfield sites. The completion and expansion of Gibson Park can provide recreational opportunities for residents and workforce, while also providing a means for natural filtration of stormwater into the underground water table. The use of swales, wherever possible, can also help achieve these goals. Finally, the proposed Emerald Necklace of trails, linear parks, and urban forest will also provide air quality benefits to surrounding residential neighborhoods.



Modern Industrial Design

Modern and clean industrial designs and ample landscape, such as pictured above, can improve the appearance of northwest El Monte.



Gibson-Mariposa Park

Gibson Park will provide needed park and recreational opportunities for residents and employees in nearby employment centers.



Arden Village Neighborhood

The Arden Village neighborhood is known for its location along the river, traditional single-family homes, and classic 1950s architecture.

Neighborhoods

The Northwest Industrial District is also anchored by the Arden Village neighborhood. Historically the location of labor camps for the agriculture industry, Arden Village today is distinguished by its small uniform lots, traditional single-family homes, and distinctive classic identity. The Arden Village area also encompasses the Gibson-Mariposa neighborhood, located near the intersection of Baldwin Avenue and Valley Boulevard. This neighborhood also contains a mix of single- and multiple-family homes. As established neighborhoods, these neighborhoods must be protected from adjacent commercial, industrial, and light manufacturing uses. This element prioritizes the implementation of strategies to divert truck traffic, minimize noise and air quality impacts, ensure quality architectural designs, and other techniques necessary to improve property values.

The following goal and policies are intended to guide the implementation and achievement of the vision for the Northwest Industrial District.

Goal LU-7

Establish a diversified district of sustainable manufacturing, distribution, and technology-oriented business that provides opportunity for investment, entrepreneurship, and significant creation of well-paid jobs in a sustainable environment that minimizes traffic impacts, promotes a clean environment, ensures long-term vitality, and strengthens neighborhoods.

Policies

Land Uses

- LU-7.1 **Mix of Business.** Provide incentives for the relocation or expansion of businesses that create a sustainable mix of manufacturing, light industrial, distribution/logistics, and technology-oriented firms in accordance with the Land Use Plan designations and design standards for a modern industrial park.
- LU-7.2 **Adaptive Reuse.** Work proactively with property owners of older, deteriorating industrial sites to facilitate necessary upgrades and creative adaptive reuse opportunities that meet the physical needs of modern industrial, manufacturing, and business uses.
- LU-7.3 **Prohibited Land Uses.** Prohibit industrial uses that use, store, produce, or transport toxic and hazardous materials; generate unacceptable levels of air or noise pollution; or result in other adverse impacts within proximity to residences.

LU-7.4 **Condominium Associations.** Require developers of properties subdivided into individually owned properties to create condominium associations that can address common land use and maintenance issues and allow the City to negotiate with a single entity, rather than multiple property owners.

Transportation

LU-7.5 **Internal Circulation.** Improve the internal circulation system within the Northwest Planning District—namely, Baldwin Avenue, Arden Drive, and Lower Azusa Road and smaller access streets—in accordance with the Circulation Element; consider measures to separate residential and nonresidential traffic to eliminate public health, safety, and mobility impacts.

LU-7.6 **Freeway Access.** In concert with Caltrans, support improvements to the regional transportation infrastructure in Northwest Industrial District pursuant to a feasibility study of Special Study Area 1 consistent with recommendations in the Circulation Element.

LU-7.7 **Rail Improvements.** Work with the Alameda Corridor East Authority and advocate for completion of the Baldwin Avenue grade crossing, additional grade crossings or at-grade mobility improvements at Arden Road or other grades, and technology improvements to improve mobility and safety at grade crossings.

Environment

LU-7.8 **River Frontage.** Green the riverbanks along the Rio Hondo River through the implementation of Emerald Necklace projects, including linear parks, bicycle trails, and walking paths to frame the edge of the Northwest Planning District and improve adjacent residential neighborhoods.

LU-7.9 **Water Quality.** Cooperate with the San Gabriel Water Quality Authority to expedite cleanup and remediation of groundwater pollution in the El Monte Operable Unit; require implementation of best management practices of all businesses in the Northwest Planning District to avoid future contamination.

LU-7.10 **Brownfields.** Require property owners to clean up any brownfields or leaking underground storage tanks as a result of industrial activities prior to recording a sale/transfer of property unless the new owner assumes full cleanup responsibility.

Physical Design

- LU-7.11 **District Design.** Create a coherent image and identity for the Northwest Industrial District through the thoughtful design and integration of modern industrial architecture, landscaped streetscape and sidewalks, internal circulation, wayfaring signage, and other design elements.
- LU-7.12 **Infrastructure.** Create and implement comprehensive master plans for sewer, drainage, water, transportation, and other associated infrastructure systems in compliance with applicable state law requirements to incentivize business relocation and protect the City's financial investment in its infrastructure.
- LU-7.13 **Building Design.** Require thoughtful building designs that balance functionality, form, durability, aesthetics, and sustainability considerations that produce buildings of lasting quality, convey the image of a modern industrial park, and improve values of surrounding residential neighborhoods.

Neighborhoods

- LU-7.14 **Housing.** Preserve and enhance residential neighborhoods in and around the Northwest Industrial District through housing rehabilitation, infrastructure improvements, public services and facilities, including parks consistent with goals and policies in the Parks and Recreation Element and the Housing Element.
- LU-7.15 **Land Use Buffers.** Require developers and property owners to mitigate the negative impacts (e.g., noise, air quality, traffic, etc) of their nonresidential operations that materially affect the quality of life of neighboring residential areas as a precondition to expansion, relocation, or operation of nonresidential uses.
- LU-7.16 **Neighborhood Center.** Create a joint-use park/school facility, surrounding Gibson Park or another suitable location to directly serve the residents living in northwest El Monte and employees working in the immediate vicinity.

AUTO DISTRICT

The City of El Monte is perhaps best known for its Auto District. The Auto District, generally located along Peck Road and Valley Boulevard, is anchored by Longo Toyota, the nation's largest dealership. The auto industry is not only a major employer, but an economic engine for the City, producing significant revenues for City services.

The Auto District's location adjacent to Interstate-10, nearby access to Interstate- 605, synergy of existing dealerships, supporting industries of auto-related uses adjacent to the district, and existence of underutilized land present an opportunity to expand and strengthen the District.

The Auto District is a premier location to buy a car and truck, and serve as one of the San Gabriel Valley's primary auto sales hubs, providing a year-round auto show environment with a wide range of vehicle choice—all within an area that is modern, attractive, equipped with customer amenities and attractions, well maintained, and convenient.



Auto District Objective

The El Monte Auto District is a premier location to buy a car and truck, and serves as one of the San Gabriel Valley's primary auto sales hub, providing a year-round auto show environment and wide range of choices—all within an area that is modern, attractive, equipped with customer amenities, well maintained and convenient.

Land Use and Transportation

A fundamental challenge to maximize the Auto District and its benefits to the City's economy and tax base is the availability of land. The owners of auto dealerships will need to acquire and consolidate key parcels within the Auto District. Efficient transportation into the Auto District and circulation within the Auto District is also important. This includes improvements within the Auto District is also important. This includes improvements to the Valley Boulevard, Peck Road and Interste-10 interchange.

Design

To serve as a premier location to buy a car and truck in the San Gabriel Valley, the structural design of the Auto District is critical. Customers and auto dealers will deserve an environment that is modern, attractive, and accessible. Implementing this design strategy will require physical changes to the district. Circulation improvements—both vehicular and pedestrian—must be implemented along Valley Boulevard and Peck Road. Where circulation challenges prevent improvements, transit should be provided. Buildings must be modern in scale and development regulations must be flexible to allow for creative use of space. Landscaping improvements are also needed along the main streets that serve the Auto District and at freeway on- and off-ramps.

Amenities

The Auto District environment and customer experience will be improved. The Auto District will accommodate entertainment and recreational land uses and activities that enhance the customer experience. The Auto District will also accommodate regional retail uses that will attract additional potential customers. The Economic Development Element provides further strategies to preserve the economic viability of this area. The following goal and policies are intended to realize the vision for the City's auto District as a premier place to buy autos and trucks in the San Gabriel Valley.

Goal LU-8

Establish the Auto District as a premier vehicle sales and service destination in Southern California, providing a year-round auto show environment with a wide range of automobile and truck vehicle choices—all within an environment that is modern, attractive, equipped with customer amenities and attractions, well maintained, and convenient.

Policies

- LU-8.1 **Auto District.** Create a defined El Monte Auto District that encompasses the area occupied by new car dealerships primarily located along Peck Road and Valley Boulevard.
- LU-8.2 **Priority Uses.** Give first priority to new auto, truck, and recreational vehicle dealers to locate in the Auto District; second priority to uses directly supporting new sales (e.g., financing, amenities, rentals, service, etc.); and third to all other businesses.
- LU-8.3 **Supporting Amenities.** Attract, cultivate, and retain auto dealer amenities (theatres, restaurants, shopping, etc.) and necessary automotive support uses (financing, rentals, etc.) that enhance customer experience and support the Auto District.
- LU-8.4 **Circulation.** Improve circulation throughout the Auto District with wayfinding and pedestrian signage, shuttle or transit access moving from the northern to southern subdistricts, kiosks, and differentiated pavement colorings to inform visitors.
- LU-8.5 **Interstate-10.** Work with Caltrans to improve Interstate-10 ramp access to Stewart Street, Peck Road and Valley Boulevard, consistent with the recommendations in the Circulation Element. This includes improved landscaping and ongoing maintenance.
- LU-8.6 **District Visibility.** Improve visibility of the Auto District by removing land uses and buildings that block access to the Auto District. Limit freeway-oriented signs to new car dealerships.

Corridor Objectives

The vision for Peck Road, Durfee Road, Garvey Avenue and Five Points, Valley Boulevard, and Peck Road is to provide a highly amenitized living and shopping experience characterized by quality mixed/multiuse and urban housing opportunities and a well-managed street environment: ample greenways, trees, and street medians, and sidewalks that encourage pedestrian activity, commercial activity, and social interaction.

MAJOR CORRIDORS

The City recognizes the need to revitalize its corridors. Corridors can provide opportunities for quality new housing, accommodating population growth, and protecting the character of single-family neighborhoods. Corridors can provide a pedestrian-oriented environment, complete with landscaping, parkways, trees, and other amenities. Revitalization can also promote the consolidation of obsolete and inefficient strip commercial corridors into distinct activity nodes and the removal of blighting uses.

Mixed/multiuse and urban housing offer the best opportunity to revitalize corridors in El Monte. Mixed/multiuse is a form of development that mixes housing and commercial/office uses. The product can be vertically integrated (e.g. commercial or office on the ground level with housing above) or horizontal (residential units directly adjacent to commercial or office uses). The scale, size, and mix of land uses will vary based on the character of the surrounding development. Urban housing provides housing at higher densities.

Design

The physical design of mixed/multiuse and urban housing is a critical component of the success of the revitalization strategy for corridors. Mixed-use projects must convey a high level of architectural and landscape quality, and ensure compatibility among commercial and residential uses. Projects should be designed to avoid conflicts among



residential and commercial functions, such as noise, lighting, and other factors. Residential and commercial uses must be integrated, visually and physically, into a coherent whole. Architectural treatments along building elevations and variations in their massing will stimulate visual interest. Adequate open space consistent with City design guidelines will ensure a livable quality environment.

Streetscapes

Mixed/multiuse housing along Peck Road, Durfee Road, and Garvey Avenue and Five Points is a critical component of the success of the revitalization strategy for corridors. Urban housing at higher densities can also be developed along Garvey Avenue and Five Points. These new development opportunities should be designed to improve the physical appearance of the corridors, offer quality housing, and improve neighborhood pride. In order to achieve these objectives, the physical design of the streetscape is critical. Arterial streets lined with ample sidewalks of adequate width will encourage walking and pedestrian activity. Streets or greenways with a canopy of native species trees will provide shade for pedestrians, improve aesthetics, and complement street-facing residential and commercial uses. Lush greenways and medians will soften the concrete hardscape, encourage slower vehicle speeds, and present a unified image of the street.

Housing Types

Mixed/multiuse housing addresses an important lifestyle segment of the housing market in El Monte. With the high cost of single-family housing, El Monte has a significant need for quality multiple-family and planned residential developments of townhomes, apartments, urban housing, and senior housing. The Land Use Plan allows mixed/multiuse housing along major corridors. Higher density urban housing is allowed in the downtown, the El Monte Gateway, the Garvey Corridor and Five Points. Certain housing types in different configurations will be more appropriate in different residential neighborhoods in the community.

El Monte envisions corridor revitalization as a means to facilitate a vibrant and attractive street environment, remove incompatible uses, provide quality housing, and improve air quality and mobility. The City will prepare a corridor implementation plan with the following goal statement and policies to revitalize its corridors.



Goal LU-9

Recreate vibrant commercial corridors with the introduction of a mix of higher density residential uses, sensitively integrated commercial uses concentrated at critical nodes, and tree-lined streetscapes that are aesthetically pleasing, encourage walking, and inspire community pride.

Policies

Land Use

- LU-9.1 **Corridor Reuse.** Promote the reuse of strip commercial and industrial corridors by consolidating retail and commercial uses into activity nodes and transitioning intervening areas for midblock residential or mixed multiuse developments.
- LU-9.2 **Housing Types.** Sensitively integrate higher density residential uses (e.g., townhomes, stacked units, live-work, etc.) along Peck Road and Durfee Avenue. Incorporate urban density residential uses along Garvey Avenue and at Five Points.
- LU-9.3 **Prohibited Uses.** Prohibit industrial and commercial uses along major corridors that detract from residential neighborhoods and adjacent residential uses along the corridors; assist in relocating present incompatible uses to other areas of the City.

Circulation and Streetscape

- LU-9.4 **Truck Traffic.** Discourage heavy truck through-traffic along Peck Road, Durfee Avenue and Garvey Avenue, making the streets green corridors.
- LU-9.5 **Bicycle Lanes/Walkways.** Create a Class 2 bicycle lane along Durfee Road, from the south City limits to Ramona Boulevard to provide an exclusive or semiexclusive use of bicycles; also line the street with complete sidewalks to encourage pedestrian activity.
- LU-9.6 **Streetscape Program.** Establish a comprehensive streetscape and landscape program for corridors that include right-of-way improvements to street trees, street lighting, streetscape elements (sidewalk/crosswalk paving, street, furniture), and public signage.

Design

LU-9.7 **Housing Design.** In concert with expectations for architecture in the Community Design Element and corridor implementation plans, require excellence in residential architecture design and construction practices exemplified by the following principles:

- **Materials.** Use high-quality, natural building materials, such as stucco, plaster, stone, and wood surfaces. Prohibit reflective glass, glossy surfaces, or poor imitation materials.
- **Durability.** Materials and design should evidence high attention to durability (without sacrificing aesthetics) that will withstand weather, use, and the test of time.
- **Aesthetics.** Structural appearance should incorporate thoughtful design in rooflines, facades, entryways, building orientation, and site layout.
- **Functionality.** Residential buildings must be designed in a manner to fulfill the functional needs of housing, including size of units, parking needs, and other accommodations.
- **Sustainability.** Incorporate green building techniques, energy efficiency, and other sustainable building technologies into new housing balanced with the overriding need for aesthetics.

LU-9.8 **Lot Consolidation.** Develop a sliding scale of residential densities (i.e., the larger the property or the greater the number of merged parcels, the greater the residential density), as permitted per the Land Use Plan for mixed/multiuse and urban/multiuse housing.

Environment

LU-9.9 **Brownfields.** Require property owners to fully remediate any brownfields or leaking underground storage tanks as a result of industrial activities prior to recording a sale/transfer of property unless the new owner assumes complete cleanup responsibility.

LU-9.10 **Green Parkways.** Line corridors with green parkways and/or lush landscaped medians, shade-providing canopy trees, and complete sidewalks, wherever possible, to improve the streetscape, add value to properties, and beautify the corridors.

EL MONTE AIRPORT

The San Gabriel Valley Airport (formerly the El Monte Airport) encompasses 103 acres adjacent to the Rio Hondo River in the north-central portion of the City. The El Monte Airport is owned and managed by the County of Los Angeles. The El Monte Airport's role is to provide primarily recreational aviation services to El Monte and the surrounding communities.



El Monte Airport

Approaching for a landing at El Monte Airport offers a stunning view of the community with the backdrop of the San Gabriel Mountains.

The Los Angeles County Airport Land Use Plan (ALUP) was adopted in 1991. The El Monte Airport Master Plan (EMAMP) was adopted in 1995 and anticipates that the airport's core functions (primarily recreational and training purposes and to a lesser degree company business, personal business and government use) will remain.

The ALUP designated airport influence zones for El Monte and provides a series of proposed policies and compatibility criteria to ensure that both aviation and surrounding uses may continue. The Airport Land Use Commission Law requires cities and counties to amend their general plans to confirm with adopted airport land use plans. The El Monte General Plan Land Use Plan is consistent with the EMAMP.

Goal LU-10

Maintain land use compatibility and consistency to minimize airport land use impacts to adjacent land uses within the city.

Policies

- LU-10.1 **Compatibility.** Require that all new development be consistent with the adopted airport land use plan for the airport and prohibit structures or activities that encroach upon or adversely affect navigable airspace.
- LU-10.2 **Buildings.** Limit the type of development, population density, maximum site coverage, and height of structures as specified in the applicable safety zones in the airport land use plan for the airport, shown in the Public Health and Safety Element.
- LU-10.3 **Permitting.** Refer proposed changes to the General Plan, specific plans, zoning ordinance, or building regulations affecting areas covered by the El Monte Airport Land Use Plan to the Los Angeles County Airport Land Use Commission prior to adoption.
- LU-10.4 **Land Uses.** Prohibit schools, hospitals, day care facilities, or new residential development from locating in close proximity to the airport or, if already present, from changing or modifying their use in a manner that conflicts with the airport land use plan.
- LU-10.5 **Master Plan.** Work with Los Angeles County Airport Land Use Commission to update the 1995 Airport Master Plan in a manner that promotes the airport's value to the community, businesses in the San Gabriel Valley, and recreational interests.

Land Use Element

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City of El Monte 2021-2029 Housing Element

Adopted February 2, 2022 - Certified September 30, 2022

City of El Monte
11333 Valley Boulevard
El Monte, CA 91731
www.ci.el-monte.ca.us

City Council

Jessica Ancona, Mayor
Alma Puente, Mayor Pro Tem
Martin Herrera, Councilmember
Victoria Martinez Muela, Councilmember
Dr. Maria Morales, Councilmember

Planning Commission

Rafael Gonzalez, Chairperson
Cesar Peralta, Vice Chairperson
Amy Wong, Commissioner
Alfred Nuño, Commissioner

City of El Monte

Alma K. Martinez, City Manager
Betty Donavanik, Community and Economic Development Director
Jason C. Mikaelian, AICP, Community and Economic Development Deputy Director
Tony Bu, Senior Planner

Consultant Team

RRM Design Group
32232 Camino Capistrano, Suite 205
San Juan Capistrano, CA 92675
www.rrmdesign.com

Veronica Tam and Associates
107 S. Fair Oaks Avenue, Suite 212
Pasadena, CA 91105

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4 Housing Element

Introduction

Vision El Monte..... a balanced city that provides a wide range of housing types and prices suited to residents; a city of well- maintained and distinct neighborhoods that are safe and have quality housing and supporting park and recreational amenities; a community that cares about its residents, offering assistance to homeowners, renters, and people with special needs.

PROVIDING QUALITY HOUSING

The Housing Element is about ensuring that adequate and affordable housing is available for residents, that neighborhoods support the desired quality of life in El Monte. The overarching goals are to:

- ***Provide quality supply and diversity of housing***—facilitating the provision of a range of housing types and prices affordable to all economic segments of the community.
- ***Improve and maintain housing quality***—encouraging the rehabilitation and preservation of housing for residents through code enforcement and rehabilitation loan assistance.
- ***Improve and maintain neighborhoods***—providing well-designed and maintained infrastructure, trees and parks, medians and greenways, and public and social services.
- ***Ensure fair housing***—promoting equal housing opportunity to all residents of El Monte regardless of income, disability, family type, age, or other circumstance.

- *Engage the community*—providing ways for residents, business owners and other stakeholders to help plan, design, and implement programs and services.

PURPOSE OF ELEMENT

California law requires that cities develop housing programs to meet their fair share of existing and future housing needs for the community. To comply with state law and provide housing opportunities for residents, the City of El Monte prepares a housing element every eight years. The El Monte Housing Element covers the planning period of 2021-2029.

The Housing Element must contain goals, policies, and programs to facilitate the development, improvement, and preservation of housing commensurate with the city's housing need. The Housing Element must:

- Identify adequate sites for a range of housing opportunities.
- Assist in the development of adequate and affordable housing.
- Address constraints to meeting the city's housing needs.
- Conserve and improve the condition of housing.
- Promote housing opportunities for all residents.

CONTENT OF ELEMENT

California Housing Element law prescribes the scope and content of the housing element. Pursuant to Section 65583 of the Government Code, the housing element contains four parts:

- Analysis of El Monte's demographic, social, housing characteristics; current housing needs; and future housing needs due to population growth and change.
- Analysis of governmental and nongovernmental constraints that affect the development, maintenance, and improvement of housing for all income groups and people with special needs.
- Inventory of resources available to address the city's housing needs, including available land for housing, as well as the financial resources and administrative capacity to manage housing programs.
- Evaluation of accomplishments of current housing programs and specific programs to address the development, improvement, and conservation of housing to meet current and future needs.

This Housing Element focuses on summarizing pertinent housing needs and setting forth goals, policies, and implementation programs. As a necessary reference to this document, the Housing Element Technical Report provides detailed discussion of background information.

RELATED PLANS AND PROGRAMS

The City of El Monte’s 2021-2029 Housing Element is directly related to and consistent with a number of housing policy and program plans that are mandated by the state of California and the federal government.

Federal Planning Requirements

El Monte prepares a Consolidated Plan as a condition of receiving federal funds for housing and community development activities. The Consolidated Plan identifies housing and community development needs and programs for lower and moderate-income households and households with special needs. In previous years, the federal government required an Analysis of Impediments to Fair Housing Choice to ensure that city policies and programs affirmatively further fair housing. The Housing Element builds on these planning efforts, and its goals, policies, and programs are consistent with the city’s federal housing plans.

California Planning Requirements

State housing element law requires the Southern California Association of Governments (SCAG) to determine the amount of housing needed within its six-county region and allocate a share of the regional housing need to each community. State law requires local governments to ensure that adequate sites, public facilities, and services are available to facilitate housing production commensurate with their assigned housing need.

General Plan Consistency

California law requires that General Plans contain an integrated set of goals and policies that are internally consistent within each element and the General Plan as a whole. For instance, land use policies in the Land Use Element must be consistent with housing policies in the Housing Element and transportation policies in the Circulation Element. In addition, state law requires that the Safety Element be reviewed and updated at the time of required Housing Element updates. The city is updating its Public Health and Safety Element concurrently with the 6th Cycle Housing Element Update. When any element of the General Plan is updated or amended, it must be reviewed for consistency with overall plan, including the Housing Element’s goals, policies, and programs.

EL MONTE SPEAKS

California law states that local governments shall make a diligent effort to achieve public participation from all economic segments of the community in the development of the housing element. The process for updating this Housing Element included a range of opportunities for public participation including a dedicated webpage, an online survey, virtual and in-person workshops, stakeholder interviews, Planning Commission study sessions, City Council Ad Hoc meetings, and finally Planning Commission and City Council public hearings. A summary of community engagement efforts, feedback, and how the feedback shaped the Housing Element is provided in Appendix B. The public engagement program was also coordinated with and built upon the outreach efforts for the Consolidated Plan and the Annual Action Plan. These efforts are summarized below.

Housing Services

The city's 2020-2025 Consolidated Plan (ConPlan) provided the planning context for understanding El Monte's housing and service needs. The ConPlan incorporated substantial public participation and consultation. Community residents and nonprofits were engaged through community meetings, surveys, public hearings, and individual meetings. Participants received extensive information about the ConPlan, the public participation process, the HUD requirements for an entitlement city, the amount of funding that the city anticipates receiving and how those funds can be used by the city. Residents were given the opportunity to provide city staff with their input on the prioritization of community needs. In addition, there was one public hearing held on March 17, 2020.

Fair Housing Needs

Input on city fair housing needs was gathered primarily through the public participation process for the Analysis of Impediments to Fair Housing (AI). The city reached out to residents, housing professionals and service providers through a community outreach program consisting of a resident survey, service provider interviews, and city Council and Planning Commission public hearings. El Monte residents and public and private agencies either directly or indirectly involved with fair housing issues in El Monte were invited to participate in a public meeting on March 12, 2020 and March 25, 2020. The meeting provided the opportunity for the El Monte community to gain awareness of fair housing laws, and for residents and service agencies to share fair housing issues and concerns. To ensure that the fair housing concerns of low- and moderate-income and special needs residents were addressed, individual

invitation letters were distributed via mail and e-mail, if available, to agencies and organizations that serve the low- and moderate-income and special needs community. Agencies and organizations that were invited and/or contributed directly to this report are listed in Appendix B. Notices of the meeting times and dates were published in El Monte's official newspaper and posted conspicuously at numerous public spaces, and on the city's website. There were no attendees during the community meeting. The lack of turnout was a result of COVID-19 pandemic restrictions.

Housing Element Webpage

City staff developed a Housing Element webpage for the public available at <https://www.ci.el-monte.ca.us/644/city-of-el-monte-2021-2029-housing-element>. The webpage provides relevant information about the housing element update process, key features of the Housing Element, and upcoming outreach events. The webpage also provided access to and information related to virtual outreach events, the Housing Needs Survey, community workshop polls, and staff contact information to ask and pose questions or comments.

Online Housing Needs Survey

On February 12, 2021, the city launched an online Housing Needs Survey in English, Spanish, and Mandarin on the Housing Element webpage. The online survey was email-blasted to all relevant stakeholders, promoted on the city's social media platforms (e.g., Facebook, Instagram and Twitter) and promoted at community workshop events. Hardcopies of the survey were also provided at public facilities and events including City Hall and the weekly farmers' market. The surveys were made available online until July 21, 2021, with a total of 382 English, 59 Spanish and 13 Mandarin responses. Participants were asked to provide feedback on current housing conditions, concerns, and/or ideas for the Housing Element team to consider. See survey results in Appendix B for the Mandarin, English, and Spanish surveys.

Housing Element Workshops

On June 16, 2021, city staff and consultants hosted a virtual community workshop to solicit public input on the 2021-2029 Housing Element. An in-person community workshop was held on July 7, 2021. The workshops were advertised on the city's webpage and social media platforms, as well as flyers posted at public facilities. Invitations to participate were also sent directly to stakeholders via email. Staff and consultants made a brief presentation that provided an overview of the update process. Spanish and Mandarin interpretation were also made available. Participants shared

their ideas and feedback to address the city's housing needs and trends via polls during the two workshops.

Planning Commission Study Sessions

On May 11, 2021 and September 24, 2021, the Planning Commission conducted study sessions on the Housing Element update. The first study session provided an overview of the Housing Element update process, as well as the city's approach to the Regional Housing Needs Assessment (RHNA). The second study session presented community feedback, proposed housing programs, and a summary of the proposed sites inventory. The Planning Commission generally supported staff recommendations and provided feedback. No public comments were provided.

City Council Ad Hoc Meetings

On June 7, 2021 and September 20, 2021, city staff met with a city Council Ad Hoc, which provides feedback on housing related items. They generally supported staff recommendations and provided feedback.

Public Hearings

On December 21, 2021, the Planning Commission held a noticed public hearing to review and accept public comment on the 2021-2029 Housing Element. On February 1, 2022, the City Council conducted a noticed public hearing to review and adopt the 2021-2029 Housing Element.

Housing Context

The Housing Element is intended to facilitate the development, improvement, and preservation of housing and neighborhoods in El Monte. The community context summarizes key housing issues in El Monte that are a foundation for responsive housing policies and programs. As a necessary companion for this Housing Element, the Housing Technical Report provides greater detail on El Monte's housing context.

EL MONTE'S POPULATION

According to the 2019 American Community Survey (ACS), El Monte has a population of 115,487 which has increased 1.7 percent from 113,475 in 2010. The population growth rate over the last decade is much lower than the state average rate of 12.4 percent and is lower than the national average rate of 11.6 percent.

Significant population growth in the San Gabriel Valley occurred prior to 1990, however, since that time the region has seen more modest growth in population. In El Monte, population growth is close to average compared to neighboring cities in the San Gabriel Valley. The region overall saw an increase in population of 4.6 percent from 1980 to 2019. Population growth trends between 1990 and 2019 in El Monte and surrounding cities are presented in the Housing Element Technical Report Tables 1 and 2. Understanding the characteristics of a population is vital in the process of planning for the future needs of a community. Issues such as population growth, race/ethnicity, age, and employment trends are factors that combine to influence the type of housing needed and the ability to afford housing.

Race and Ethnicity

El Monte, like other cities in Southern California, continues to experience gradual changes in the race and ethnic composition of its residents. According to the 2019 American Community Survey, Hispanic or Latino residents continue to comprise the largest racial or ethnic group at 65.7 percent of the total population. However, the Asian population has increased 17 percent over the past decade and now comprises 28.7 percent of the city's population. Following a trend that began in the 1980s, the proportion of Non-Hispanic White residents has continued to decrease to only 3.6 percent of the population in 2019. All other groups combined equal 2.0 percent of the population. See the Housing Element Technical Report Tables 3 and 4 for more information.

Age Characteristics

A community's current and future housing needs are influenced in part by the age characteristics of residents. The city's population is aging. In 2010, the age group under 20 years represented 30.9 percent of the city's total population, but by 2019 the same age group declined to 25.6 percent of the population. During the same period, the population of those over the age of 45 years increased from 30.8 percent in 2010 to 38.1 percent in 2019. These changes result in the median age of the city's population increasing from 31.6 years in 2010 to 35.7 years in 2019, an increase of about four years in just one decade. The median age of residents in El Monte will likely continue to increase during this 6th Cycle Housing Element period as the Baby-Boom generation ages, indicating the city will experience an increased demand for senior housing along with an increased housing need for families and single adults. To create a balanced and sustainable community, it is important to provide housing options that suit the needs of various age groups. Additional detail is provided in the Housing Element Technical Report, Tables 5 and 6.

Special Needs

Certain individuals and families in El Monte encounter greater difficulty finding affordable housing due to their special circumstances. Special circumstances may be related to income, family characteristics, medical condition or disability, and/or household characteristics. A major emphasis of the Housing Element is to ensure that persons of all walks of life have opportunity to find suitable and affordable housing in El Monte. State Housing Element law identifies the following special needs groups: seniors, people with disabilities (including developmental disabilities), female-headed households (single-parent), large families, people experiencing homelessness, and farm workers. Providing housing and support services are essential to meeting their needs.

EL MONTE'S ECONOMY

Employment opportunities in El Monte determine, in part, the demand for different types of housing, as does the income earned by households. According to the 2019 American Community Survey 5-Year Estimates, there are approximately 52,552 residents aged 16 or older that are employed. As the city's total civilian labor force totals approximately 56,048, the unemployment rate is estimated to be 6.2 percent.

Economic revitalization is a key objective in the General Plan. El Monte has several major employment districts—Flair Business Park, the Downtown Core, Auto District, and Northwest Industrial District. El Monte can expect increases in employment opportunities in several key sectors: transportation and warehousing (Northwest Industrial District), finance/information/professional (Flair Business Park), and arts/entertainment/recreation/hotel/food (Downtown Core). It should be noted the most prevalent industry is Education & Social Services with 8,382 employees (16.3 percent of total) and the second most prevalent industry is Manufacturing with 7,923 employees (15.4 percent of total). From the years 2000 to 2010, the El Monte saw a significant number of manufacturers leave the area, particularly from the Northwest Industrial District. However, this sector has rebounded over the past decade. During that same period, several automobile dealerships shuttered in the Auto District.

The current COVID-19 crisis is expected to have long-lasting impacts on the economy. As of April 2021, the unemployment rate in El Monte was measured at 11.1 percent by the California Employment Development Department. This rate is far above the “pre-COVID” civilian labor force unemployment rate in El Monte of 6.2 percent as shown in the 2019 American Community Survey 5-Year Estimate. Some experts project the impacts of COVID-19 on housing affordability and housing problems (such as cost burden) will worsen, although no data is available yet to substantiate the projections.

Along with housing costs, household income is the most fundamental factor affecting housing opportunity. According to the 2019 American Community Survey 5-Year Estimates, the city's median household income was approximately \$49,003, 28 percent below the Los Angeles County median household income of approximately \$68,044, and lower than the surrounding cities of Rosemead and Baldwin Park (\$57,999 and \$65,904, respectively). The median income represents the point where 50 percent of all households earn less than that amount, and 50 percent of all households earn more.

The greatest share of households, at 18 percent, fall within the \$50,000-\$74,999 annual income category. Of all households, 75 percent earn less than \$74,999 per year. Only about five percent of households earn above \$150,000 per year. Married families without children tend to earn the highest income, presumably because both adults are working. Non-family households typically earn the lowest incomes because these households often consist of single persons or seniors on fixed incomes. According to the 2019 American Community Survey 5-Year Estimate, the non-family household median income was \$23,423 per year. Additional detail is provided in the Housing Element Technical Report, Tables 12 through 14.

EL MONTE'S HOUSING

Ensuring the availability of a broad range of types of housing is essential for meeting the needs of present and future residents. According to the 2015-2019 American Community Survey, El Monte has 29,913 housing units. Of that total, single-family homes, including detached and attached units, comprised roughly 56 percent of all homes in the city. Multiple-family homes comprise approximately 29 percent of all homes. The city's 1,666 mobile home units comprise the remaining 5 percent of the housing stock. Additional detail on the number and size of housing units is provided in the Housing Element Technical Report, Tables 7 and 8.

Approximately 40 percent of households own homes and 60 percent rent homes. Many single-family homes (51 percent) are rented, presumably due to the need for larger units that can accommodate families.

The housing vacancy rate measures how well the supply of available housing meets the demand for different types of housing. In El Monte, the housing vacancy rate is optimal, averaging 6.1 percent for rentals but lower than optimal at 0.9 percent for ownership units. The low vacancy ownership rate is responsible in part for the higher housing costs in El Monte, particularly relative to the income of residents. The vacancy rate also varies significantly by the price and size of the unit. Although many new single-family homes built today are three- and four-bedroom units, the asking prices are often unaffordable to El Monte residents. More critical, however, is the low number of apartments. Developers are currently not building apartments that could readily accommodate large families.

Like other cities in the San Gabriel Valley, from 2000 to 2018 the sale prices for housing in El Monte increased significantly, from an average of \$153,000 to \$510,000. Much of the appreciation in home values since the turn of the century has been due to soaring housing demand throughout

the region, the availability of lower interest loans that have stretched the purchasing power of residents, and the desirability of new housing products on the market. Apartment rents are also high, with average rents of \$1,345 for a one-bedroom unit to \$2,600 for a three-bedroom apartment.

Increasing rents and home prices have made it more difficult for residents to afford housing in El Monte. Cost burden or overpayment refers to a household that pays more than 30 percent of gross income for housing costs. Moderate overpayment refers to payments between 30 to 50 percent of gross income; severe overpayment refers to payments exceeding 50 percent. According to the 2015-2019 American Community Survey, 34 percent of all ownership households with a mortgage and more than 62 percent of renters in El Monte overpaid for housing. Housing overpayment is concentrated among lower income households. Of the approximately 16,000 lower income renters, 11,103 (70 percent) overpay for housing.

Overcrowding refers to a household that has more members than rooms in a home. Moderate housing overcrowding refers to 1.0 to 1.5 persons per room and severe overcrowding refers to a household with more than 1.5 persons per room. According to the 2015-2019 American Community Survey, 12 percent of households in El Monte live in overcrowded situations, with significantly higher overcrowding rates for renters (29 percent). Additional detail on housing problems is provided in the Housing Element Technical Report, Table 24.

El Monte has an older housing stock; roughly 72 percent were built before 1980. As a general rule, homes older than 30 years generally need repairs (e.g., new roof, plumbing, and siding. Homes older than 50 years frequently need new electrical, plumbing, roofing, and other improvements. Homes older than 70 years, unless maintained, require substantial rehabilitation. According to the SCAG Report using 2014-2018 American Community Survey data, 659 units lacked telephone service, 78 units lacked complete plumbing facilities and 414 units lacked complete kitchen facilities in El Monte. Although El Monte has older housing, investment is occurring as homeowners improve their homes and infill projects replace older homes.

The city has a proactive Code Enforcement program. The city's Building Division requires a "Real Property Report" for properties in escrow (that are four-units or less) to undergo Building inspections to ensure that the property is up-to-date with building permits and that building maintenance issues are addressed. For instance, if there are unpermitted structures on site, the Building Division would include them on the Real Property Report as an outstanding item and either the seller or buyer

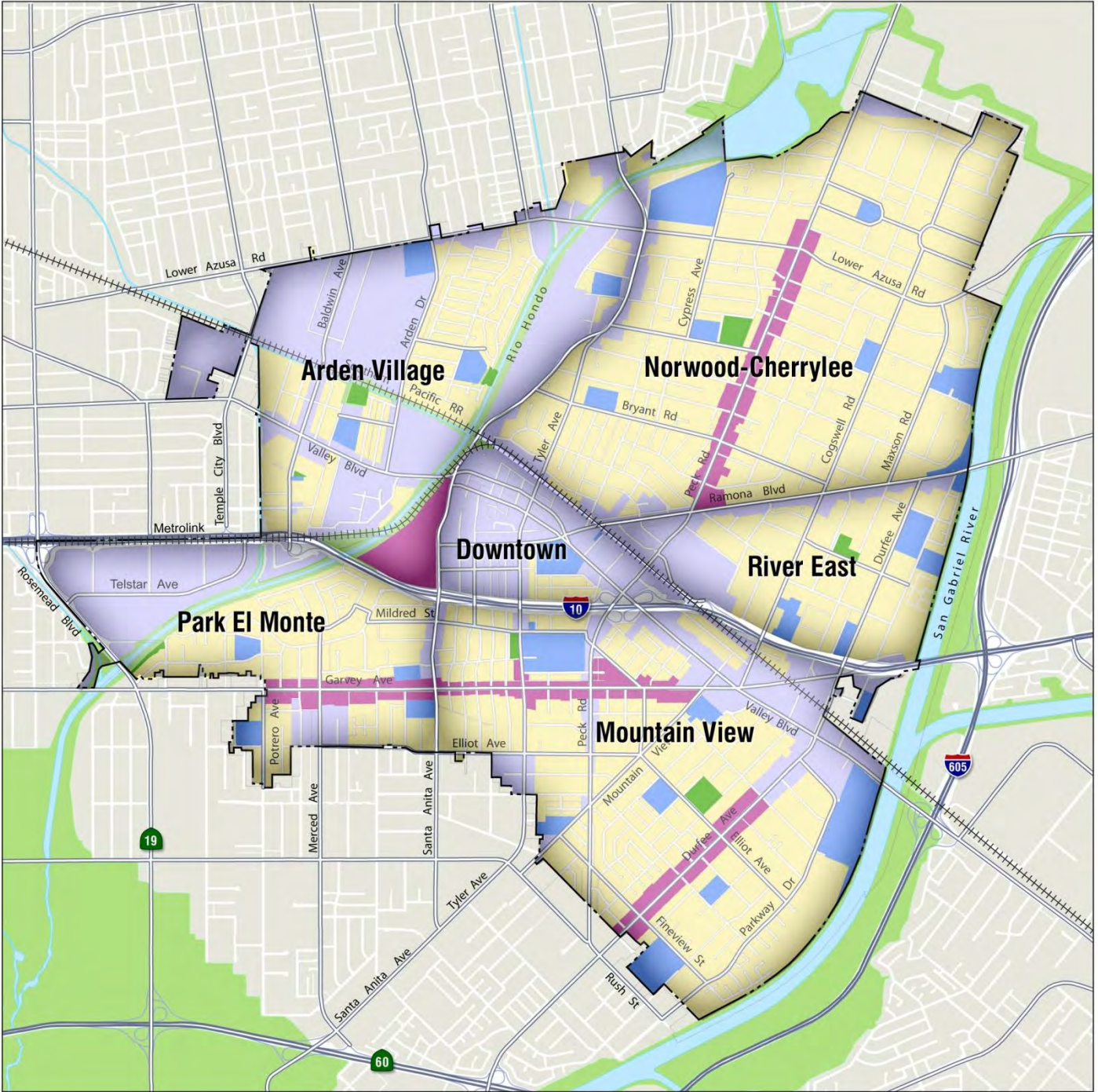
would have to address it. In addition, the Building inspector will also include any maintenance issues that present safety hazards, such as a dilapidated roof or other building repair concerns.

The city's Code Enforcement program will also investigate buildings for maintenance issues through reactive/proactive practices, although reactive cases are more prominent. For instance, reactive cases are initiated through complaints from residents whereas proactive cases are identified by city staff. Building maintenance issues that pose a safety issue for the property/neighborhood are included in a Code Enforcement report.

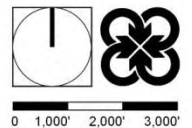
El Monte contains a mosaic of neighborhoods distinguished by history, architecture, density, housing types, lot patterns, and street configurations. These neighborhoods include Norwood-Cherrylee, Arden Village, Park El Monte, Mountain View, Downtown, and River East. The city is committed to providing quality housing for its residents, ample parks and recreational opportunities, tree-lined streets and sidewalks for walking, safety and security, and quality public facilities and services.

Figure H-1 identifies a housing opportunity map of El Monte. Included are areas for focused planned residential developments, neighborhood conservation areas, and other improvements.

Figure H-1 El Monte Neighborhoods



- Mixed/Multi-Use Sites
- Schools
- Parks
- Residential
- Non-Residential



Goals and Policies

The Housing Element is about creating a livable community through providing quality housing, building safe and nurturing neighborhoods for residents, and assisting El Monte residents with special housing needs. This section focuses on goals, policies, and programs for each topic. Each topic is introduced with a summary of key planning information, followed by a goal statement and policies to guide the implementation process.

RESIDENTIAL NEIGHBORHOODS

Neighborhoods are the fundamental building block in El Monte and the most tangible measure of quality of life. El Monte contains a mosaic of six major residential neighborhoods, each distinguished by its own history, architecture, density, housing types, lot patterns, and street configurations.

Norwood-Cherrylee

The Norwood-Cherrylee neighborhood encompasses one-third of El Monte. This neighborhood is characterized by established single-family homes anchored by Lambert Park. It contains the Rurban Homesteads and Wye-Street, built during the 1920s as part of an experimental federal housing program. Individual deep lots were intended to allow for subsistence farming. With its rural ambience, the neighborhood is distinguished by its equestrian and agricultural heritage. Many of the single-family homes adjacent to rivers are still used for equestrian purposes. Many of the streets in the northern section are not improved with sidewalks, reflecting the more rural nature and history of the neighborhood.

Arden Village

Arden Village is bordered by the Rio Hondo River, El Monte Airport, and nonresidential uses in Northwest El Monte. Historically, the location of labor camps for the agricultural industries, Arden Village today is distinguished by its small uniform lots, traditional single-family homes, and distinctive classic identity. The broader Arden Village area also encompasses the Gibson-Mariposa neighborhood, located near the intersection of Baldwin Avenue and Valley Boulevard. This neighborhood also contains a mix of single-family and multiple-family homes but is closely surrounded by the industrial land uses that predated and followed World War II. The neighborhood is anchored by the future Gibson Park.



Norwood-Cherrylee Neighborhood

The Norwood-Cherrylee neighborhood's identity is rooted in the Rurban Homesteads program of the 1920s. Deep setbacks on large lots give the neighborhood a rural character.



Arden Village Neighborhood

The Arden Village neighborhood is known for its location along the river, traditional single-family homes, and classic 1950s architecture.

Mountain View

The Mountain View neighborhood in southeast El Monte contains a mix of stable single-family housing and multiple-family housing. The area is anchored by the Mountain View Park and elementary school and is bordered by the San Gabriel River, a tributary of the Emerald Necklace. This neighborhood has one of the most diverse types and ranges of prices of single-family, multiple-family, mobile homes, and other housing.

The Mountain View neighborhood is undergoing significant reinvestment. The revitalization of the Garvey and Durfee Corridors will improve the appearance of the street and provide needed quality housing. The Durfee Corridor will be the major residential corridor spanning the neighborhood, lined with trees, parkways, and ample sidewalks.

Downtown Core and Gateway Specific Plan

El Monte Downtown is a diverse area of well-maintained homes near the Cultural Center and high density residential and senior projects north of the I-10 freeway. Established small-lot, single-family residential neighborhoods extend south of Ramona Avenue. This area is noted for its mix of housing, street configurations, proximity to historical resources, and shopping.

The triangular shaped Downtown Main Street Specific Plan area is bounded by Ramona Avenue to the south, the railroad tracks to the north, and Santa Anita Avenue to the west. The Plan envisions the area to become a mixed-income, multi-use, cultural and entertainment center of the city. The Plan analyzed the development of up to 2,200 housing units. The density along Main Street will remain low to maintain its small-town character. However, urban housing will be promoted along Santa Anita Avenue, both sides of Valley Boulevard and around the El Monte Metrolink Station.

The Gateway Specific Plan will define the future of the area around the El Monte Station. It will include the construction of up to 1,850 housing units in a very high-density mixed-use configuration, along with other uses such as entertainment, retail and office uses.

Park El Monte

Park El Monte, southeast of Flair Park and the Rio Hondo River, is distinguished by curvilinear wide streets, lower scale, single-family homes, and quality housing. The neighborhood has great potential. Public schools in the neighborhood are exploring joint use parks that will provide much needed recreational opportunities to the neighborhood. And



Mountain View Neighborhood

The Mountain View neighborhood is undergoing significant investment, with planned residential development being built.

improvements along the Rio Hondo River will eventually connect residents to the Whittier Narrows Recreational Area.

River East

The River East residential neighborhood is bordered by the San Gabriel River to the east, and the I-10 freeway to the south. This neighborhood is comprised primarily of residential uses, in particular multiple-family planned residential developments. Zamora Park serves as the park and recreational anchor for this neighborhood. Ramona Boulevard, the original red car route in El Monte, is the northernmost boundary. This area is slated for greenway projects along Durfee Avenue, school/river park facilities at La Primera and Twin Lakes Schools, and improvements at Zamora Park.

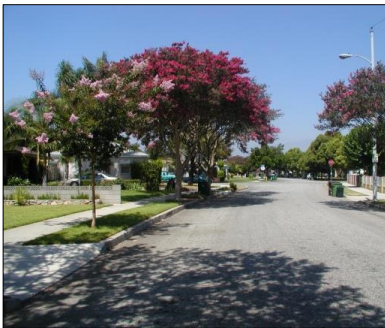
The Housing Element will provide policy guidance to strengthen each neighborhood with public safety, housing rehabilitation, park and recreational amenities, and neighborhood involvement.

Public Safety

The police department works in partnership with residents and schools to create a safer place for our families, children, youth, and seniors. The Improving and Maintaining Public Awareness and Community Teamwork (IMPACT) program, described in the Public Services Element, has been nationally recognized as a model for community-oriented policing. The city implements other public safety programs. The city is completing a network of sidewalks to allow children to walk safely to school and parks. Traffic safety and patrols prevent speeding and accidents. The city also provides volunteer programs, neighborhood watch programs, and gang prevention and youth diversion programs. The overriding goal is to make neighborhoods safer for residents, visitors, and the business community.

Housing Quality

El Monte's neighborhoods contain a mix of homes built in many decades. Some homes are in excellent condition, some require maintenance, and others require major rehabilitation. To ensure that homes are maintained in excellent condition, the city offers various housing rehabilitation loans and grants. Housing rehabilitation programs are currently targeted to single-family homes and need to be expanded to mobile homes and apartments. Code enforcement programs help ensure that homes and businesses are maintained in accordance with the community's expectations.



Tree-Lined Streets

Tree-lined streets and sidewalks add character to established single-family residential neighborhoods.

Parks, Recreation, and Trails

The Parks and Recreation Element visions the creation of more than 200 acres of parks within each neighborhood or near the Emerald Necklace. A key facet is the development of joint school-parks, where school facilities are open to the community during after-school hours, in each neighborhood. In cooperation with schools, health care providers, and the city, joint-use sites can also provide family support services, including education, childcare, recreation programs and activities, and even health care. Each neighborhood is envisioned to have an interconnecting system of sidewalks, with tree-lined streets and greenways dotted with mini parks. Wrapping around and linking all neighborhoods in El Monte is the Emerald Necklace, a proposed 17-mile loop of trails and linear parks that are being proposed along the Rio Hondo River and San Gabriel River.

Neighborhood Involvement

While El Monte has a relatively local and strong nonprofit infrastructure, the city visions a framework for residents to become even more active in the improvement of their neighborhoods. The city desires to create neighborhood planning areas that bring together diverse constituencies to identify, develop, and implement creative solutions for neighborhoods. Civic involvement of these groups could also be linked to city funding sources through the 5-year update of the Consolidated Plan, which allocates funding for community development activities. Opportunity exists for the city to facilitate a framework that draws civic leaders and people not traditionally involved into a range of neighborhood building opportunities.

The following goal and policies are designed to strengthen El Monte's neighborhoods and make them a special place to live. Goals are broad statements of community values. Policies further refine the goal statements and guide the course of action the city must take to achieve the goals in the plan. Housing Element programs describe specific objectives, resources and timeframes to implement goals and policies.

Goal 1

Sustainable neighborhoods evidenced by quality housing conditions, ample community services, exemplary public safety and security, quality public facilities and infrastructure, and civic pride.

Policies

- H-1.1 **Housing Rehabilitation.** Support the rehabilitation of single-family and multiple-family units and acquisition and rehabilitation of multiple-family housing to improve housing conditions, remove blight if needed, and improve the quality of life in neighborhoods.
- H-1.2 **Neighborhood Conditions.** Conduct proactive code enforcement, real estate inspection programs, and other neighborhood improvement efforts to maintain neighborhood quality, stabilize declining areas, and improve quality of life.
- H-1.3 **Community Amenities.** Require adequate provision of public services and facilities, infrastructure, parks and open space, adequate parking and traffic management, pedestrian and bicycle routes, and public safety to create highly desirable neighborhoods.
- H-1.4 **Neighborhood Involvement.** Encourage active resident involvement in neighborhood planning organizations to identify needs and implement programs aimed at the beautification, improvement, and preservation of neighborhoods.
- H-1.5 **Architectural Design.** Require that all housing, either new or rehabilitated, is of exemplary design and construction quality through the development and implementation of building design standards and architectural review. Use objective design standards where possible to provide more certainty to developers and the public.
- H-1.6 **Neighborhood Identity.** Strengthen neighborhood fabric and identity through parks and recreation services, cultural and historic features, public art, neighborhood events, as well as resident participation in planning and improvement of their neighborhoods.
- H-1.7 **Neighborhood Preservation.** Ensure that new residential development is complementary to single-family residential neighborhoods and do not materially detract from the character, stability, and quality of life in neighborhoods.



ACCOMMODATING NEW HOUSING

The City of El Monte had a population of approximately 115,487 as of 2019. Historically, population has increased at a moderate pace. The Southern California Association of Governments (SCAG) projects population to increase to 137,500 by 2045. The population increase will be due to a number of factors, including the development of new housing in the Downtown Core and Gateway Specific Plan, along major corridors, and within neighborhoods over the planning period. This growth will also bring demographic change to the community. Employment growth will result from economic revitalization efforts underway in the Northwest Industrial District, Flair Business Park, and the Downtown Core.

Section 65583 of the Government Code sets forth the specific components to be contained in a community’s housing element. Included in these requirements is an obligation on the part of local jurisdictions to provide their “fair share” of regional housing needs. Local governments and Council of Governments are required to determine existing and future housing needs and the allocation of said needs must be approved by the California Department of Housing and Community Development (HCD). El Monte is a member of the Southern California Association of Governments (SCAG) which is responsible for preparing the Regional Housing Needs Assessment (RHNA) for the 6-county territory that it represents.

The City of El Monte has been allocated a total production goal of 8,502 housing units for the period of 2021–2029. This housing need allocation is divided into four housing affordability groups shown in Table H-1. State law requires cities to facilitate the achievement of these housing goals by making available adequate sites to accommodate new housing and implementing programs to facilitate and encourage housing production commensurate with the RHNA production requirements.

Table H-1 Housing Production Goals

<i>Household Income Levels</i>	<i>Percentage of Median Family Income</i>	<i>Total Housing Units</i>
Very Low	Up to 50%	1,797
Low	51% to 80%	853
Moderate	81% to 120%	1,233
Above Moderate	121% or higher	4,619
Total		8,502

Source: Southern California Association of Governments, 2021.

The City of El Monte desires to provide adequate housing opportunities for its residents and workforce. At the same time, the city also desires to pursue other community development goals. It desires to create a vibrant downtown, revitalize aging corridors, stimulate investment in neighborhoods, and provide sufficient amenities. To achieve these objectives, the Land Use Element directs housing into four main areas of the community: Downtown Core, Gateway Specific Plan, major corridors, and infill development.

Downtown Core

El Monte's Downtown Core encompasses an area of approximately 159 acres, generally bordered by Santa Anita Avenue, the railroad, and the I-10 freeway. The Downtown Core contains key activity centers that serve civic/governmental, business, transportation, recreational, and residential uses. The Downtown is envisioned as a mixed-income, multi-use, and vibrant center of El Monte, with additional housing, retail, office, parks, and cultural facilities. Several high-density residential projects are currently underway in the Downtown Core, totaling nearly 250 units, with 150 of them being designated as affordable.

Gateway Specific Plan

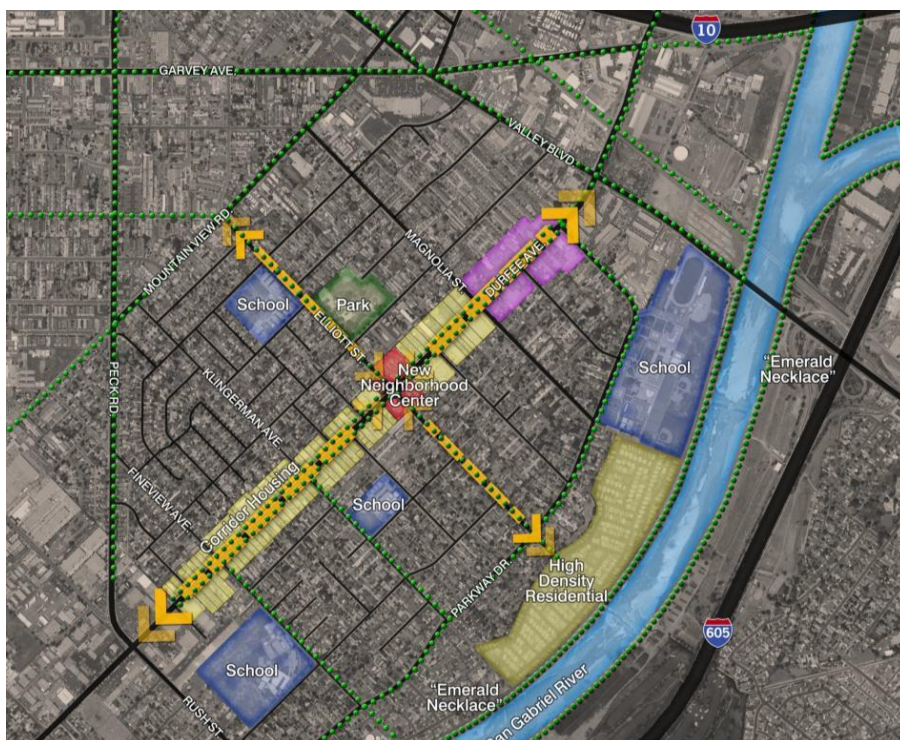
The Gateway Specific Plan encompasses an area of approximately 60 acres and is bordered by the Rio Hondo River, Santa Anita Avenue and the I-10 freeway. Several major residential and commercial projects are envisioned. The Gateway project has already resulted in the construction of 133 affordable rental units. An additional 208 market-rate rental units are under construction. The project goal is to provide up to 35 percent rental (648 units) and up to 65 percent ownership (approximately 1,202 units). The Gateway Specific Plan will also set aside residential units that are affordable to lower income households, including seniors.

Major Corridors

El Monte is crossed by major roads that front residential neighborhoods. Many corridors contain underused residential, commercial, and industrial uses incompatible with adjacent neighborhoods. Corridors provide the opportunity for quality new housing, while accommodating population growth and protecting the character of single-family neighborhoods. Corridor revitalization can also promote the consolidation of strip commercial and industrial uses into distinct activity nodes. The General Plan thus designates three corridors for mixed/multi-use development: Peck Road, Durfee Avenue, and Garvey Avenue.

Peck Road and Durfee Avenue

The General Plan Land Use Plan designates approximately 31 acres along Peck Road and 45 acres along Durfee Avenue for mixed/multi-use development at densities between 25 to 35 units per acre. The intent of the Housing Element is to create neighborhoods envisioned to have mixed/multi-use nodes. Examples include Peck Road and Lower Azusa Road (creating a commercial hub) and Durfee Avenue and Elliott Avenue (with connections to schools, parks, and the Emerald Necklace). Both the Peck Road and Durfee Avenue corridors will be transformed into pedestrian-oriented streets with ample landscaping, wide sidewalks, lush parkways, and canopy trees. The following graphic illustrates the preferred concept for Durfee Avenue.



Durfee Avenue Concept

The Durfee corridor is envisioned with a new neighborhood center at Durfee Avenue and Elliott Avenue, midblock residential (denoted yellow) with connections to the school, park, and river.

Garvey Avenue

Garvey Avenue also offers the opportunity for significant reinvestment. The city has redesignated approximately 44 acres of land to mixed/multi-uses. The streetscape would be transformed to a more pedestrian-oriented environment with street trees, sidewalks, and landscape amenities.

The intent, as outlined in the Land Use Element of the General Plan, is to concentrate commercial uses at major intersections along Garvey Avenue (e.g., Merced Avenue, Santa Anita Avenue, Tyler Avenue, and Peck Road) and facilitate standalone residential uses between the established commercial nodes. Proposed densities previously ranged from 25-35 units per acre. This will be achieved by facilitating and encouraging developers to consolidate lots wherever possible. The following graphic illustrates one of many possible Garvey Avenue corridor concepts.



Garvey Avenue Concept

The Garvey Avenue corridor is envisioned with a new retail center at Tyler Avenue, Five Points Shopping Center, and midblock residential and mixed uses between retail and mixed-use nodes.

However, Housing Program 1 of this document calls for the Garvey Avenue Corridor to be expanded to include the 5-Points Area (the intersection of Garvey Avenue, Valley Boulevard, Mountain View Road and Cogswell Road) and intensified to permit urban housing at densities up to 50 units per acre. This can be achieved as the area includes many multi-acre sites that are underutilized. In addition, the corridor is transit rich with 13 bus lines with direct routes to the El Monte Station and Downtown Los Angeles.

Infill Development

The City of El Monte recognizes that housing production can also serve other goals, including the physical improvement of neighborhoods. As part of an overall strategy of neighborhood improvement, the city will continue to encourage the production of quality housing within neighborhoods as a desirable way to replace deteriorated or substandard housing. The type of housing desired is generally single-family units and lower density multifamily developments, such as townhomes, that will strengthen and improve the fabric of a residential neighborhood. Accessory Dwelling Units (ADUs) also provide a way to provide additional housing capacity while maintaining the scale and character of the neighborhood.

Although providing sufficient quality housing in El Monte is an important goal, the production of housing must be balanced with other neighborhood goals. Important city goals, as expressed by the community and as set forth throughout the General Plan, include the provision of adequate parks and recreational amenities, quality architectural standards, protection of single-family neighborhoods from transition or incompatible uses, and exemplary traffic control and public safety. These neighborhood preservation goals, discussed later, define the best opportunities for new housing.

Taken together, these areas with other housing strategies (multi-family zoned sites, religious facilities, single family sites, and ADUs) will provide capacity for over 8,800 new housing units, with a mix of ownership and rental projects (see Table H-2). The residential development capacity exceeds the RHNA obligation of 8,502 units for the planning period. The adequacy of these housing opportunity sites to accommodate the appropriate mix and affordability of housing is discussed in the Housing Technical Report.



Infill Housing Opportunities

El Monte is experiencing significant infill housing development as older homes are replaced with newer homes with more contemporary designs.

Table H-2 Housing Projections by Area for 6th Cycle

Area Name	Income Level			Unit Totals	Acres
	Low	Moderate	Above Moderate		
Flair Park	-	-	475	475	48.5
Gateway	349	-	841	1,190	31.1
Downtown	687	592	498	1,777	47.6
Garvey Corridor	385	412	548	1,345	46.0
Five Points	401	333	366	1,100	32.2
Peck Corridor	-	-	668	668	32.4
Ramona Corridor	39	-	234	273	15.3
Durfee Corridor	-	-	473	473	22.9
Multi-Family Specific Sites (R- & C-Zones)	508	-	298	806	31.4
Religious Facilities	188	24	10	222	24.4
Single Family	-	-	88	88	141.5
Accessory Dwelling Units (ADUs)	272	8	120	400	n/a
Grand Total	2,829	1,369	4,619	8,817	473.3

The following goal and policies set forth priorities on how to provide new housing to accommodate employment and population growth, ensure that community expectations for quality housing are met, and that new housing meets all applicable state and federal requirements.

Goal 2

Adequate sites for new housing that create a vibrant downtown, revitalize transportation corridors with quality housing, and motivate reinvestment and revitalization in neighborhoods.

Policies

- H-2.1 **Housing Sites.** Provide adequate sites through land use, zoning, and specific plan designations to allow single-family homes, multi-family homes, Accessory Dwelling Units (ADUs), urban housing, mixed-use housing, mobile homes, and special needs housing.
- H-2.2 **Downtown Core.** Direct the production of new quality housing, including mixed/multi-use and mixed-income housing along with appropriate amenities, as appropriate, into the Downtown Core.
- H-2.3 **Gateway Specific Plan.** Continue to implement the development envisioned for the Specific Plan, which calls for the construction of urban housing with mix of apartments and ownerships units and income levels surrounding the El Monte Station.

- H-2.4 **Urban Housing.** Provide zoning designations necessary to develop urban housing at high densities along Garvey Avenue Corridor and the 5-Points Area, providing for linkages to transit, commercial activity and communities like parks and recreation centers.
- H-2.5 **Major Corridors.** Direct the production of quality mixed/multi-use projects along major corridors Durfee Avenue, Peck Road, and Garvey Avenue to allow for efficient land use practices, improved mobility, and energy conservation.
- H-2.6 **Work-Live and Live-Work.** Provide opportunities for work-live and live-work housing in the Downtown Core, along major corridors, and within the Flair Business Park.
- H-2.7 **Neighborhood Amenities.** Require new residential projects to be adequately served by parks and recreation services, libraries, sanitary sewers and storm drains, transportation, public safety, and other public services and facilities.
- H-2.8 **Regulatory/Financial Incentives.** Provide for regulatory and financial incentives, where feasible, to encourage the production of well-designed housing, special needs housing, and housing affordable to households of different income levels.
- H-2.9 **Neighborhood Protection.** Protect established single-family neighborhoods, through measures including use of zoning standards and objective design standards, from the transition, intensification, and encroachment of nonresidential uses and higher density housing that detracts from the character of the neighborhood.
- H-2.10 **Transit-Oriented Housing.** Support the development of the TOD, which contains a variety of mixed-use projects vertically or horizontally integrated with commercial, professional, entertainment, and recreational uses.
- H-2.11 **Architectural Design.** Require architectural excellence through the exemplary use of materials, color, site planning, environmentally sustainable practices, building treatments, landscaping, and other best practices in concert with community expectations for quality.



High Quality Planned Developments

High quality apartments and condominiums, illustrated above, provide affordable and first-time housing for young adults as they enter the workforce

DIVERSITY OF HOUSING TYPES AND PRICES

Where should we live? Near work or family? What kind of housing can we best afford? How long will it take to save a down payment to afford a home in El Monte? Does this neighborhood, size of home, or quality of housing in El Monte best meet the needs of our family and children or should we move elsewhere? Where would be the safest and most affordable place for my parents to retire and live? Is housing available for people with special needs?

Lifestyle Choices

All of us ask these housing questions at different times in our lives— when our children move out on their own, as we begin to have families, and as we contemplate retirement. The answers to these and other questions have many implications for El Monte families and their ability to live near one another. These questions underscore the importance of an adequate supply of housing attainable for all income levels and its fundamental relationship to achieving long-term goals of the community.

Housing Our Children

Our children are the future of El Monte, and we desire that affordable housing is available to them. Many young adults earn minimum wages, which range from the statewide minimum of \$13.00-\$14.00 per hour to higher hourly minimums in the City of Los Angeles at \$14.25-\$16.63 as of 2021. At \$15 per hour, this equates to an annual income of \$31,200. At these wages, a young adult could afford to pay approximately \$1,000 per month in rent. With the average rent for a one-bedroom apartment at \$1,393, young adults have difficulty affording housing without doubling up.

Given the difficulty of affording entry level housing opportunities, young adults will begin to weigh their choices to double up with friends, live with family for an extended period of time, or move out of the city. Given market prices, fewer residents can buy their first home before their mid-thirties. This places a premium on providing attainable entry-level housing, such as apartments, that offer the opportunity to build a down payment or equity.

Housing Our Workforce

Providing quality and attainable housing also helps El Monte achieve its economic development goals. Flair Business Park is transitioning from an industrial center into an office and retail center. Revitalization efforts in the Northwest Industrial District will reinvigorate this manufacturing and distribution area into a thriving employment center. The Downtown, Main Street Transit-Oriented District Specific Plan is intended to revitalize the Downtown area into a pedestrian-oriented environment with increased housing density, services, and other supporting land uses. The Gateway Specific Plan defines the future of the area around the El Monte Transit Center, with opportunity for the construction of up to 1,850 housing units in a very high-density mixed-use configuration, along with other uses including hotels, entertainment uses, and retail and office uses. These TOD plans will add more than one million square feet of commercial and office space, in addition to significant entertainment and hotel uses in the Downtown.

The types of employment opportunities offered by businesses in the Flair Business Park, Northwest Industrial District, and the Downtown Core will be equally diverse. These include jobs in the manufacturing and distribution sectors, the retail and wholesale sectors, and professional and financial sectors. The salaries for jobs within each industry will vary significantly, depending on the skills, required education, and years of experience needed. Again, this underscores the importance of a diversity of housing products.

Housing Our Families

The pursuit of liberty and happiness for families is often intertwined with the attainment of homeownership. Homeownership carries with it independence and freedom, economic stability and success, and personal safety and security for families. Homeownership commits one to a long-term investment with the home, resulting in increased investment in the property, which in turn increases property values in the neighborhood.

El Monte is a predominantly family community with many young children. As families have children, they begin to look for larger single-family homes that offer more suitable accommodations, whether it is a yard for their children to play in, more bedrooms, or a detached garage. Households and family members may also have disabilities or special needs that require specialized housing and services, as further discussed below. Families often seek to make longer-term investments in their community. This fact underscores the need for attainable homeownership opportunities, a difficult challenge when the purchase price for single-family homes in 2021 averaged \$697,994 up from \$338,000 in 2013.

Housing Our Seniors

As we get older, our housing needs and preferences change. Many seniors remain in the same home during retirement years, but others look for housing options that are smaller and easy to maintain. This includes age-restricted senior housing that provides the benefits of greater security, social amenities, and a range of needed support services. However, if suitable housing cannot be found, senior households may move out of the community to more affordable housing in more remote areas.

The City recognizes the importance of housing our seniors in El Monte. More than 850 units of subsidized affordable apartments are available for lower and moderate-income seniors. Many of these projects are located downtown close to transit and public services. These senior apartments often maintain partnerships with local service providers for supportive services, including exercise, health care, education, nutrition, transportation, tax planning, and other services.

Housing Affordability and Choice

In this housing market, prices and rents have increased so rapidly in recent years that fewer and fewer individuals and families can afford to purchase or rent a home. This seriously curtails the *real* housing choices available to El Monte residents. Housing affordability can be determined by comparing housing prices and rents to the income levels of residents in the same community or within a larger region, such as the county. The federal government has established an affordability threshold that measures whether a household can afford housing. Typically, a household should pay no more than 30 percent of gross income for housing. Using this 30 percent guidance, the maximum affordable housing price for a low-income family of four in Los Angeles County is \$346,450; for moderate income families, the maximum price is estimated at \$352,446. For more information on affordability at different income levels, see Table 23 of the Technical Report.

Homeownership Assistance

As discussed in previous sections, the average-priced single-family home in the city sells for around \$697,944. Since low- and moderate-income households cannot afford to pay more than \$346,450 to \$352,446 for a single-family home, any type of single-family dwelling would be unaffordable at current sales prices.

Apartments, single-family homes, and condominiums typically rent between \$1,345 and \$2,800 per month. Low- and moderate-income households can afford, on average, approximately \$2,160 in rent per month, depending on the number of bedrooms and size of unit. Most existing apartments and home rentals are thus affordable to low- and moderate-income households. However, for many extremely low- and very low-income residential, a majority of the apartment and home rentals in the city are out of reach.

El Monte benefits from a wide variety of employment, including retail and service workers, teachers, police officers, and many other professions. Even these wages may be insufficient to afford a home.

The City of El Monte is actively involved in expanding homeownership opportunities to residents at all income levels through facilitating construction of workforce housing, down payment assistance, working with partners active in the community, and through outreach and education.

Rental Assistance

Many El Monte residents, particularly young adults or seniors can only afford an apartment.

The County of Los Angeles and Baldwin Housing Authority offer rental assistance in the form of housing vouchers to very low-income households in El Monte. However, the waiting list is long, and vouchers are available for only one of every three eligible households. Seniors and disabled people have preference, but the remaining disproportionate need is for affordable rental housing for families with children. El Monte has an acute need for subsidized apartments suitable for families with children. Additional affordable housing programs are discussed as a part of the Housing Implementation Plan.

Mobile Home Park Rent Stabilization

Mobile home parks in the city provide lower income residents with affordable housing, but preserving their affordability is challenging due in part to the shortage of vacant rental spaces, which is a function of the actual immobility of mobile homes and the scarce supply of land for mobile home parks and mobile home park spaces. Private sector ownership of mobile home parks brings with it economic incentives to raise rents, which in light of the scarcity of spaces and the prohibitive cost of mobile home relocation, makes mobile homeowner susceptible to excessive or unfair rent increases.

In 2015, the city adopted a Mobile Home Park Rent Stabilization Ordinance. The ordinance implements reporting requirements for all mobile home parks within the city and regulates rent that may be charged on certain mobile home spaces.

Mobile Home Conversion Ordinance

In 2013, the City Council has adopted regulations governing the change of use of mobile home parks to balance the needs of protecting mobile home park residents from displacement and hardships with the rights of mobile home park owners to make decisions concerning their businesses and property use. The city has adopted Mobile Home Park Discontinuance and Tenant Relocation Regulations to set forth procedures for the conversion of an existing mobile home park or spaces to another use. These regulations are intended to benefit the general public by minimizing the adverse impact on the housing supply and on displaced persons by providing certain rights and benefits to tenants and by requiring tenant relocation assistance whenever an existing mobile home park or portion thereof is converted to another use. The regulations require mobile home park owners who wish to convert their property for another use to file an application to discontinue the mobile home park or mobile home park use. The application for discontinuance is required to include a relocation plan that will comply with standards and regulations developed by the Planning Commission.

Creative Partnerships and Tools

In today's housing market, creative approaches and partnerships are required to finance and build affordable housing. The County Housing Authority, Habitat for Humanity, Rio Hondo Community Development Corporation (RHDCDC), Institute for Urban Research, Housing Rights Center, and other agencies offer expertise in developing and managing affordable housing or providing a network of supportive services. In recent years, the city has partnered with several nonprofits to build housing.

The City of El Monte has also granted regulatory concessions, subsidized infrastructure improvements, modified development regulations, and provided direct assistance to such groups to build affordable housing. Working with nonprofit developers enables the city to better provide high quality and affordable housing products. As the city continues to pursue its housing goals, nurturing public-private partnerships will continue to be an important strategy for leveraging funding, enhancing the city's administrative capacity, and achieving city housing goals.

Affordable Housing Preservation

Preserving the availability of publicly subsidized affordable housing also plays an important role in the city's housing strategy. El Monte has nine rental projects that provide subsidized, low-cost housing for more than 850 senior households earning lower incomes. These projects provide long-term affordable housing options that are deed restricted. One project has been identified as a potential candidate for conversion to market rents during the next ten years due to the expiration of affordability controls.

State law requires all housing elements to include an analysis of multiple-family affordable housing projects (see Technical Appendix) assisted by governmental funds regarding their eligibility to change from low-income housing to market rates. Given the cost of building new housing versus the relatively low cost of preserving existing housing and the value of publicly subsidized housing to our seniors, the City of El Monte is committed to assisting, where feasible, to maintain these affordable units.

The following goal and statements of policies are designed to maintain and improve the diversity of housing types and prices available in El Monte.

Goal 3:

A diversity of quality housing types and prices that meet the needs of residents, support the economic development and revitalization, and provide opportunities for residents of all ages and income levels.

Policies

- H-3.1 **Rental Assistance.** Continue to support the provision of rental assistance to lower income individuals and families in El Monte; provide emergency rental assistance where feasible.
- H-3.2 **Homeownership Opportunities.** Improve homeownership opportunities for El Monte residents and workforce by offering financial assistance, low-interest loans, and educational resources.
- H-3.3 **Affordable Housing Preservation.** Preserve multiple-family housing through the provision of loan and grant assistance that encourages the rehabilitation and improvement of properties.

- H-3.4 **Regulatory and Financial Incentives.** Offer financial incentives and regulatory concessions to facilitate production of affordable housing.
- H-3.5 **Inclusionary Housing.** Adopt an inclusionary housing ordinance. Encourage the integration of deed- restricted affordable housing for low and moderate income households into new residential projects with regulatory and financial incentives.
- H-3.6 **Partnerships.** Support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and others to provide affordable workforce housing, senior housing, and other housing types suited to lifestyle needs.
- H-3.7 **Diverse Housing.** Support the production of varied housing types, including single-family, townhomes, apartments, and special needs housing that are priced at levels affordable to all income levels.
- H-3.8 **Unique Housing.** Permit and encourage the construction of innovative housing types, such as tiny, shipping container, modular, earth/green roof, and wood pallet houses.
- H-3.9 **Development Standards.** Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed use, and other housing suited to different lifestyle needs.
- H-3.10 **Mobile Home Park Rent Stabilization.** Ensure that mobile homeowners and residents are protected from unreasonable space rental increases while recognizing the need of mobile home park owners to receive a just and reasonable return on their investment.
- H-3.11 **Mobile Home Park Outreach.** Provide education outreach to mobile home parks to inform residents and mobile home park owners of special consumer and housing right protections under the Mobile home Park Residency law.
- H-3.12 **Mobile Home Park Conversion.** Minimize the adverse impact on the housing supply and on displaced persons in accordance with state law and city ordinance whenever an existing mobile home park or portion thereof is converted to another use.

H-3.13 **Workforce Housing.** Investigate and identify strategies to encourage development of deed restricted housing affordable to workers in professions needed in all communities such as teachers, nurses, and police officers.

H-3.14 **Local Hiring.** Encourage local hiring practices to strengthen the local economy, foster community investment, and support individual job opportunities in El Monte. Consider implementation actions to be incorporated into the Economic Development Element to effectively incentivize local hiring in development projects.

SPECIAL HOUSING NEEDS

Certain individuals and families in El Monte have greater difficulty in finding affordable housing due to their special circumstances. Special circumstances may be related to income, family characteristics, medical condition or disability, and/or household characteristics. A major emphasis of the Housing Element is to ensure that persons of all walks of life have opportunity to find suitable and affordable housing in El Monte.

State law requires that the following special needs groups be addressed in the Housing Element: seniors; persons with disabilities, including developmental disabilities; large households; female-headed households; farmworkers; and people experiencing homelessness. The housing element must assess and then address their needs through programs. The Housing Technical Report provides additional details on special needs housing and requirements.

Seniors

The City of El Monte is home to 5,690 households with a senior member, comprising about 19 percent of all households. In El Monte, 59 percent of senior households (or 2,493) own a home and 41 percent (or 1,995) are renters. According to federal housing data, about 81 percent of all elderly households are lower income households. Due to their fixed retirement income, seniors may need assistance to maintain and improve their homes. Seniors may also require accessibility improvements for their homes over time.

To provide assistance to elderly residents, the City of El Monte operates the Jack Crippen Senior Center, which serves as a meeting place and service center. The Center provides a variety of services, such as

congregate meals, nutrition education, health screening, case management, and educational, recreational, and social activities. The city's Transportation Division offers a Dial-A-Ride service for seniors and disabled residents that operates within city limits, with exceptions for medical, governmental, and utility appointments within a five-mile radius.

Persons with Disabilities

The City of El Monte has 11,569 individuals with disability, which represents approximately ten percent of the population. Disabled persons may earn very low incomes, have higher health costs, and are often dependent on supportive services. While many disabled people live in independent housing or with family members, many require institutionalized settings where more support is available.

The city enforces disabled accessibility requirements for new housing, allows residents to modify their homes to improve accessibility, and provides improvement and rehabilitation grants for homeowners. In many cases, however, disabilities could be mental or developmental in nature. For individuals requiring more specialized care, the city offers a range of group housing arrangements, including licensed community care facilities, alcohol and drug rehabilitation, and skilled nursing facilities.

Persons with Developmental Disabilities

Many persons with developmental disabilities can live and work independently within a conventional housing environment. Individuals who have more severe disabilities require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for those with developmental disabilities is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services (DDS) currently provides community-based services to approximately 360,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The San Gabriel/Pomona Regional Center is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. Information

compiled by SCAG provides a closer look at the developmentally disabled population. There are approximately 1,623 individuals (1.4 percent of the total population) diagnosed with a cognitive or developmental disability in the City of El Monte.

To assist in the housing needs for persons with disabilities, including developmental disabilities, the city will continue to conduct outreach with the San Gabriel/Pomona Regional Center and, encourage housing providers to designate a portion of new affordable housing developments for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities.

Family Households

El Monte is predominantly a family community. In recent years, soaring housing prices and rents have placed an increasing cost burden on families. Families earning low incomes experience high rates of overpayment today. Moreover, the City of El Monte is home to 5,722 female-headed households (of which 2,811 are with children) and 7,822 families of five or more members. Female-headed and large households also have critical housing-related needs, with high levels of overpayment, lower incomes, and overcrowding. Statute requires analysis of specialized housing needs for female-headed households in an effort to ensure adequate childcare or job training services.

The housing needs of families have commonalities, such as affordable childcare and affordable housing. Many residents rent housing because they cannot afford to buy quality housing. For those who rent, there is a limited choice of quality apartments. Similarly, the city does not currently have publicly subsidized rental housing for families. Although the County offers about 500 lower income households with rental vouchers, the waiting list is three times the number of units available.

Veterans

Veterans of foreign wars comprise a significant group in El Monte. According to the 2019 American Community Survey 5-Year Estimates, Census, the city is home to approximately 1,596 veterans (1.8 percent of adult civilian population). Many veterans experience high levels of post-traumatic stress disorder, injuries from service, and other conditions that make it difficult to obtain jobs and find suitable housing. The housing needs of the armed forces extend also to their families living in the states that need to maintain housing.



Housing for Families

El Monte's children are our future. Ensuring quality affordable housing is available gives our children security and a place to call home.

The Veterans Administration offers programs to help veterans find jobs, modify their homes, and obtain counseling and support. Housing programs include the Specially Adapted Housing Grants program, Guaranteed Home Loan, Independent Living Program, and the Home Improvement and Structural Alterations program. El Monte offers homebuyer down payment assistance and rehabilitation loan programs that could also be leveraged with VA programs to improve housing options for veterans. To date, Mercy Housing has provided 96 housing units to veterans in El Monte.

Homeless People

The City of El Monte has seen a significant increase in its total homeless population. In 2017, there were 509 homeless persons in El Monte, an increase of 89 percent from the 2016 count of 269 persons. However, in 2019 the homeless count decreased to 429 persons during the Point in Time Count conducted by the Los Angeles Homeless Services Authority (LAHSA). The individuals who are homeless are typically affected by a complex set of unmet social, economic, and housing needs. These needs may include affordable housing, stable employment, treatment of medical conditions, childcare assistance, credit history, adequate rental assistance, and treatment of substance abuse and/or mental illness.

Understanding the magnitude of homelessness is important. However, counting the homeless people is difficult due to the different definitions of homelessness and the difficulty in determining their place of residence. Generally, homeless people include any individual or family who lacks a fixed, regular, and adequate nighttime residence, those residing in emergency shelters or transitional housing, or persons in transitional housing (e.g., alcohol and drug treatment centers) who were homeless before joining the facility or would be homeless if discharged.

To better address and serve the homeless population, the Los Angeles Homeless Services Authority (LAHSA) was established in 1993 as an independent agency by the County and the City of Los Angeles. LAHSA is the lead agency in the Los Angeles Continuum of Care, and coordinates and manages over \$70 million dollars annually in federal, state, county and city funds for programs providing shelter, housing and services to homeless persons in Los Angeles City and County. The Los Angeles Continuum of Care (CoC) includes all of Los Angeles County except the cities of Glendale, Long Beach, and Pasadena.

Every other year, LAHSA, conducts a point in time survey to count the number of homeless individuals, sheltered or unsheltered, living throughout the County. As part of the Greater Los Angeles Homeless Count Report authored by LAHSA, cities can participate in the Opt-In Program. The Opt-In Program provides local jurisdictions with homeless count numbers specific to their area or city allowing them to obtain local homeless count information to more effectively address local homelessness and to report progress to federal, state, and county agencies to meet funding requirements.

El Monte is committed to actively addressing the needs of homeless people through its housing and service policies and programs. The Housing Element Technical Report text and Table 17 provides a detailed list of programs and organizations providing services.

The Housing Plan contains new programs to address the needs of homeless people, including Zoning Code Updates (see Programs 27 and 28) addressing emergency shelter, transitional housing, and supportive housing required by state law.

In 2018, the City of El Monte adopted the “El Monte Plan to Prevent and Combat Homelessness” that was developed in a concerted effort with input from residents, business, service providers, elected officials, city staff, and LeSar Development Consultants. The homelessness plan was initiated through the voter-approved Measure H sales tax to annually fund homeless services and programs.

Farmworkers

The State of California also recognizes the special housing needs of farmworkers, in particular migrant farm laborers earning very low incomes. The transitory nature of the labor force, the need for affordable housing, the unique educational needs, and the impact on the stability of children’s lives make this group particularly vulnerable. El Monte has an estimated 242 farmworkers, 130 of whom are employed year-round. Their housing needs can best be met through existing permanent affordable rental housing in the community.

In addition, the California Employee Housing Act requires that housing for six or fewer employees, including farmworker housing, be treated as a regular residential use. El Monte’s Zoning Code is not in compliance with the Employee Housing Act, so a program has been added to the Housing Implementation Plan.

The following goal statement and policies are designed to address the housing and support needs of special needs groups in El Monte.

Goal 4:

Adequate rental, homeownership, and supportive services to individuals, families, and those with special needs that will help them find and maintain affordable housing in the community.

Policies

- H-4.1 **Senior and Disabled Housing.** Support development of accessible and affordable housing for seniors and disabled people; provide assistance for seniors and people with a disability to maintain and improve their homes to facilitate independent living.
- H-4.2 **Family Housing.** Facilitate and encourage the development of larger market rate rental and ownership units suitable for families with children, including lower and moderate income families, and the provision of supportive services such as child care.
- H-4.3 **Partnerships.** Continue to fund community-based, nonprofit, and other service organizations that provide supportive services to seniors, families, homeless people, disabled people, and other special needs populations in El Monte.
- H-4.4 **Homeless People.** Support adequate opportunities for emergency, transitional, and permanent supportive housing, including services, within El Monte through the implementation of land use and zoning practices and monitoring through permitting procedures.
- H-4.5 **Housing Assistance.** Expand homeownership opportunities to El Monte residents and workforce through homebuyer assistance; support the continued provision of rental assistance to lower income households.
- H-4.6 **Affordable Housing Preservation.** Preserve existing publicly subsidized affordable housing and expand quality and affordable rental housing opportunities for families, with housing linked to quality childcare, health, and other services.
- H-4.7 **Fair Housing.** Prohibit housing discrimination in all aspects affecting the sale, rental, or occupancy of housing based on individual or familial status or other arbitrary classification, and support the enforcement of fair housing laws.

Housing Implementation Plan

The Housing Implementation Plan sets forth a variety of specific programs to achieve the General Plan vision and the housing goals and policies in the Housing Element. These programs are described below.

SPECIAL PLANNING AREAS/ADEQUATE SITES AND NO NET LOSS

The city has created new residential and economic opportunities through planning efforts for the Garvey Avenue and Durfee Avenue Corridors, the Downtown Main Street Transit-Oriented Development Specific Plan and the Gateway Specific Plan. Moving forward, El Monte will build off the success of the Garvey Corridor and 5-Points Area and establish a High Density Urban Housing Zone. The city will also continue to focus on implementing and monitoring results with respect to maintaining adequate sites and meeting its RHNA goals. Accessory Dwelling Units (ADUs) (see Program 9) and redevelopment of religious institutions properties made possible through a new Religious Facilities Overlay Zone (see Program 14) also contribute to the city's RHNA goals.

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Housing Implementation Plan

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#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
1	Develop a Garvey Avenue and 5-Points Plan for High Density Housing	<ul style="list-style-type: none"> • By end of 2024, develop an Urban Housing Zone along the Garvey Avenue Corridor and 5-Points Area, incorporating the following: <ul style="list-style-type: none"> ➤ Allow densities of up to 50 units per acre and building heights of up to 5 or 6 stories. ➤ Allow multiple-family residential projects be approved by-right (i.e., no Conditional Use Permits). ➤ Incorporate minimum densities for residential-only projects and mixed-use projects with housing. ➤ Reduce parking, reduce open space and increase the allotted floor area for residential projects at higher densities. • Require that mixed-use projects in the M/MU zoning district have a minimum 50% of the floor area be residential. 	Planning Division/ SB 2	December 2024

Housing Element

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
2	Flair Park Flex Housing	<ul style="list-style-type: none"> • Create development standards for the Office Professional (OP) zone that allow for the development of work-live and mixed-use projects with housing of up to 16 units per acre within the Flair Park neighborhood. This will complement the existing mix of office, tech and incubator creative space. • Housing units should be focused away from the I-10 Freeway. 	Planning Division/ Local Early Action Planning (LEAP) Grant and S B2	December 2024
3	Implement the Durfee Avenue and Peck Road Corridor Plans, the Downtown Main Street Specific Plan and the Gateway Specific Plan, and develop the MacLaren Specific Plan	<ul style="list-style-type: none"> • For properties along Durfee Avenue and Peck Road, Downtown Main Street, and within the Gateway and MacLaren areas: <ul style="list-style-type: none"> ➢ Further encourage and facilitate the development of affordable housing through streamlined processing, fee modifications, density bonus incentives, reductions in development and parking standards, and funding, when available, for site improvements. ➢ Continue to provide appropriate land use designations and maintain an inventory of suitable sites for residential development. Make the vacant and underutilized residential sites inventory available to non-profit and for-profit housing developers on the city’s website and at City Hall. ➢ Implement program measures and environmental mitigation measures, given available funding, to allow housing sites to be available. ➢ Allow residential projects and mixed-use projects with housing be approved by-right along designated corridors such as the Durfee Avenue and Peck Road Corridors, subject to complying with the applicable development standards. ➢ Beginning in early 2023, partner with the applicable transportation agencies to fully implement high density housing opportunities around the El 	Planning Division/ General Fund/ ARPA Federal Funds (MacLaren Specific Plan)	December 2024

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
3	Continued	<p>Monte Bus Station within the Gateway Specific Plan and around the Metrolink Station within the Downtown Main Street Specific Plan.</p> <ul style="list-style-type: none"> ➤ By end of 2024, complete infrastructure improvements along designated corridors to increase opportunities for pedestrian, transit and bicycle use to help facilitate the construction of high-density housing projects. ➤ By end of 2024, develop the MacLaren Specific Plan to allow the development of 380 affordable units with open space and on-site amenities for families and seniors. 	<p>Planning Division/ General Fund/ ARPA Federal Funds (MacLaren Specific Plan)</p>	<p>December 2024</p>
4	No Net Loss	<ul style="list-style-type: none"> • To ensure that the city maintains compliance with SB 166 (No Net Loss), the city will develop a procedure to track: <ul style="list-style-type: none"> ➤ Unit count and income/affordability assumed on parcels included in the sites inventory. ➤ Actual units constructed and income/affordability when parcels are developed. ➤ Net change in capacity and summary of remaining capacity in meeting remaining Regional Housing Needs Allocation (RHNA). • In addition, the city will make no net loss findings at the time of project approval and will require replacement units when required by state law. 	<p>Planning Division/ General Fund</p>	<p>December 2022</p>

ZONING TOOLBOX AND PERMIT PROCESSING

El Monte has an effective and growing toolbox of zoning regulations that further affordable and fair housing goals. The city is currently in the final phase of completing a Comprehensive Zoning Code Update, which is an ideal opportunity to incorporate development standards, policies, and incentives to foster the development of all residential project types. After adoption, the city will continue to review, monitor, and amend the Zoning Code to meet new state laws, address local issues and reduce constraints to housing developments.

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
5	Comprehensive Zoning Code Updates	<ul style="list-style-type: none"> • As part of the Comprehensive Zoning Code Updates prepared by October 2024, incorporate development standards, policies and incentives to encourage the construction of residential projects. Examples include the following: <ul style="list-style-type: none"> ➤ Allow multiple-family residential projects to be approved by-right (i.e., no Conditional Use Permits). ➤ Create a Planned Residential Development (PRD) Chapter to allow the flexible use of zoning standards for larger projects. ➤ Incorporate minimum densities for residential-only projects and mixed-use projects with housing located in commercial zoning districts. ➤ Review and revise, as appropriate, the City's Zoning Code to remove or mitigate the two spaces within a garage parking constraint. ➤ Reduce parking and open space requirements for residential projects to facilitate projects be constructed at higher densities. ➤ Include a floor area ratio (FAR) bonus for multiple-family residential projects that incorporate items such as affordable units, environmental benefits, open space amenities and quality design. ➤ Incorporate tables, graphics and illustrations to make the document easier to navigate for the public. 	Planning Division/ LEAP Grant	Complete by October 2022 or within three years of the housing element statutory deadline, whichever is applicable

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
5	Comprehensive Zoning Code Updates (continued)	<ul style="list-style-type: none"> ➤ Require a minimum residential density of 20 units per acre and minimum 16 units per site for the commercial zoning district where housing is permitted (C-1, C-2 and portions of C-3). ➤ Require that mixed-use projects in the M/MU zoning district have a minimum 50% of the floor area be residential. ➤ Projects with 20% or more of the units are reserved for lower or very low-income households shall not require a discretionary permit or public hearing. ➤ Expand on the definition of “Group Homes” – add language allowing housing for 7+ disabled individuals as a Permitted use without requiring any discretionary permits or public hearings in all residential zones. • Review the Density Bonus Chapter to ensure full compliance with state Law. • Incorporate objective design standards from the city’s existing Comprehensive Design Guidelines. Through this step, the city’s goal will be to increase certainty of approval of eligible Multi-family and Mixed-Use Residential projects by at least 50 percent. • By end of 2023, incorporate recent state laws including AB 101 (Low Barrier Navigation Center), AB 139 (Emergency and Transitional Housing), AB 2162 (Supportive Housing) and AB 1783 (Employee and Group Housing). • Amend the Zoning Code to permit emergency shelters in additional zoning districts (e.g., commercial zones), reduce/eliminate certain separation requirements, and establish written objective standards that provides sufficient parking to accommodate working staff for compliance with State law. Through these step, the City’s goal will be to allow the by-right development of emergency shelters to 	Planning Division/ LEAP Grant	Complete by October 2022 or within three years of the housing element statutory deadline, whichever is applicable

Housing Element

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
5	Comprehensive Zoning Code Updates (continued)	<p>accommodate the number of unsheltered homeless counted in the most recent County point-in-time survey.</p> <ul style="list-style-type: none"> • Amend the Zoning Code to permit Transitional and Supportive Housing as a residential use in all residential zones and only subject to those restrictions that apply to other residential dwellings of the same the in the same zone, pursuant to State law. • Incorporate the recent state law SB 9 (Small Lot Subdivisions in Single-family Zones) as a separate Zoning Code Update. • By end of 2024, amend the Zoning Code to require the replacement of units affordable to the same or lower income level as a condition of any development on a nonvacant site consistent with those requirements set forth in State Density Bonus Law, pursuant to state law (AB 1397). • By October 2023, develop incentives to facilitate the consolidation of smaller sites throughout the community for the construction of housing. This may include: <ul style="list-style-type: none"> ➤ Increased residential densities, floor area allowance, and building height as well as reduced parking requirements. ➤ Incorporate standards that provide flexibility for smaller sites that wish to be developed with housing. This may include reduced setbacks, landscaping and parking. ➤ technical assistance to interested buyers/developers and expedite the permitting procedures for mixed-use projects and streamline the process for lot consolidation. ➤ funding for developments with at least 20 percent of the units for low- and moderate- income households. ➤ Establish an outreach program to local real estate brokers and the West San 	Planning Division/ LEAP Grant	Complete by October 2022 or within three years of the housing element statutory deadline, whichever is applicable

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
5	Comprehensive Zoning Code Updates (continued)	<p>Gabriel Valley Association of Realtors to increase awareness of lot consolidation opportunities</p> <ul style="list-style-type: none"> By end of 2024, provide brochures and other handouts in multiple languages (such as English, Spanish and Mandarin) for the city's website and distribution at City Hall. Through this step, the city's goal will be to increase community awareness and involvement by at least 10 percent. 	Planning Division/ LEAP Grant	Complete by October 2022 or within three years of the housing element statutory deadline, whichever is applicable
6	Mixed/Multi-use Designation and Development Standards	<ul style="list-style-type: none"> Every two years, review and revise, if appropriate, the development standards for the Mixed/Multi-use (MMU), multiple-family and certain commercial zones to identify constraints and remove or offset constraints where possible. Annually provide information on the MMU zone development standards at City Hall and on the city's website highlighting standards that are unique to mixed-use developments. Through this step, the city's goal will be to increase awareness of currently development requirements by at least 10 percent. 	Planning Division/ General Fund	<p>1st Bullet: Incorporate as part of Comprehensive Zoning Code Updates by December 2022, and every two years thereafter</p> <p>2nd Bullet: City website to be updated annually</p>
7	Objective Design Standards	<ul style="list-style-type: none"> Review and update existing written procedures to process SB 35 applications. Evaluate the Comprehensive Design Guidelines for opportunities to create additional objective design standards for residential and mixed-use projects with housing. Explore the feasibility of establishing design guidelines for manufactured housing to ensure quality development. 	Planning Division/ General Fund	Complete by December 2022
8	Density Bonus	<ul style="list-style-type: none"> Review the city's Zoning Code to ensure consistency with State Density Bonus Law and continue to monitor State Density Bonus Law annually. Amend the Zoning Code within 12 months of new laws becoming effective. 	Planning Division/ General Fund	Incorporate as part of Comprehensive Zoning Code Updates by December 2022, then annually as needed

Housing Element

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
8	Density Bonus (continued)	<ul style="list-style-type: none"> • Inform and encourage developers to utilize the density bonus program by promoting the program on the city’s website and at City Hall. Through this step, the city’s goal will be to increase program awareness by at least 25 percent. 	Planning Division/ General Fund	City website to be updated annually
9	Accessory Dwelling Units (ADUs)	<ul style="list-style-type: none"> • Review the city’s ADU Ordinance to ensure consistency with state law and continue to monitor state ADU law annually. Amend the Zoning Code within 12 months of new laws becoming effective. Through this step, the city’s goal will be to permit construction of 50 ADUs annually. • Promote the creation of ADUs throughout the community that can be offered at affordable rent, as defined in Section 50053 of the California Health and Safety Code, for very low, lower- or moderate-income households, specifically targeting Census Tracts 432401, 432802, 432801, 433305, 433102, 433401, 433402, 433403, and 433901. • By the end of 2023, create and implement an ADU assistance program. It should provide grant assistance for moderate-income households throughout the community: <ul style="list-style-type: none"> ➤ Assist two property owners annually. ➤ Seek additional funding to expand the program to assist a greater number of property owners. 	1 st & 2 nd Bullets: Planning Division/ General Fund and LEAP Grant 3 rd Bullet: Housing Division/ Permanent Local Housing Allocation (PLHA) funds	1 st Bullet: Incorporate as part of Comprehensive Zoning Code Updates by December 2022, then annually if needed 2 nd & 3 rd Bullets: Ongoing
10	Green Buildings	<ul style="list-style-type: none"> • Review the city’s Municipal Code for opportunities to add and expand sustainability principles with regards to solar use and energy efficiency, water conservation, natural resources conservation and mobility improvements for pedestrians, bicyclists and transit. Incorporate as part of Comprehensive Zoning Code Updates or as a separate Zoning Code Update. • Continue to update Zoning Code to reflect changes in technology. 	Planning Division/ General Fund and LEAP Grant	Incorporate as part of Comprehensive Zoning Code Updates by December 2022 or as a separate Update 2023

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
11	Streamlined Processing	<ul style="list-style-type: none"> • Continue to monitor processing times for building permits, zoning clearance reviews and planning entitlements. • Conduct outreach/surveys to permit customers to identify issues and investigate ways to improve the process. • Process Zoning Code Updates when appropriate. 	Planning Division/ General Fund	Conduct outreach every 2 years and follow up Zoning Code Updates as needed
12	Inclusionary Housing Ordinance (IHO)	<ul style="list-style-type: none"> • By end of 2023, adopt an IHO, incorporating the following: <ul style="list-style-type: none"> ➤ Include incentives to encourage the on-site construction of affordable housing units at various income levels throughout the community. ➤ Incorporate a sliding scale, where developers can construct a lower number of very low or lower-income units to comply, versus a higher number of moderate-income units. ➤ Conduct periodic reviews of the Ordinance to determine whether the percentage of units required remains appropriate for local conditions. ➤ Establish clear standards. ➤ Provide alternative methods of compliance such as in-lieu fees, off-site construction and land donation. • Through these steps, the city's goal will be to increase development of affordable units by at least 25 percent. 	Planning Division/ General Fund	Complete by December 2023
13	Innovative Housing Types	<ul style="list-style-type: none"> • Permit and encourage the construction of innovative housing types, such as tiny houses throughout the community. Through this step, the city's goal will be to increase production of alternative housing types by at least 10 percent. 	Planning Division/ General Fund	Complete by December 2026
14	Religious Facilities Overlay Zone and Standards for Affordable Housing	<ul style="list-style-type: none"> • Create a Religious Facilities Overlay Zone (RF-OZ) to allow the development of market rate and affordable housing on properties developed with religious institutions throughout the community. 	Planning Division/ General Fund	Complete by October 2022 or within three years of the housing element statutory deadline, whichever is applicable

Housing Element

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
14	Religious Facilities Overlay Zone and Standards for Affordable Housing (continued)	<ul style="list-style-type: none"> • Create development standards, including establishing a density range of 20 to 30 units per net acre, to construct market rate and affordable housing on properties developed with religious institutions. The city will only consider properties that have a minimum area of one-half acre and a high percentage of the land as surface parking. Proposed densities may range from low to high depending on how the property is currently used and its surrounding context. While higher densities are typically necessary to make housing projects feasible, the purpose and process to construct housing on a religiously used property would be unique. It will likely include fellowship, community building, fundraising, donations and volunteerism. In addition, land purchase would not be an issue and the development standards would allow for the sharing of parking, open space and other amenities between the housing and religious use. 	Planning Division/ General Fund	Complete by October 2022 or within three years of the housing element statutory deadline, whichever is applicable
15	Employee Housing	<ul style="list-style-type: none"> • Amend the city’s Zoning Code for conformance with Employee Housing Act (Health and Safety Code, § 17000 et seq.), specifically, Sections 17021.5, 17021.6 and 17021.8, to treat employee housing for six or fewer employees as a single-family structure for conformance with the Employee Housing Act. • Expand on the definition of “Group Homes” – add language allowing employees, farmworkers and disabled individuals. Permit the use without requiring any discretionary permits or public hearings in all residential zones. • Incorporate any changes as part of Program 5 (Comprehensive Zoning Code Updates). 	Planning Division/ General Fund	Complete by December 2022

HOUSING REHABILITATION AND PRESERVATION

The City will continue to support ongoing housing rehabilitation as a critical part of maintaining neighborhood quality and housing. El Monte is also committed to preserving affordable housing stock, some which is at risk of conversion and/or needs significant renovation and improvement.

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
16	Residential Community Cleanups	<ul style="list-style-type: none"> Survey the city to identify neighborhoods that are in need of improvement and assistance and qualify under CDBG. The program will include representation from the Code Enforcement Division (property maintenance and unpermitted structures), Planning and Building Divisions (assistance in obtaining permits to ensure public safety), Public Works Department (staff hours to help address property maintenance issues) and Housing Division (to promote various housing rehabilitation programs). 	Code Enforcement, Building, Planning and Housing Divisions and Public Works Department/ General Fund and CDBG funds	Complete 2 neighborhoods annually
17	Housing Rehabilitation Programs	<ul style="list-style-type: none"> Continue to implement the city's housing rehabilitation programs. Such programs enforce existing property maintenance, health and safety building standards and other code enforcement requirements in eligible low-, lower- and moderate-income neighborhoods. <ul style="list-style-type: none"> ➤ The Housing Rehabilitation Loan Program for single-family residents. ➤ The Minor Home Repair Grant Program for single-family residents. The Multi-family Rental Housing Rehabilitation Grant Program. The city will target larger complexes with units that are currently or were previously occupied by lower-income families. The grant will address all or the majority of units, for them to be occupied by lower-income families. 	Housing Division/ CDBG and HOME funds	1st & 2nd Check: Up to 15 very low, lower- and moderate-income households annually 3rd Check: Up to 20 lower-income units annually
18	Household Utility Assistance	<ul style="list-style-type: none"> Continue to implement the city's utility assistance program for eligible very low and lower-income households, specifically targeting Census Tracts 432401, 432802, 432801, 433305, 433102, 433401, 433402, 433403, and 433901. 	Housing Division/ CDBG funds	Up to 90 very low and lower- income households annually

Housing Element

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
19	Affordable Housing Preservation	<ul style="list-style-type: none"> • For affordable housing units at-risk of converting to market rate, the City will develop a program to monitor and preserve affordable housing throughout the community by end of 2023: <ul style="list-style-type: none"> ➤ If a property is scheduled for conversion, contact property owners within at least 1 year of the affordability expiration dates. ➤ In the event that a property is schedule for conversion, contact qualified, non-profit entities from the State’s qualified entities list, within 3 years of the affordability expiration dates, to inform them of the opportunity to acquire affordable units. Also inform them of financial assistance available through State and federal programs. ➤ As part of the annual monitoring activities, the City will inform property owners of federal assisted projects of 3 year noticing and 6 month noticing requirement in compliance with State law. ➤ Encourage non-profit housing organizations to acquire at-risk housing projects or purchase market rate apartment units for purposes of extending affordability restrictions. ➤ Work with tenants throughout the community to provide education regarding tenant rights and conversion procedures pursuant to California law. ➤ Support nonprofit funding applications and conduct hearings, to assist developers in obtaining funds for preservation. • Through these steps, the city’s goal will be to preserve 8 units considered at-risk of converting during the 10-year planning period. 	Housing Division/ General Fund, CDBG and HOME funds	Consider opportunities as they are presented to the city

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
20	Acquisition and Rehabilitation	<ul style="list-style-type: none"> • Work with nonprofit partnerships, including the RHCDC, to acquire, rehabilitate and deed restrict apartments throughout the community to improve housing conditions and achieve community development goals of the city. 	Housing Division/ PLHA, CDBG and HOME funds	Consider opportunities as they are presented to the city

AFFORDABLE HOUSING PROGRAMS

The city will continue to offer financial incentives for housing projects that address unmet needs in the community and seek creative means to further increase funding for housing. Financial assistance programs administered by the California Department of Housing and Community Development (HCD) change periodically according to funding availability and should be monitored on a regular basis. Current program information is posted on HCD’s website (<https://www.hcd.ca.gov/grants-funding/index.shtml>).

El Monte must take advantage of various public-private partnerships to leverage funding, enhance the city’s administrative capacity, and achieve its housing goals. In addition, the city should continue to provide technical assistance and information regarding housing rehabilitation, rent subsidies, ADUs, housing assistance, fair housing, senior housing, historic preservation, and energy conservation to the public. Finally, the city will continue to encourage the rehabilitation and maintenance of existing residential units and the development of new affordable units.

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
21	Housing Partnerships	<ul style="list-style-type: none"> Continue to actively form and maintain existing partnerships with nonprofit and private organizations, including the Rio Hondo Community Development Corporation, to help provide housing and supportive services to El Monte residents. 	Planning Division/ General Fund	Ongoing
22	Financial Incentives	<ul style="list-style-type: none"> Offer financial assistance, when funding sources are available, to make feasible the construction of affordable residential projects that address the city’s community development housing goals. Seek opportunities to leverage housing resources with those of for-profit groups, developers, and nonprofit groups in the community. Work with developers to submit grant applications for infill projects along many of the city’s major corridors and districts, including Garvey Avenue, 5-Points, Peck Road and Durfee Avenue. 	Planning Division and Housing Division/ General Fund, federal and state funds	Ongoing
23	Down Payment and Homebuyers Assistance	<ul style="list-style-type: none"> Implement the city’s Downtown Payment and Homebuyers Assistance program to provide down payment and homebuyer assistance to qualified lower- and moderate-income households, specifically targeting Census Tracts 432401, 432802, 432801, 433305, 433102, 433401, 433402, 	Housing Division/ CDBG funds	Complete by December 2023

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
23	Down Payment and Homebuyers Assistance (continued)	433403, and 433901. Through these steps, the city’s goal will be to assist up to 10 lower- and moderate- income households annually.	Housing Division/ CDBG funds	Complete by December 2023
24	Housing Choice Voucher	<ul style="list-style-type: none"> • Support the housing choice voucher program administered by the Baldwin Park Housing Authority and lobby for additional vouchers as needed. • Continue to provide city financial assistance to local nonprofit organizations that can be used for motel vouchers. • Through these steps, the City’s goal will be to increase participation in the voucher program by 20 percent annually, specifically targeting Census Tract 432801. 	Los Angeles County and Baldwin Park Housing Authorities/ Federal Funds	Ongoing
25	HCD Programs	<ul style="list-style-type: none"> • Monitor grants and apply for eligible funding as appropriate, including SB 2 Permanent Local Housing Allocation (PLHA) funds. • Continue funding nonprofit human service and housing development organizations to provide needed services and housing, subject to funding availability and City Council approval. 	Housing Division/ General Fund, HCD funds, PLHA funds, CDBG funds, HOME funds, ESG funds and RDA set aside funds	Ongoing
26	Outreach and Marketing	<ul style="list-style-type: none"> • Update the city’s website periodically to cover the following: <ul style="list-style-type: none"> ➢ Housing Rehabilitation Assistance including information on low-interest loans. ➢ Housing Choice Voucher rent subsidy programs. ➢ SB 329 (Housing Discrimination) information that redefines the term “source of income” in regard to housing discrimination laws to mean verifiable income paid directly to a tenant or paid to a housing owner or landlord on behalf of a tenant. This includes federal, state or local public assistance and housing subsidies. ➢ ADU opportunities and programs. 	Planning Division/ General Fund	Ongoing

Housing Element

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
26	Outreach and Marketing (continued)	<ul style="list-style-type: none"> • Provide brochures and other handouts in multiple (such as English, Spanish, Mandarin and Vietnamese) languages for the city’s website and distribution at City Hall. • Send out press releases on new housing programs using social media platforms (e.g., Facebook, Twitter, Instagram). Also submit articles for the city’s quarterly newsletter. • Send public notices to the community for input on spending activities related to housing programs. • Attend community events to promote new and ongoing housing programs such as the weekly Farmers Market and annual State of the city. • Through these steps, the City’s goal will be to increase community awareness by at least 25 percent. 	Planning Division/ General Fund	Ongoing

SPECIAL NEEDS HOUSING

Ensure that persons of all walks of life have opportunity to find suitable and affordable housing in El Monte. Amend and maintain the Zoning Code to reflect changes in state law regarding special needs housing.

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
27	Emergency Shelters	<ul style="list-style-type: none"> • Complete Phase A of the Valley/Baldwin Homekey Project for an Emergency Shelter (with 40 rooms for singles and/or doubles) with onsite wraparound supportive services. • Continue to monitor the inventory of sites appropriate to accommodate emergency shelters and Single Room Occupancies (SROs) and work with the appropriate organizations to ensure the needs of homeless residents throughout the community are met. • Continue to fund a wide variety of nonprofit organizations providing services for homeless people through the 5-Year Consolidated Plan process. • Incorporate recent changes to state law including AB 101 (Low Barrier Navigation Center) and AB 139 (Emergency and Transitional Housing), including amending the parking requirements, as part of Program 5 (Comprehensive Zoning Code Updates). 	<p>1st, 2nd & 3rd Bullets: Housing Division/city funds, state HCD funds, federal COVID funds and HUD funds</p> <p>4th Bullet: Planning Division/General Fund</p>	<p>1st Bullet: Complete by December 2022</p> <p>2nd, 3rd & 4th Bullets: Ongoing</p>
28	Transitional Housing	<ul style="list-style-type: none"> • Complete Phase B of the Valley/Baldwin Homekey Project for Transitional Housing (with 93 rooms for individuals or families). Seek funding opportunities to incorporate kitchens to have all or a portion of the rooms designated as permanent housing for extremely low-income individuals or families (i.e., formerly homeless). • Continue to monitor the inventory of sites appropriate to accommodate emergency shelters, SROs, and transitional and supportive housing and work with the appropriate organizations to ensure the needs of homeless and extremely low-income residents throughout the community are met. 	<p>Housing Division/ city, Los Angeles County, state HCD, federal COVID and HUD funds</p>	<p>Complete by December 2022</p>

Housing Element

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
28	Transitional Housing (continued)	<ul style="list-style-type: none"> Continue to fund a wide variety of at least three nonprofit organizations providing services for homeless people through the 5-Year Consolidated Plan process. Incorporate recent changes to state law including AB 101 (Low Barrier Navigation Center) and AB 139 (Emergency and Transitional Housing), including amending the parking requirements, as part of Program 5 (Comprehensive Zoning Code Updates). 	<p>1st Bullet: Housing Division/ city, Los Angeles County, state HCD, federal COVID and HUD funds</p> <p>2nd Bullet: Planning Division/ General Fund</p>	<p>1st Bullet: Complete by December 2022</p> <p>2nd Bullet: Incorporate as part of the Comprehensive Zoning Code Updates by December 2022</p>
29	Homelessness Assistance and Prevention	<ul style="list-style-type: none"> Work closely with the Veterans of America (VOA) and other groups to provide street outreach, rapid re-housing and homelessness prevention assistance throughout the community. The program should assist a wide range of subpopulations, including the chronically homeless, individuals, families, persons with substance abuse dependencies and those with mental illness. Assistance should include supportive services for persons recovering from substance abuse and persons with mental illness. Through these steps, the City’s goal will be to assist up to 350 persons annually. 	Housing Division/ Emergency Solutions Grants (ESG)	Ongoing
30	Supportive Housing	<ul style="list-style-type: none"> Review the Zoning Code for conformance with AB 2162 (Supportive Housing) requirements to allow supportive housing by-right in zones where multiple-family and mixed-use projects with housing are permitted. In addition, remove minimum parking requirements for units occupied by supportive housing residents, if the development is located within ½ mile of a public transit stop. Incorporate any changes as part of Program 5 (Comprehensive Zoning Code Updates). 	Planning Division/ General Fund	If needed, incorporate as part of the Comprehensive Zoning Code Updates (Program 5)

#	Housing Program	Implementation Action/Objectives	Responsible Agency/Funding	Timetable
31	Housing Accessibility	<ul style="list-style-type: none"> • Consider ways to incorporate or incentivize the incorporation of visitability concepts consistent with HCD’s voluntary model ordinance. • Continue to administer city-operated programs to assist households with disabilities with architectural modifications to their homes and continue to implement the provisions of the Americans with Disabilities Act (ADA). • Provide information in public places regarding the city’s reasonable accommodation ordinance and make information available on this program more widely available. • Through these steps, the city’s goal will be to ensure approval of 100% of the reasonable accommodation applications submitted. 	Planning Division/ General Fund	Ongoing
32	Housing for Persons with Disabilities	<ul style="list-style-type: none"> • Continue to offer specific regulatory incentives throughout the planning period; apply for funding to encourage development of units, specifically targeting Census Tracts 432500, 432601, 432602, 432402, 432700, 432801, 433304, 433200, 433101, 433902 and 434003. • Conduct outreach to potential developers and initiate a cooperative outreach program with the San Gabriel/Pomona Regional Center within 1 year of Housing Element adoption. 	Planning Division and Housing Division/ General Fund	Incorporate as part of the Comprehensive Zoning Code Updates (Program 5)
33	Group Housing	<ul style="list-style-type: none"> • Review the city’s Zoning Code for provisions for large group homes (7+ persons) and develop mitigating strategies to remove potential constraints to facilitate the development of large group homes. Incorporate any changes as part of Program 5 (Comprehensive Zoning Code Updates). 	Planning Division/ General Fund	Incorporate as part of the Comprehensive Zoning Code Updates (Program 5)

Housing Element

FAIR HOUSING

To adequately meet the housing needs of all segments of the community, the Housing Plan must promote housing opportunities for all people. The following table presents a summary of the issues, contributing factors, and the city’s actions to address the issues.

#	Fair Housing Issue	Contributing Factors	City Action	Responsible Agency/ Funding	Timetable
34	Fair Housing Enforcement and Outreach Capacity	<p><u>Priority: High</u></p> <ul style="list-style-type: none"> • Increase in Fair Housing Discrimination cases • Discrimination against Persons with Disabilities 	<ul style="list-style-type: none"> • By late 2023, resume the “One Stop Housing Clinics” and work with the Housing Rights Center (HRC) to continue to provide multi-lingual fair housing resources for residents, apartment owners and property managers (due to COVID, the program was significantly limited). HRC services include: <ul style="list-style-type: none"> ➢ Housing Counseling ➢ Discrimination Investigation and Disability Accommodations ➢ Community Workshops & Events ➢ Project Place: Monthly Rental Listing NLSLA include: <ul style="list-style-type: none"> ➢ Free legal assistance to more than 150,000 individuals and families through innovative projects that expand access to justice and address the most critical needs of people living in poverty throughout Los Angeles. VOA services include: <ul style="list-style-type: none"> ➢ Affordable Housing ➢ Assistance for People with Disabilities ➢ Assistance with Basic Needs 	Housing Division/ CDBG, HOME and ESG funds	December 2023 or when public health emergency orders have been lifted

#	Fair Housing Issue	Contributing Factors	City Action	Responsible Agency/ Funding	Timetable
34	Fair Housing Enforcement and Outreach Capacity (continued)	<p><u>Priority: High</u></p> <ul style="list-style-type: none"> Increase in Fair Housing Discrimination cases <p>Discrimination against Persons with Disabilities</p>	<ul style="list-style-type: none"> Homelessness Services Behavioral and Mental Health Services Children, Youth, and Families Programs Correctional Re-Entry Services Moral Injury Support Services for Older Adults Substance Use Disorders Veteran Assistance <ul style="list-style-type: none"> By late 2023, expand testing of discriminatory practices against persons with disabilities to expand the base of knowledge surrounding specific types of housing discrimination against the mentally and physically disabled. By late 2023, expand existing fair housing workshops to specifically address the disabled and their particular housing needs and rights. By late 2023, assign HRC, as a part of its Fair Housing Contract, to conduct Landlord education and outreach on income discrimination and voucher programs. Through these steps, the city's goal will be to increase awareness and participation by at least 25 percent. <p>Also see: Program 26</p>	Housing Division/ CDBG, HOME and ESG funds	December 2023 or when public health emergency orders have been lifted

Housing Element

#	Fair Housing Issue	Contributing Factors	City Action	Responsible Agency/ Funding	Timetable
35	Segregation and Integration	<p><u>Priority: High</u></p> <ul style="list-style-type: none"> A high level of segregation with the entire city comprising Hispanic Majority tracts <p>Increasing levels of concentrations of Asian and/or Hispanic populations in the subregional San Gabriel Valley area</p>	<ul style="list-style-type: none"> By late 2023, removal of market and government constraints identified in the Housing Constraints Section (including but not limited to the approval process for multi-family projects and residential densities, FAR, parking and open space requirements) by amending the Zoning Code pursuant to Program 5, to development multi-family housing throughout the entire City, targeting specific census tracts experiencing high segregation and poverty (4233901 and 433504). By late 2023, establish place-based strategies to encourage community revitalization through promotion of high-quality housing/housing rehabilitation throughout the community. Continue enforcing building and housing codes throughout the community. Provide enhanced housing choices and affordability throughout the community. By early 2023, provide educational materials to residents and landlords on fair housing practices. By late 2023, assign HRC, as a part of its Fair Housing Contract, to annually review and report on apartment rental advertisements released by private housing companies. Through this step, the City anticipates obtaining local data from the County that is 	Planning Division/ General Fund	Initiate by late 2023 and continue throughout the 2021-2029 planning period

#	Fair Housing Issue	Contributing Factors	City Action	Responsible Agency/ Funding	Timetable
35	Segregation and Integration (continued) Also see: Program 26	<p>Priority: High</p> <ul style="list-style-type: none"> A high level of segregation with the entire city comprising Hispanic Majority tracts <p>Increasing levels of concentrations of Asian and/or Hispanic populations in the subregional San Gabriel Valley area</p>	<p>at least 80% more accurate.</p> <ul style="list-style-type: none"> Continue to conduct affirmative marketing to promote housing opportunities that increase the diversity of individuals in neighborhoods. Review and analyze housing and demographics data from the 2020 United States Census, as it is released. If more current Census data identifies material changes in demographics, especially for special needs groups, the City will modify Housing Element Implementation actions to accommodate as appropriate to ensure the community needs are met. Continue to conduct affirmative marketing to promote housing opportunities that increase the diversity of individuals in neighborhoods. 	<p>1st Bullet: Planning Division/ General Fund</p> <p>2nd Bullet: Housing Division/ CDBG funds</p>	<p>1st Bullet: As information is released</p> <p>2nd Bullet: Ongoing</p>
36	Racially and Ethnically Concentrated Areas of Poverty and Disparities in Access to Opportunity	<p>Priority: High</p> <ul style="list-style-type: none"> Housing mobility Place-based strategies for revitalization Lack of public and private investments Lack of Affordable Rental Housing Opportunities for Low-Income Families <p>Priority: Medium</p> <ul style="list-style-type: none"> Land Use and Zoning Laws 	<ul style="list-style-type: none"> By late 2022, publicize available development sites on the City’s website and annually reach out to developers active in the area to promote development in the Gateway Specific Plan, Downtown Main Street Specific Plan, Garvey Corridor, and other corridor areas in accordance with Programs 1 through 4. Work with housing developers to increase the number of affordable rental housing units throughout the community by at least 40 percent. 	<p>See Section A</p>	<p>Initiate by late 2022 and continue throughout the 2021-2029 planning period</p>

Housing Element

#	Fair Housing Issue	Contributing Factors	City Action	Responsible Agency/ Funding	Timetable
36	(continued)	See previous page	<ul style="list-style-type: none"> • Seek new construction of affordable units or rehabilitation of existing market rate units where in exchange, affordability covenants can be acquired. • By mid 2023, pursue community revitalization through adoption of the new Urban Housing zone. • Apply for California Climate Investment funds designated for Senate Bill 535 (Leon, Statutes of 2012) communities when opportunities arise. <p>Also see:</p> <ul style="list-style-type: none"> • Programs 1 through 4 • Programs 27 through 33 	See Section A	Initiate by late 2022 and continue throughout the 2021-2029 planning period
37	Disproportionate Housing Needs, Including Displacement Risks	<p>Priority: High</p> <ul style="list-style-type: none"> • High housing cost burden • High overcrowding • Displacement of residents due to economic pressures • Aging housing stock • Vulnerable communities 	<ul style="list-style-type: none"> • Beginning late 2022, promote provision of housing for extremely low and low-income households throughout the community via Programs 1 through 4, and 21 through 26. • Beginning late 2022, engage in proactive measures to construct market-rate and affordable units to meet RHNA housing goals via Programs 1 through 4. • By late 2023, conduct Zoning Code amendments to address and mitigate identified housing needs through Programs • Continue to seek funding and partnerships as described in Programs 21 through 26 <p>By early 2023, provide support of area nonprofit agencies, particularly those programs that provide social services for special needs populations throughout the community (i.e., senior, low income, youth households with a cost burden) as described in Programs 27, 28, 30, 32, and 33.</p>	<p>1st, 2nd & 3rd Bullets: Planning Division/ General Fund</p> <p>1st, 2nd, 4th & 5th Bullets: Housing Division/ General Fund, HCD, PLHA, CDBG, HOME and ESG funds; RDA set aside funds</p>	See referenced Sections and Programs

QUANTIFIED OBJECTIVES

The Housing Element is required to provide quantified objectives for new construction, rehabilitation, and conservation. Quantified objectives also are provided for housing assistance. Housing needs in El Monte exceed the resources available to the city. The quantified objectives, as permitted under state law, are established at levels that acknowledge the resources available.

Table H-3 Housing Element Quantified Objectives

<i>Income Needs Group</i>	<i>Housing Needs</i>			
	<i>New Construction</i>	<i>Rehabilitation</i>	<i>Conservation</i>	<i>Assistance</i>
Extremely Low	988	0	0	0
Very Low	988	0	0	45
Low	853	30	8	50
Moderate	1,369	5	0	5
Above Moderate	4,619	0	0	0
Total	8,817	35	8	100

Note:

- 1 Construction objectives align (and exceed) the city's 2021-2029 RHNA. Details are provided in Appendix A of the Housing Element Technical Report.
- 2 Assistance programs include utility assistance, down payment assistance, and first-time homebuyer assistance.

Housing Element

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5 Parks and Recreation Element

Introduction

Vision El Monte... a city of ample park and recreational opportunities; a healthy city, where people of all ages and abilities can recreate; a city of green spaces, trees, and natural beauty, which evoke its legacy of the wooded place between the rivers; and an Emerald Necklace of multibenefit trails and parks that encircle the Rio Hondo and San Gabriel Rivers.

CREATING A HEALTHY COMMUNITY

This is what the Parks and Recreation Element is about—improving the quality of life through parks, recreational opportunities, and connected green spaces throughout the community so as to improve the health of residents. This Element’s goals are to help El Monte:

- **Provide ample parks**—developing of an integrated hierarchy of neighborhood, community, and regional parks near residents.
- **Foster a healthy lifestyle**—building varied facilities and programs that promote a healthy lifestyle and social ties among residents.
- **Restore the natural environment**—creating the Emerald Necklace, enhancing open space amenities, restoring and protecting native habitat, and watershed management.
- **Beautify El Monte**—planting a lush community forest and improving public landscaping with vegetation, pedestrian amenities, public art, and greenways along major roadways.
- **Connect the community**—developing of sidewalks, trails, paths, bicycle routes, and greenways that connect neighborhoods, schools, activity centers, and the Emerald Necklace.



PURPOSE OF ELEMENT

The City of El Monte realizes that it must act with definitive and sustained commitment to recapture its legacy of a fertile wooded place between two rivers and to create an urban environment that fosters a healthy community. The Parks and Recreation Element is designed to accomplish this goal. This element reflects the importance of shaping quality of life through the enhancement, restoration, and preservation of El Monte's natural resources, and providing a built environment that fosters recreation and health. This element is a call to action, setting forth goals, policies, and actions necessary to improve El Monte's environment for the community.

RELATED PLANS AND PROGRAMS

Many regional park and recreation planning efforts influence this Element. The San Gabriel River Corridor Master Plan, Rio Hondo Subwatershed Plan, Integrated Regional Water Management Plan, and other regional plans together provide a framework to address water quality, water resources, flood protection, recreation, open space, habitat preservation, public health and safety, and stewardship of the Rio Hondo and San Gabriel watershed. These documents provide unified goals for communities to act in a collective manner within the context of watershed level.

The Emerald Necklace Vision Plan is a multifaceted plan to create a 17-mile loop of parks and greenways connecting 16 cities and more than 500,000 residents along the Rio Hondo and San Gabriel Rivers and their tributaries. This plan proposes a world-class parks network that will create parks, recreational opportunities, natural habitat, and multiuse trails. The City of El Monte has taken a leadership position in this effort by preparing and signing the Emerald Necklace Vision Plan for other cities to adopt in order to work collectively toward the goals of the plan.

The Parks and Recreation Element is consistent with regional plans, incorporating policy directions from county-initiated efforts and the Emerald Necklace Vision Plan. To implement this element, the City has created a Parks and Recreation Plan that focuses on specific programs, definite actions, creative funding sources, and timing to implement projects that will create a more livable community for residents, visitors, and businesses. The plan is intended to be updated more frequently than the General Plan to respond to dynamic implementation of specific projects.

EL MONTE SPEAKS

A central principle of El Monte’s vision is to restore and preserve open space along its rivers and throughout the city, to provide adequate parks and recreational programs for the community, promote connections with the natural environment for residents of all ages, and foster a built environment that promotes healthy lifestyles for all City residents. To achieve this goal, the City of El Monte realizes that it must act with definitive and sustained commitment and engage its residents.

As part of the general plan update, City outreach efforts identified what residents regard as the most important ways to achieve the City’s vision with respect to parks, recreation, and open space. These efforts reflect the City of El Monte’s consistent desire to accomplish the following objectives with respect to parks, recreation, and open space:

- Significantly increase the quantity and quality of parks and recreational facilities and programs, tailored to the needs of the community, within easy access to residents to improve their health.
- Enhance recreational opportunities for all ages through new programs and facilities, improving public transportation, expanding joint-use ventures wherever feasible, and augmenting services.
- Create a walkable and bikeable city with a network of sidewalks, greenways, and paths that allow children to travel safely to school, families to stroll or bike through neighborhoods, and seniors to walk.
- Implement the Emerald Necklace vision of an interconnected network of parks, multiuse trails, and open space along the Rio Hondo and San Gabriel Rivers and tributaries that connect to regional resources.
- Green El Monte through greenways, miniparks, a community forest, and other green infrastructure that will clean the air and water, improve health, and beautify the city.
- Promote energy and natural resources conservation through the implementation of sustainable and green infrastructure designs and principles throughout the community.

Parks and Recreation Context

El Monte is composed of different elements—edges, boundaries, corridors, neighborhoods, and landmarks, among other features. Today, the urban fabric does not reflect our rich legacy as a fertile wooded place. It is thus incumbent upon us to recognize, preserve, and enhance El Monte’s park



Planning El Monte’s Parks

Workshops provided residents the opportunity to plan the location of city parks, greenways, community forest, and bicycle/trail network.

Parks and Recreation Element

and open space components. This section identifies key findings from the community outreach effort undertaken for the General Plan. The second section highlights components of El Monte’s park and recreational system. Finally, an illustrative map of El Monte’s park plan is presented.

PARKS AND RECREATION PLAN

In recognition of community participation in the General Plan update, the Parks and Recreation Element focuses on the following key topical areas: developed parks, recreational facilities and programs, open space, green infrastructure, and the network of bicycling, walking, and equestrian trails. These topical areas are summarized here and described in greater detail under the section for goals and policies.

Developed Parks

El Monte is a family-oriented community with a large population of children. However, as one of the most densely populated cities in the Los Angeles region and the San Gabriel Valley, the community is underserved by parks and recreational opportunities. The City has 51 acres of parkland, or 0.41 acre per 1,000 residents—well below the San Gabriel regional average of 3.0 acres. As this lack of open space has public health consequences, the provision of open space is of critical concern for the City.

With this in mind, an overarching goal of the element is to provide an environment where people of all ages and abilities have the opportunity to gather at parks and enjoy a broad spectrum of passive and active recreation. This element has several priorities:

- Pursuing opportunities to work with the local school districts to develop joint-use parks at or adjacent to public schools.
- Providing a community park in each neighborhood, supplemented by a constellation of neighborhood, mini, or joint-use parks.
- Ensuring that parks are safe, well maintained, adequately funded, and outfitted with age-appropriate recreational amenities.
- Creating a comprehensive and integrated park system that can serve as a model for communities throughout the region.

Recreational Facilities and Programs

The City of El Monte is known for its dedication to hosting recreation programs and activities that are meaningful and engaging for its youth. Recreational facilities throughout the City support the delivery of City-sponsored programs and social services. The Jack Crippen Senior Center,



Developed Parks

Lambert Park, in northeast El Monte, is a popular spot for children and families in the Norwood-Cherrylee neighborhood.



Aquatics Center

The El Monte Aquatic Center is a state-of-the-art recreational facility offering a range of aquatics activities and classes.

Aquatic Center, Grace T. Black Auditorium, libraries, and museums also provide a wealth of unique opportunities to recognize and celebrate our rich culture and history.

Within this context, this element expands this array to meet El Monte's current and future recreational needs for residents of all ages by:

- Providing a meaningful array of recreational programs and activities to promote physical health and mental well-being for residents of all age groups and abilities in El Monte.
- Providing a balance of unique recreational facilities and opportunities that set a standard for programs throughout the community.
- Fostering access to recreational facilities and programs to citizens through transportation programs, financial assistance, outreach, and partnering with other service providers to leverage resources.

Open Space – Emerald Necklace

El Monte is framed by the Rio Hondo and San Gabriel Rivers, once prominent natural rivers that fed marshes and a lush riparian woodland. Although these meandering rivers have been gradually replaced by more uniform flood-control channels, along the rivers are still parks, open space, and recreational marvels, such as Peck Water Conservation Park, Whittier Narrows Recreation Area, and the Santa Fe Dam. El Monte is leading the Emerald Necklace Plan to reclaim and restore open space areas surrounding the San Gabriel and Rio Hondo Rivers and its tributaries.

The Emerald Necklace is a vision, patterned after the Olmstead Plan, for a 17-mile loop of parks and greenways connecting 16 cities along these rivers. El Monte is strategically located at the center of this initiative. Key elements of this multibenefit initiative include:

- Protecting and developing an interconnected network of multiuse trails and related facilities for horseback riding, bicycling, hiking, and jogging in the washes and along the rivers of the Emerald Necklace.
- Restoring critical habitat and creating parks and open space along the River, including the Peck Water Conservation Park, and linking it through multiuse trails along the banks of the rivers.
- Affirming El Monte's heritage through the design of park and recreational amenities that reflect the City's natural and cultural history and providing educational opportunities.
- Protecting water resources, fostering water conservation, protecting water quality, and promoting a clean watershed and water supply through the control of underground and nonpoint sources of pollution.



Emerald Necklace

The Emerald Necklace Vision Plan is a proposed trail and park network that will connect 16 cities and 500,000 residents to the rivers.

Green Infrastructure

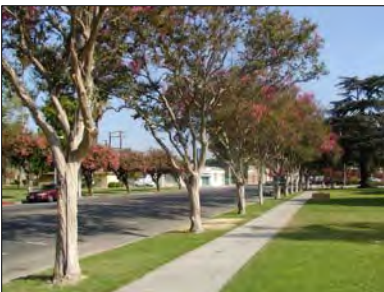
With the suburbanization of El Monte, many original open space areas have been replaced by housing, commerce, and transportation infrastructure. These trends have impacted our quality of life with respect to aesthetics, air and water quality, and opportunities to safely walk through the City and recreate in parks. This Element attempts to help restore the balance between the built and natural environment for the health of all residents. This section focuses on three components of green infrastructure:

- Developing an integrated system of green parkways and medians that span El Monte, line roadways, and offer shaded walking, bicycling, and equestrian paths for residents.
- Creating a lush community forest along public rights-of-way, in neighborhoods, and near schools to help filter air pollutants, provide shade, and beautify the city.
- Locating miniparks along greenways and multiuse trails to provide an urban oasis of opportunities for recreation and cultural and natural history interpretation for residents.



Green Infrastructure

The Cultural Center along Tyler Avenue, with its trees and green lawn, provides a beautifully manicured example of green infrastructure.



Sidewalks, Paths, and Trails

Sidewalks with ample greenery and shade trees provide an attractive and enjoyable setting for pedestrians walking.

Sidewalks, Paths, and Trails










El Monte is defined by its transportation infrastructure. However, in an urban environment dominated by the auto, the availability of sidewalks, paths, and trails are just as important. Residents have expressed the desire, through public outreach efforts, to be able to walk, bicycle, ride horses, and hike. These and other popular daily practical exercise and leisure activities are critical to the health of residents. However, limited opportunities for such activities are presently available in the community. Therefore, priorities for this element include:

- Establishing, improving, and/or completing a well-defined series of sidewalks, multiuse paths, and trails within the greater downtown, along streets, and to the Emerald Necklace trail network.
- Providing ample shaded greenways, complete with sidewalks, dedicated tree-planting areas, and pedestrian amenities that link parks, schools, key civic facilities, businesses, and residences.
- Ensuring that residents of all ages can easily and safely walk and bicycle to schools, parks, and other neighborhood amenities.

Figure PR-1 on the following page illustrates, in a summary fashion, the City of El Monte's Parks, Recreation, and Open Space Plan.



Figure PR-1 Park and Open Space Policy Plan

-  Greenway*
-  Community Forests
-  Linear Parks
-  Park
-  School
-  Emerald Necklace
-  1/2 Mile Park Radius
-  1/4 Mile Park Radius
-  1/4 Mile Potential Joint-Use Radius

* Miniparks will be situated along the greenway network.



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Goals and Policies

The goals and policies section is organized into five issues, addressing different aspects of El Monte’s park, recreation, and natural environments. After discussion of each issue and its importance to El Monte, City goals and policies are presented to further the community’s vision.

DEVELOPED PARKS

El Monte has 12 developed parks providing about 51 acres of parkland. The City’s park system is presently anchored by the following community parks, which serve larger neighborhoods in El Monte.

- **Arceo Park.** Arceo Park is a 3.4-acre neighborhood park located just south of the greater downtown area. Amenities include an amphitheater, picnic areas, walking paths, playgrounds, and wading pools. Adjacent to park are the Aquatic Center, museums, community center, senior center, and El Monte High School.
- **Mountain View Park.** Mountain View Park is a 10-acre park that serves neighborhoods primarily in the Mountain View neighborhoods. This full-service park includes a community center, large play area, play equipment, covered picnic areas, wading pool, lighted basketball courts, and lighted softball and Little League fields.
- **Lambert Park.** Lambert Park is a 9.3-acre community park adjacent to Frank Wright Elementary School. This is the major park for the Norwood-Cherrylee neighborhood. The facilities include a large community building with an auditorium, an indoor gymnasium, baseball fields, a wading pool, and two playground areas.
- **Pioneer Park.** Pioneer Park is an 11.2-acre community park with active recreational facilities, including lighted baseball diamonds, playground equipment area, public restrooms, scattered picnic tables, and a log-cabin-type facility available for meetings. It is also home to the Santa Fe Historical Park and the Osmond House.
- **Gibson Park.** Gibson-Mariposa Park will be the central community park serving the greater Arden Village neighborhood. Consisting of 4.3 acres, the park will contain a wide array of amenities, with the exception of a community center and larger ballfields.
- **Zamora Park.** Zamora Park anchors the River East neighborhood, a higher density residential neighborhood east of downtown. This 5-acre park provides passive and active amenities, including a recreational center, basketball courts, a sports field, and lighting.



Mountain View Park

El Monte's parks, such as Mountain View Park, provide a beautiful place to recreate and enjoy time with family and friends.



Pioneer Park – Osmond House

Pioneer Park provides park and recreational facilities and serves as a tangible reminder of the early pioneers who settled in El

Parks and Recreation Element

Regional Parks

Several regional parks are located near El Monte. Peck Water Conservation Park and Arcadia Golf Course are at the northern confluence of the San Gabriel and Rio Hondo rivers. The Santa Fe Dam Recreational Area, a spreading area for the dam, is northeast in Irwindale. Whittier Narrows Recreational Area is at the southern confluence of the rivers. The Duck Farm property and spreading grounds are in Industry and Pico Rivera.



Peck Water Conservation Park

Peck Water Conservation Park offers a peaceful and serene setting for fishing and scenic views of the San Gabriel Mountains.



Santa Fe Historical Park

Gateways to parks, such as the Santa Fe Historical Trail at Pioneer Park, recognize El Monte's history through artistic expressions.

El Monte is committed to key goals in improving its park system: that sufficient park acreage be available, that parks be well-designed, that parks be well-maintained and safe, that parks be accessible to people of all ages and abilities, and that adequate funds be available for acquisition, development, and maintenance. Table PR-1 provides a brief summary of each City park, while the following section details each goal.

Table PR-1 El Monte Park Inventory

Park Name	Acres	Amenities						
		Sports Field	Basket -ball	Play Eqpt.	Picnic	Cultural/History	Trails/Water	Rec. Center
Arceo	3.4			☐	☐	Ⓒ		☐
Fletcher	2.9	⊙	⊙	☐	☐			
Pioneer	11.2	⊙		☐	☐	Ⓒ	🚶	☐
Rio Vista	1.5			☐	☐	Ⓒ		☐
Baldwin Mini	0.5		⊙	☐	☐			
Lambert	9.3	⊙	⊙	☐	☐			☐
Mountain View	10.1	⊙	⊙	☐	☐			☐
Zamora	5.2	⊙	⊙	☐	☐			☐
Rio Vista Trail	0.5			☐	☐	Ⓒ	🚶	
Lashbrook	1.8			☐	☐	Ⓒ	🚶	
Gateway	0.75					Ⓒ	🚶	
Gibson-Mariposa*	4.3		⊙	☐	☐	Ⓒ		

* Parks under development.
Source: City of El Monte, 2011.

Park Acreage

Park and recreational opportunities are critical for the physical and social development of children as well as the health of adults. Whereas the national average standard for parkland is 6.3 acres per 1,000 residents, communities in the west San Gabriel Valley average 3.3 acres of parkland per 1,000 residents. El Monte has 0.41 acres per 1,000 residents, well below the City's present standard of 3 acres per 1,000 persons. The City of El Monte should have 375 acres of parkland for its residents to match the San Gabriel Valley average and must make considerable strides to reach that goal.

The City recognizes that achieving park goals will take many years. In the interim, the City has a 10-year goal to provide 2 acres of parkland for every 1,000 residents, or 200 new park acres. Achieving this ambitious goal will require unprecedented commitment and leadership by elected officials, City staff, nonprofit organizations, school districts, residents, and businesses. In many cases, public awareness and support will be needed to secure funding necessary to acquire land, develop facilities, and provide programs.

As detailed in the City's Parks and Recreation Plan, the City is committed to undertaking the following strategies over the next 10 years:

- Create up to 16 acres of miniparks and neighborhood parks and up to 25 acres of community parks, easily accessible by greenways, sidewalks, and neighborhoods within close walking distance.
- Develop the network of Emerald Necklace linear parks comprising up to 18 acres of parks and multibenefit trails along the banks of the San Gabriel River and Rio Hondo River.
- Work with the Mountain View School District, El Monte City School District, and El Monte Union High School District to develop, use, and maintain up to 48 acres of joint-use parks.
- Pursue the development of the Peck Water Conservation Park, which will add up to 35 acres of developed parkland for residents and additional open space for habitat and wildlife species.
- Link residents to nearby park and recreational amenities along the Emerald Necklace, just outside City boundaries but within an appropriate service radius of neighborhoods.

Over the next 10 years, the City could add 25,000 new residents. Under the City's present Quimby Ordinance, developers will be required to contribute or finance an additional 75 acres of parks over and above the 200 acres.



El Monte's Youth

The Parks and Recreation Element is about providing adequate park and recreational opportunities for El Monte's children and youth.

Park Design Classification

While providing adequate park acreage to meet the needs of El Monte residents is the first priority, City parks must also be equipped with the appropriate mix of amenities and recreational facilities to best serve residents. The City’s parks are generally smaller facilities with a limited set of amenities, while community and regional parks are located outside of El Monte. The National Recreation and Park Association recommends that cities, based on their unique needs, establish a park classification system that details service areas, sizes of parks, intended uses, and preferred sets of amenities.

The City’s future park system will contain a broader range of parks, including mini, school, neighborhood, community, linear, and special-use facilities. Regional parks are proposed as part of the Emerald Necklace Vision Plan and include those facilities outside the City limits. To that end, the City will create a park classification system and design standards for each type of park. Design standards are intended to ensure that park users have the most age-appropriate recreational opportunities available.

Recommended park classifications include those shown in Table PR-2.

Table PR-2 El Monte Park Classification

<i>Category</i>	<i>Park Classification</i>
Linear Park/ Greenways	Linear parks are a component of the Emerald Necklace, designed to provide a continuous greenway along the Emerald Necklace and the tributaries that converge into El Monte.
Miniparks	Miniparks meet the needs of residents living near. Typically smaller than two acres, miniparks provide more limited active and passive recreation opportunities and are easily accessible by sidewalks or greenways.
Neighborhood	Neighborhood parks serve residents within a ½-mile radius. Recreation equipment is age appropriate and includes a children’s play area, sports field, or hard court. Facilities are typically smaller than 10 acres in size.
Community	Community parks address recreational needs of residents within ¾ mile. Facilities should serve recreation programs and include sports fields, outdoor education, and meeting areas. Facilities are generally larger than 10 acres.
Regional	Regional parks are a component of the Emerald Necklace and provide open space for wildlife and habitat; connect residents to regional bike, equestrian, and hiking trails; and provide environmental educational opportunities.
Special Use	Special-use park and recreational facilities include the Aquatic Center, cultural and educational opportunities (e.g., museums), and town plazas that are designed for specific or specialized uses.

Park Distribution

El Monte desires that all residents have equal access to parks with the same quality of amenities. For instance, residents of each neighborhood should be served by a community park that is centrally located and offers a wide range of recreational amenities. Neighborhoods should also have access to smaller parks and recreational facilities that supplement the recreational needs of residents within a closer walking distance.

This element proposes neighborhood planning districts, summarized in Table PR-3, each with an anchor community park and a constellation of special resources (which may include existing facilities, prioritized joint-use parks, new miniparks, and cultural and natural resources) and defined bicycle and walking connections between housing, local schools, parks, and the regional trail resources offered by the Emerald Necklace.

- **Norwood-Cherrylee.** This park planning district is anchored by Lambert Park and requires 55 acres of new parkland.
- **Downtown.** This park planning district is anchored by Pioneer Park and requires an additional 13 park acres.
- **Mountain View.** This park planning district is anchored by Mountain View Park and requires an additional 46 park acres.
- **Park El Monte.** This park planning district does not have an anchor park and needs an additional 27 acres of parkland.
- **Arden Village.** This park planning district is anchored by the proposed Gibson Park and requires 24 more park acres.
- **River East.** This district is anchored by Zamora Park and requires approximately 35 more acres of parkland.

Table PR-3 El Monte Park Plan by Neighborhood

<i>District</i>	<i>Current Population</i>	<i>Anchor Park</i>	<i>Needed Acreage</i>	<i>Current Acreage</i>	<i>Current Deficit</i>
Norwood-Cherrylee	32,000	Lambert Park	64	9	55
Downtown	14,000	Pioneer Park	28	15	13
Mountain View	28,000	Mountain View	56	10	46
Park El Monte	16,000	TBD	32	5	27
Arden Village	15,000	Gibson	30	6	24
River East	20,000	Zamora Park	40	5	35
Total	125,000		250	50	200

Note: Above calculations assume a City population of 125,000 residents as of 2005. An additional 75 acres of developed parkland is needed by buildout.

Joint-Use Facilities

El Monte desires to create more developed parkland for the community in a manner that helps define existing neighborhoods, instill pride in parks, and create an opportunity to provide other local services. Given the lack of vacant land and high cost of acquiring new sites, public schools are an important opportunity to create joint-use parks that can serve local needs. Joint use is simply the development of public schools in a manner that provides park, recreation, educational, and public services for students during school hours and for the community during after-school hours.

The overarching concept of joint-use facilities is that schools should be accessible day and night, and all year round. Moreover, schools may be able to serve a broader range of community needs in partnership with public, civic, and private organizations. Joint uses may include parks as well as libraries, gymnasiums, auditoriums, health clinics, performing arts space, and other uses. Joint-use facilities can also provide a focal point for recreation, social activities, and other public services, and capitalize on the synergistic opportunities of school activities for youth.

The General Plan proposes creation of nearly 50 acres of joint-use facilities. Priorities for joint-use facilities should be those schools located in areas currently underserved by parks or in areas adjacent to existing parks and recreational facilities, where the opportunity to leverage resources is greatest. Nonetheless, maximizing these opportunities will require unparalleled commitment and leadership, both from the City Council and school districts, to work together to find creative solutions, develop and leverage funding resources, and forge agreements to achieve these goals.

Park Accessibility

Accessibility relates to residents having a safe and pleasant route to parks. If the primary sidewalk access is missing, undersized, or along major arterials, residents will feel unsafe and will not use the park. To achieve these goals, the Park Plan proposes an interconnected system of greenways with completed sidewalks and crossing areas that will connect the many miniparks to schools and to residences. In some cases, the City will also need to create access around physical barriers (the airport, freeways, channels, etc.), in some cases in collaboration with the County.

Park accessibility also refers to the degree to which park and recreation equipment and/or facilities can be enjoyed by people of different ages and abilities. The park must be accessible to people of all abilities, including younger children, adults, seniors, and disabled people. Making parks accessible includes designing facilities and equipment that are readily useable for people with disabilities, ensuring that streets have appropriate curb cuts and completed sidewalks, and that transit options are available for residents living far from parks or for those unable to travel to parks.

Park Safety and Maintenance

Parks are among the most highly desired amenities within El Monte, and their continued use depends on their condition and safety. Parks serve as gathering places where neighbors can form social ties that produce stronger and safer neighborhoods. To ensure park safety, parks should be equipped with the latest surveillance technology and be regularly patrolled. The City will continue participating in the Emerald Necklace Safety Security Task Force to implement efforts to ensure safety and security along the river. The General Plan Implementation Plan also proposes park patrols.

Proper maintenance and care of the City's physical assets ensures that parks continue to provide the greatest enjoyment to residents and visitors. Many of the City's park and recreational facilities were built long ago and are in need of rehabilitation and modernization. Cyclical shortfalls in City funds have led to deferred maintenance, contributing to rehabilitation needs. To reverse this situation, the General Plan prioritizes the need for facility reinvestment and the development of funding and implementation steps. This may require additional fees or taxes to implement properly.

The following section offers policies to achieve the City's Park Plan. Figure PR-2 presents the City's park districts, anchor parks, the Emerald Necklace, park and recreational facilities, and deficient areas of service.

Goal PR-1

Sufficient quality, number, and distribution of parks that are well maintained, safe, and attractive, and that meet the full active and passive recreational needs of residents of all ages and abilities.

Policies

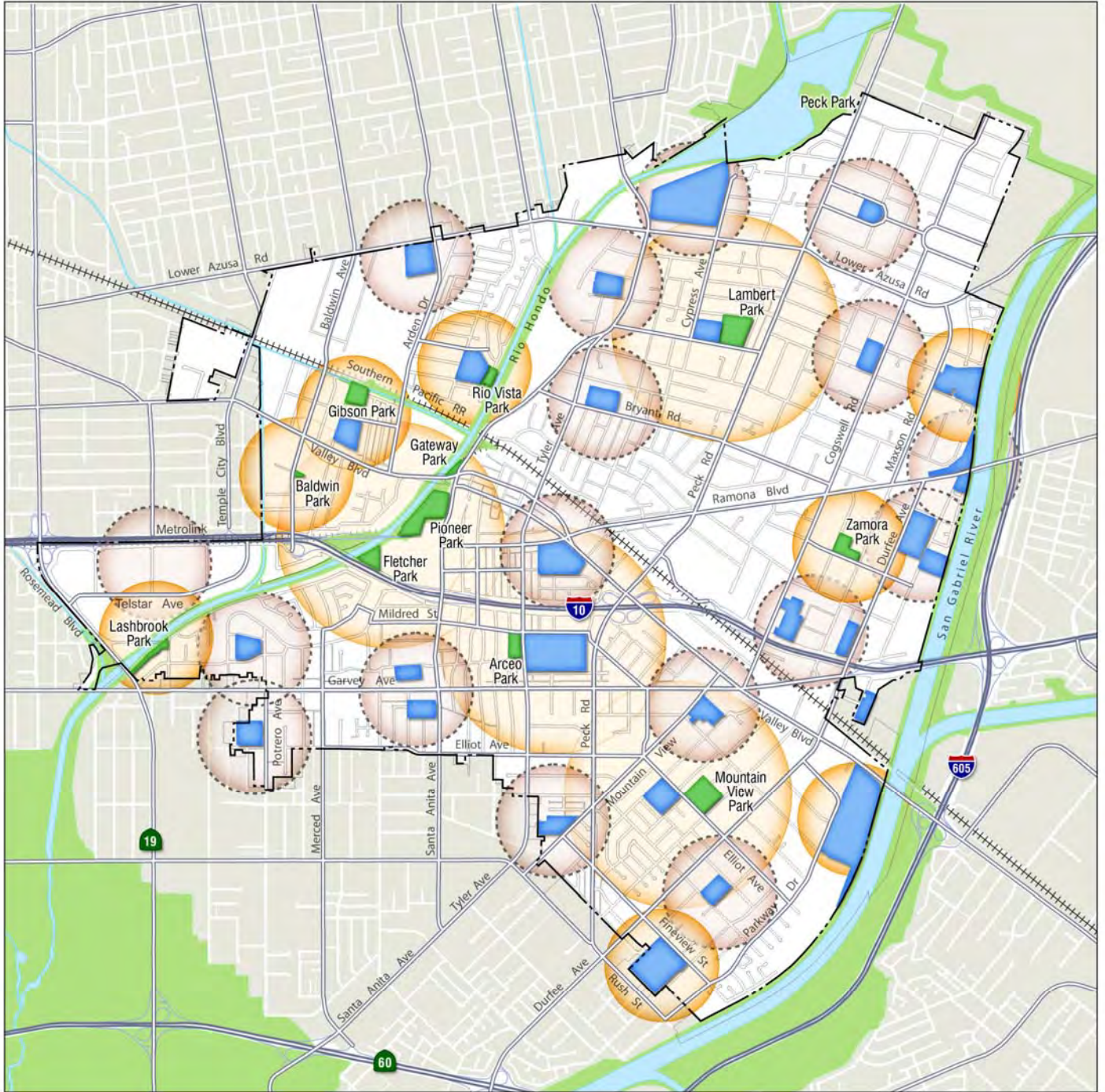
- PR-1.1 **Park Quantity.** Ensure that two acres of useable and developed parkland, including an appropriate range of age-appropriate recreational amenities, are provided for each 1,000 residents.
- PR-1.2 **Park Design.** Encourage variety in the design and intended function of park and recreational facilities to reflect the demographics and needs of the community.
- PR-1.3 **Park Distribution.** Ensure that each neighborhood has, to the extent feasible, adequate park and recreation resources and that all residences are within walking distance of a park.
- PR-1.4 **Joint-Use.** Partner with the City’s local school districts and nonprofit organizations to foster the joint use, development, and maintenance of parks and provision of recreational services.
- PR-1.5 **Park Maintenance.** Maintain park and recreational facilities to ensure a high quality recreational experience for residents, and retrofit and modernize parks as necessary
- PR-1.6 **Safety.** Enhance the safety of parks through incorporation of the latest in playground design, crime prevention technology, and police and community-based patrols.
- PR-1.7 **Funding.** Dedicate and raise sufficient funds to finance regular and adequate levels of maintenance, rehabilitation, and modernization of all park and recreation facilities, including the community forest.
- PR-1.8 **Community Pride.** Instill a sense of ownership in parks by engaging providing residents in the planning, maintenance, development, and enhancement of parks as opportunities arise.
- PR-1.9 **Public Art.** Incorporate a diversity of public art expressions within parks and open space that reflect the multicultural influences, historical diversity, and heritage of El Monte.



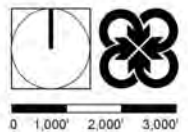
Public Art in Parks

Parks can incorporate beautiful murals and art work that represent El Monte’s culture and history or reflect aspirations of residents.

Figure PR-2 Park Plan



- School
- Park
- Water
- Emerald Necklace
- 1/2 mile park radius
- 1/4 mile park radius
- 1/4 mile potential joint-use radius



Parks and Recreation Element

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RECREATION FACILITIES AND PROGRAMS

Recreation programs and leisure opportunities strengthen our community and enhance quality of life. The desire to recreate spans all our differences in ages, income levels, cultures, and abilities. A comprehensive range of recreation programs provides many benefits: it provides a sense of place and belonging; promotes health and wellness; offers safe places to play, grow, and learn; and enhances cultural unity. It is in this context that recreational activities satisfy some of the most basic human needs.

Community Facilities

The City of El Monte has six community centers at anchor parks that offer a wide range of educational, recreational, and cultural programs. Nonprofit organizations, including faith-based organizations, also provide a number of supplementary community centers offering similar programs.

- **Cultural Center.** The City cultural center complex features the state-of-the-art Aquatic Center, El Monte Historical Museum, Grace T. Black Auditorium, and the Jack Crippen Senior Center. The Aquatic Center features four pools and associated facilities, a multipurpose room, meeting rooms, and auxiliary facilities. It hosts water-related programs and activities for residents of all ages and is one of the most cherished city facilities. Grace T. Black Auditorium is a popular location for community events, gatherings, and private rentals.
- **Boys and Girls Club.** The Boys and Girls Club, on Mountain View Road, offers education and career guidance, health and life skills, sports, fitness and recreation, character and leadership development, and environment and residential camping. The club offers a safe and secure place for youth to learn and grow and is free and open every day.
- **Community Centers.** The City also offers a number of community centers at five of its local parks: Lambert Park, Zamora Park, Pioneer Park, Mountain View Park, and Arceo Park. These facilities are the central locations for recreational and educational programs to their surrounding neighborhood. The community facilities vary significantly in terms of size, amenities, and condition.
- **Our Saviour Center.** Our Saviour Center in El Monte is the social service outreach of the Episcopal Church. The center was established in 1985 to share love, hope and resources with our neighbors in need. At 4316 Peck Road, the Center provides recreational, health, and education programs, including a 20,000-square-foot Kids Campus Youth Center, which offers a gym, computer classrooms, auditorium, arts-and-crafts room, and child development center.



Aquatic Center

El Monte Aquatic Center is the central location for the Parks, Recreation and Community Services Department and a first-rate aquatic center.



Kids Campus

Kid Campus Youth Center, operated by Our Saviour Center of El Monte, provides meaningful education and recreational programming.

Recreation Facility Design

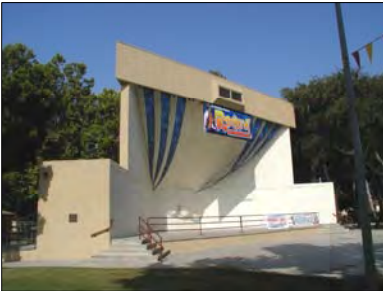
The City of El Monte strives for a balance of unique large facilities, such as the Aquatic Center, that distinguish our community. As a complement, a network of well-designed, smaller recreational facilities distributed throughout the community would provide more flexible venues for a variety of programs.

The City's recreational facilities should be designed according to the following hierarchy with standards for service for each facility. This hierarchy is consistent with the park design classifications in Table PR-2.



El Monte Community Center

The Grace Black Auditorium at the cultural center along Tyler is a popular location for community events, gatherings, and private rentals.



Arceo Park Amphitheatre

Arceo Park, across the street from the cultural center, is a popular recreational spot for festivals, large gatherings, summer concerts and civic events.

- ***Signature Facilities.*** Signature facilities are one-of-a-kind, state-of-the-art facilities, such as the Aquatic Center, senior center, and cultural center/museums. Surveys also indicated a desire for an archery center, skate park, equestrian therapy center, additional senior center, teen center, library, computer lab, nature center, boating and fishing area, and many others. Once developed, public transit should be available to residents to ensure equal access to these facilities, as they are clearly unique and too costly to duplicate around the city.
- ***Neighborhood Facilities.*** Although the weather in southern California is generally temperate, the combined effects of heat, pollution, and rain impede recreation. Presently, there are inadequate facilities for indoor programs, including organized sports, venues for classes, and specialty activities. Indoor activities for tweens and teens provide safe access to sports and classes in a more controlled nighttime environment. Neighborhood-scale facilities should be offered in each neighborhood, easily accessible to residents, centrally located, and at schools.
- ***Complementary Facilities.*** As a necessary complement to parks, smaller facilities such as well-designed restrooms, covered areas for gatherings, indoor spaces for free play protected from the elements, offices for local program coordination, and equipment storage are critical to optimizing the benefit of parks. When these smaller structures are not well maintained or lack function or aesthetic value, they have a negative impact on the surrounding park and its use. The City will develop a plan for enhancing and creating a network of small facilities.

These recreational facilities should be matched with current and future neighborhood and community parks and public schools and distributed, to the extent possible, equally throughout the community.

Diversity of Recreation Activities

The City of El Monte has a diverse population, so a variety of recreation programs and leisure opportunities is important to address our diverse needs. A broad spectrum of recreation programs provides the opportunity to come together around a common need and interest—recreation—which spans our differences in ages, income levels, cultures, and abilities.

Children and Youth

The City offers programs for youth and children that provide not only recreational and educational activities, but also build character and leadership skills. The parks offer soccer, basketball, volleyball, flag football, and other sports. Youth sports leagues offer basketball, baseball, indoor soccer, softball, football, and cheerleading. The American Youth Soccer Organization provides soccer leagues for more than 400 children. The Boys and Girls Club serve 200 to 300 youth, providing basketball, soccer, game rooms, and even overnight camping.

Adults

El Monte offers softball, golf, soccer, and basketball for adults. These sports leagues are well-attended programs for adults of all ages. The Parks, Recreation and Community Services Department offers many adult classes, including piano, gymnastics, music classes, yoga, Spanish, ceramics, painting, and English as a Second Language. The City’s Aquatic Center provides a wide range of water-related programs and activities for residents of all ages. The Jack Crippen Senior Center is the central location for recreational activities and programs, excursions, and special events for seniors. The City’s two public libraries also provide passive forms of leisure and recreation.

Special Events

The City of El Monte sponsors a wide variety of events for residents to celebrate holidays and the community’s cultural heritage, or just socialize with close friends and neighbors. Favorite holiday events held every year include the Holiday House, a tradition for over 35 years that draws 15,000 residents. During the summer months, the Concert in the Park series draws 6,000 residents to each event. El Monte also celebrates its commitment to youth through its annual Children’s Day Parade and Festival, attended by 10,000 residents. Other seasonal events are held throughout the year, such as Veterans Day Parade, 4th of July events, and many others.





Maintaining Our Parks

Ensuring that parks and recreational equipment are well-maintained is a key goal of El Monte.

Recreational Facilities Conditions

The enjoyment and relevance of El Monte’s recreation facilities depends on their continued maintenance and modernization. During the General Plan process, participants noted that many of the recreational facilities are aging, have significant deferred maintenance, and in some cases need to be completely demolished and rebuilt. In other cases, the design of the facility is outdated and does not meet the City’s current needs. Part of the issue is related to limited funds, while the other side is the need for facility inventories and rigorous maintenance and reinvestment plans.

Financing recreational facilities is of critical concern. The City’s Quimby Ordinance requires developers to dedicate or pay for three acres of developed parkland for every 1,000 residents that will live in proposed subdivisions. However, the ordinance does not explicitly require developers to finance a pro-rata share of recreational facilities required for residents. Moreover, El Monte does not charge other impact fees to ensure that a sufficient number of recreational facilities can be built. The City will need to investigate and implement all reasonable means for funding new recreational facilities and repairing and modernizing recreational facilities.

Partnerships

Presently, El Monte has a significant deficiency in the number, type, and quality of recreational facilities and programs. The challenges of serving such diverse needs, the multiplicity of service providers, and the magnitude of unmet needs will require the City to think differently about how it should best position itself. Rather than a primary service provider, the City must be equally committed to being a catalyst, facilitator, and collaborator in developing and maintaining partnerships with other public and private organizations to expand the quantity and diversity of recreation and local leisure opportunities.

Closing the gap requires different service models and concepts for El Monte. For instance, the City’s commitment to multiple roles and responsibilities must extend beyond recreation and leisure programs to the broader range of community and human services. The City’s Parks, Recreation and Community Services Department has the organizational structure that could allow for a more comprehensive and integrated approach to addressing a broad range of recreation, educational, employment, and related needs. This structure offers an opportunity for a one-stop delivery system that can provide, manage, and coordinate the effective delivery of services.

Goal PR-2

Diverse, engaging, and meaningful recreational, educational, cultural, and special event activities that meet the diverse needs and interests of residents of all ages, abilities, and cultures.

Policies

- PR-2.1 **Access to Recreation Programs.** Ensure residents have equal opportunities to participate in recreational activities and programs regardless of their age, economic status, disability, or other arbitrary factors.
- PR-2.2 **After-School Programs.** Support after-school programs that provide educational and recreational activities and seek funding to reinstate programs wherever feasible.
- PR-2.3 **Recreation Fees.** Ensure recreational program and service fees are charged, to the extent feasible and desirable, that recover an appropriate level of costs for the particular activity.
- PR-2.4 **Partnering.** Partner with the community, nonprofits, and schools to provide a wide range of recreation, health, and nutrition programs that foster a healthy lifestyle for residents of all ages.
- PR-2.5 **Recreation Plan.** Define recreational needs, priorities, and programs in El Monte, and the City's optimum role in collaborating and facilitating the provision of recreational programs.
- PR-2.6 **Active Recreational Facilities.** Provide active recreation facilities (e.g., sports fields) in quantities and types that address the demands of El Monte residents and businesses in the City.
- PR-2.7 **Facility Investment.** Ensure adequate maintenance, rehabilitation, and modernization of recreational facilities to ensure their long-term utility through a facility management plan and funding.
- PR-2.8 **Access to Recreational Facilities.** Enhance options for residents to access community centers and other recreational facilities through transit, safe routes, bicycle routes, and walking paths.
- PR-2.9 **Art and Culture.** Support and foster opportunities for public art, educational, cultural appreciation as an important recreational activity for residents of all ages and abilities.

EMERALD NECKLACE

The Emerald Necklace is a vision for a proposed 17-mile loop of parks, greenways, and trails connecting 16 cities and over 500,000 residents along the Rio Hondo and San Gabriel Rivers. The Emerald Necklace has the potential to become a world-class park network, unifying park and open space along the rivers, and connecting residents to recreational marvels including Whittier Narrows area, Peck Water Conservation Park, the Santa Fe Dam, and the Woodland's Duck Farm Park. When complete, the Emerald Necklace will connect to a regional network of multibenefit trails and parks that extend to the Angeles National Forest and the Pacific Ocean.

To appreciate the scope of this project, divide the Emerald Necklace into four general segments: southeast, northeast, northwest, and southwest. Each segment of the river has a special character based on its history, physical characteristics, and constellation of local and regional amenities. In general, each multiuse trail segment connects to one or more community, neighborhood, or miniparks, and each segment has multiple community access points or gateways.



Emerald Necklace

The Emerald Necklace Plan is a proposed trail and park network that will connect 10 cities and 500,000 residents to the rivers.

- **Southwest.** This segment connects El Monte to the 750-acre floodplain, habitat, and recreation area to the south known as Whittier Narrows. This area offers the potential to enjoy the only remaining stretches of natural river surrounded by acres of habitat.
- **Northwest.** This segment connects Fletcher and Pioneer Parks to the downtown and 200-acre proposed Peck Water Park, which will offer opportunities for multiuse trails, water-filled vistas, outdoor education, and unique recreation opportunities.
- **Northeast.** This segment connects Peck Park and the Rio Hondo River to the San Gabriel River along Arcadia. The San Gabriel River is “soft bottom” in this portion and will feature an equestrian and Class 1 bike trail along the west bank.
- **Southeast.** This segment connects El Monte to multiple larger-scale recreation areas just outside the city border including the proposed Woodland's Duck Farm, bike trail, and neighborhood parks lining San Jose Creek, and the Whittier Narrows Recreation Area.

Taken together, the Emerald Necklace surrounding the City of El Monte has the potential to become a world-class park network on the scale of New York's Central Park, unifying more than 1,500 acres of park and open space along the San Gabriel and Rio Hondo rivers, and connecting residents to recreational marvels throughout the region.

The Emerald Necklace Accord partners are committed to: 1) improve park and recreational opportunities; 2) restore and preserve habitat; 3) affirm and strengthen cultural and natural history; 4) restore the watershed; and 5) foster collaboration and collective leadership to achieve the vision. To implement these goals, the following general issue areas will be addressed.

Parks and Recreation

Park and recreation amenities will play a key role in the Emerald Necklace. The Emerald Necklace Vision proposes development and enhancement of more than 24 regional parks, including 1,500 acres of habitat and open space. Developed parks will include linear parks, such as Lashbrook Park, along the river banks, which will offer picnic areas, exercise trails, and opportunities for passive and active recreation. Other parks, such as Rio Vista, will also offer opportunities to learn about the culture, history, and natural environment of the Emerald Necklace. Signature parks, such as the Peck Water Conservation Park, will provide opportunities for habitat restoration, wildlife, fishing, multiuse trails, and passive and active recreation opportunities. The Duck Farm and Discovery Center will also provide educational opportunities.

Multiuse Trails

An important feature of the Emerald Necklace is the interconnected network of trails and paths. The Emerald Necklace's parks will be connected by approximately 17 linear miles of multiuse trails that will provide ample and safe opportunities for walking, hiking, biking, and equestrian use. Multiuse trails will provide direct access into El Monte and surrounding communities along the banks of the Rio Hondo River and San Gabriel River and feeder washes.



Multiuse Trails

Multiuse trails along the river banks offer opportunities for walking, jogging, bicycling, and equestrian uses.

Trails will include interpretive signage that offers opportunities to learn about the history of El Monte. Trails will also allow direct nonroad connections from residential neighborhoods to the greater downtown area of El Monte, encouraging walking and bicycling.



Restoring Habitat

Peck Water Conservation Park is home to more than 300 bird species, including both native and migratory species.

Cultural Significance

The rivers have a rich history and culture. Sustained by the water, fish, and lush selection of riparian plants, the Tongva peoples originally inhabited the area. In 1771, the Spanish established the original San Gabriel Mission, La Mission Vieja, along the Rio Hondo River. The fertile soil along the rivers enabled the area to become the most productive agricultural center in California. Pioneer settlements took place in 1851 and later became El Monte. The Mexican Revolution of 1910 brought immigrants who worked in agriculture and lived in designated barrios (such as Hicks Camp, Wiggins Camp, Chino Camp, and Canta Ranas) along the rivers. The City is working to incorporate cultural, and natural features and educational opportunities into the Emerald Necklace project.

Open Space

The Emerald Necklace will contain many signature parks, such as the 200-acre Peck Water Conservation Park, which has the potential to have regional significance. The site of a spent gravel quarry, Peck Park has been developed for water recharge and park use, but its potential has not been fully realized. Its 100-acre lake can enhance compliance with regional stormwater management and provide recreational water uses. Enhancement and restoration of its natural habitat can provide nesting sites for the more than 300 bird species. Peck Park could include features such as recreational areas, interpretive sites, amphitheatres and outdoor classrooms, gateways, multiuse trails, and vistas along the quarry banks.

Peck Park Master Plan

Peck Water Conservation Park offers potential for recreational opportunities, groundwater recharge, habitat, and scenic vistas.



PECK PARK | MASTER PLAN



Watershed Management

The Emerald Necklace Vision Plan affirms a sustainable vision for a healthy watershed, which will involve implementation of practices aimed at conserving water, protecting water quality, and flood management. Six washes and two creeks converge into the Emerald Necklace. These creeks and washes carry contaminants downstream from storm drain inlets into the Rio Hondo and San Gabriel Rivers. Major sources are quarries north of El Monte, which also allow contaminants to settle into the water table.

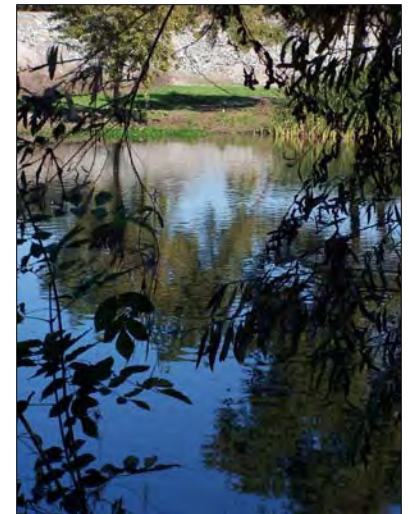


The Emerald Necklace Accord affirms the Rio Hondo watershed and San Gabriel watershed as precious recreational and environmental resources. Among its 10 signatory parties, the City of El Monte has taken a leadership role to work together to develop a sustainable vision for the health and welfare of residents in the community through a coordinated plan for the preservation of open space in the watershed for recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, and protection of water resources.

Habitat Restoration

Peck Water Conservation Park, Whittier Narrows Area, and other locales around the Necklace are home to hundreds of resident, migrant, and introduced species of birds, including state species of special concern. Peck Park Lake, Santa Fe Dam, and Whittier Narrows Dam are stocked with fish. Various segments of the Emerald Necklace, particularly areas with intact habitat or open space, are home to amphibian, reptile, and mammal species. However, restoring the original complex riparian habitat of the Emerald Necklace brings challenges. In certain areas, the habitat has been erased, while in other areas, nonnative plant species, such as *Arundo*, threaten the ecological balance of the remaining habitat. Pollutants entering the storm drain system also threaten restoration efforts. It is in this context that the General Plan envisions habitat restoration as a component in the achievement of the Emerald Necklace Vision for El Monte.

Taken together, the Emerald Necklace represents a unique opportunity to restore the City's legacy, provide ample park and recreational opportunities for residents, restore the health of the watershed, and create a lasting contribution and legacy for future generations of El Monte.



River Habitat

Habitat along the Emerald Necklace offers hidden places of extraordinary beauty, such as the one pictured above.

Goal PR-3

An Emerald Necklace that encircles the community with parks and multiuse biking, walking, equestrian trails; restores open space and habitat; protects the watershed; and provides multiple recreational and health benefits.

Policies

- PR-3.1 **Parks.** Create a variety of scales of parks, including miniparks, neighborhood parks, joint-use facilities, and other recreational resources linked to the Emerald Necklace.
- PR-3.2 **Open Space.** Develop Peck Water Conservation Park into an open space resource, with areas for water recreation, open space, habitat, and passive and active recreation.
- PR-3.3 **Trails.** Develop an interconnected network of multiuse trails and related facilities for horseback riding, bicycling, hiking, and jogging in the washes and along the rivers of the Emerald Necklace.
- PR-3.4 **Habitat Restoration.** Seek to restore and protect native habitat and landscaping that sustains plants and wildlife species along the banks of rivers, lakes, and washes in the Emerald Necklace.
- PR-3.5 **Watershed Management.** Improve the watershed through water conservation, water quality protection and restoration, best management practices, and control of stormwater pollutants.
- PR-3.6 **Intergovernmental Cooperation.** Play a leadership role in the Emerald Necklace Accord in implementing projects, securing funding, promoting safety, bringing together partners, and encouraging ongoing support.
- PR-3.7 **Safety.** Promote the safety of Emerald Necklace visitors and residents along the rivers through the coordination of activities with the Emerald Necklace Safety and Security Task Force.
- PR-3.8 **Financing.** Explore financing means through state and federal grants, City contributions, and donations from individuals, business, the nonprofit sector, and the philanthropic community.
- PR-3.9 **Community Support.** Engage public support for the Emerald Necklace through community stewardship projects, school programs, outdoor classrooms, community events, and the arts.

GREEN INFRASTRUCTURE

El Monte has followed traditional patterns of suburbanization, where residential, commercial, and industrial developments have gradually replaced many of the original open space and natural areas in the community. El Monte is committed to providing a managed network of greenways, linear parks, and urban forest that will support native species, maintain natural ecological processes, protect air and water, and beautify our environment.

Greenways

Greenways are an essential in achieving a green El Monte and invoking its heritage as a wooded place between the rivers. Greenways will assist in improving air quality and water supply and quality. Greenways with trees will create a shade canopy that reduces the heat reflected from pavement. They can include vegetation infrastructure that captures and filters stormwater. Finally, they provide aesthetic and social benefits such as beautification, noise abatement, and enhancement of property values.

Greenways will connect parks, neighborhoods, schools, and allow residents to stroll from one part of the community to another. They should also allow for trees and sidewalks and include best management practices (e.g., bioswales) that assist in groundwater recharge. They will be dotted with miniparks that a grove of trees, an outdoor seating area, and play/exercise equipment. Together, the system of greenways and miniparks will provide moments of green and contribute to a healthy community forest.



Lashbrook Park

Lashbrook Park provides drought-tolerant plants and colorful landscaping and paths that help filter pollutants and beautify the river

Pocket Parks

Pocket parks along the Emerald Necklace can provide moments of green, with opportunities for passive recreation and socialization.

Community Forest

The City of El Monte’s original habitat was a lush selection of riparian woodland plants consisting of trees, shrubs, perennials, and vines. The Rio Hondo and San Gabriel Rivers fed winter deciduous trees, which included willows, western sycamore, cottonwoods, and white alders. Today, the City’s forest consists of five species of trees in parks and along streets. Given neighborhoods and the health of residents and visitors, the City is committed to reforestation efforts and funds to maintain the urban forest.



River Trees

Trees planted along the rivers should be native to the rivers or region, such as scrub oak and Mexican elderberry.

El Monte’s community forest should provide a “living umbrella” shade canopy that consists of California native trees that assist in lowering temperatures, reduce stormwater runoff, and filter airborne pollutants. The forest will convey multiple benefits: increase property values and beautify neighborhoods, provide shade canopies that are pedestrian-friendly, increase use of trails and bike paths, and enhance social and psychological well-being.



The foundation for this effort is a comprehensive urban forestry plan. In creating an urban forest, the City intends to focus on reforestation several key areas of the community:

- Transportation, utility, and freeway corridors—efforts will focus on planting trees which are known to absorb and filter air pollutants.
- Emerald Necklace—efforts will focus on planting tree species that are native to the region, such as oak, and elderberry.
- Parks and Schools—efforts will focus on beautifying public grounds with a wide range of native and nonnative species.
- Greenways—efforts will focus on beautifying greenways with a wide range of native and nonnative species suitable for site constraints.

Taken together, the City is committed to reforestation the community with a broad selection of tree species that not only recaptures our legacy as a wooded place but addresses the modern challenges facing our city today.

Linear Parks

Another type of park in El Monte is the linear park. These are elongated stretches of green infrastructure, such as landscaped separated trails, long narrow parks such as Lashbrook Park or other similar designs. The Emerald Necklace Vision Plan sets forth a plan to create linear parks along the Rio Hondo River and San Gabriel River. Where there is sufficient right-of-way, linear parks should extend from the Emerald Necklace along its six tributaries, which connect the community to the greater Los Angeles River watershed, surrounding communities, and the Whittier Hills.

Linear parks should connect parks, panoramic views, or public activity centers. When possible, a linear park should be designed to encourage passive and active recreation uses. Linear parks should offer views of significant natural features, historic structures, and/or unique human activities, as well as opportunities to experience the natural topography and landscape. They should be landscaped with native vegetation to reflect their role in the City’s open space system and its natural and cultural history. The identity of a linear park should be reflected in its landscaping; manmade elements and park amenities should relate to elements of the urban fabric. The linear park system must be designed to protect the safety of its users.



El Monte’s greening is an ambitious goal to achieve. Replacing a largely concrete and asphalt environment with greenways, trees, and linear parks requires unprecedented commitment, financial resources, and leadership.



Linear Parks

Linear parks along the Emerald Necklace can provide multiuse trails, native vegetation, and scenic views of the San Gabriel Mountains.

Yet this commitment will reap tangible benefits, including beautifying our neighborhoods, increasing property values, encouraging social interaction, and instilling pride. The following goals and policies, along with Figure PR-3, describe and illustrate the City's green infrastructure plan.

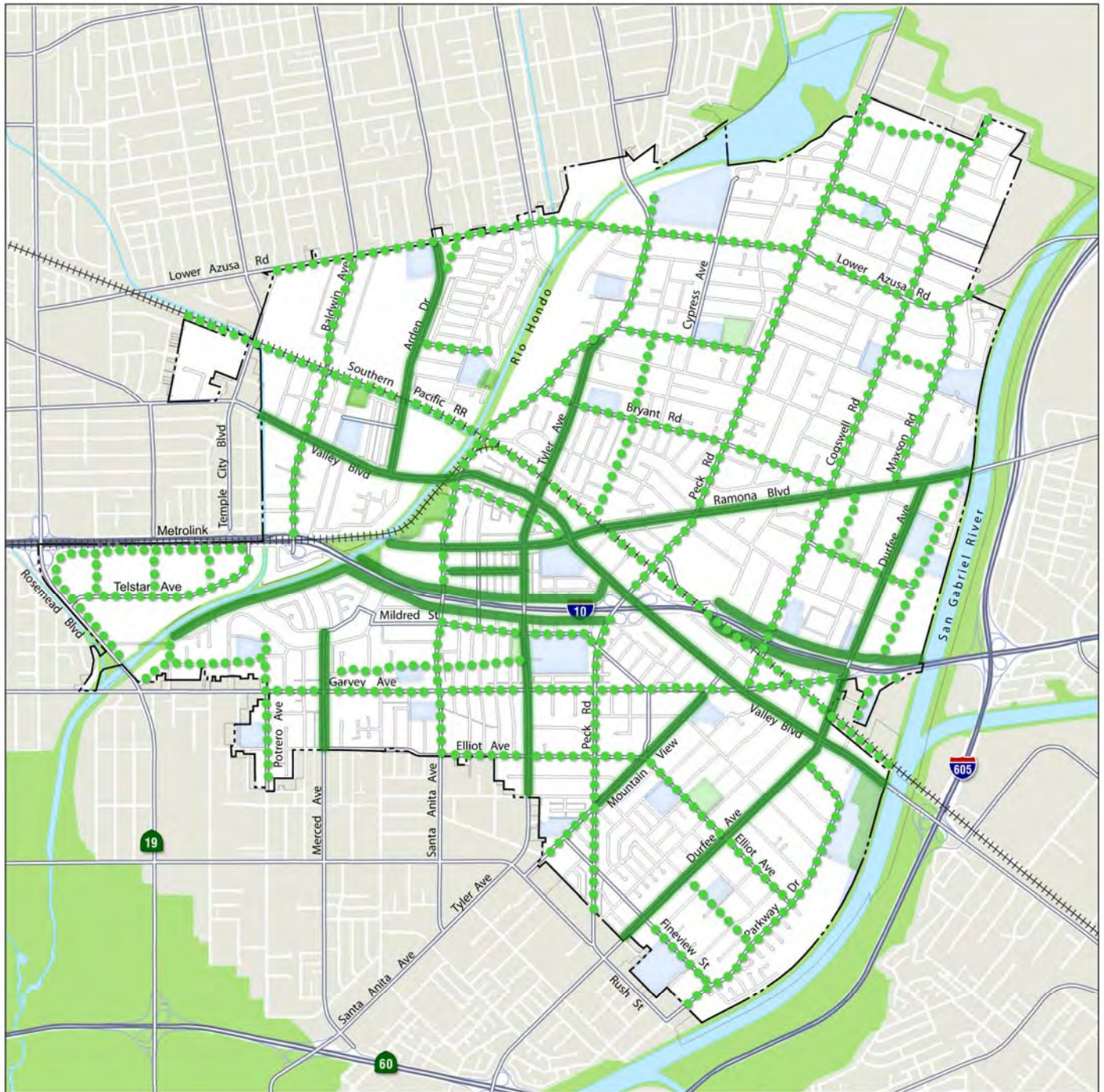
Goal PR-4

A lush network of greenways, linear parks, and a community forest that enhances property values, public health, aesthetics, and quality of life.

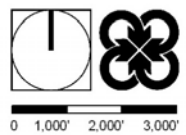
Policies

- PR-4.1 **Location.** Place green infrastructure along freeways, utility corridors, major roadways, public rights-of-way, near schools, in neighborhoods, and along the Emerald Necklace.
- PR-4.2 **Connecting People.** Create green infrastructure along residential streets and arterials that link residents to schools, parks, neighborhoods, the downtown, and other destinations.
- PR-4.3 **Linear Parks.** Create linear parks along the Emerald Necklace and its tributaries through the acquisition, improvement, conversion, and restoration of land along the rivers and washes.
- PR-4.4 **Miniparks.** Create miniparks that offer passive recreation opportunities, situated along the major arterials and linked by the network of major greenways and the community forest.
- PR-4.5 **Environmental Benefits.** Design green infrastructure that conserves water, reduces and filters water pollutants, and contributes to the City's green waste program.
- PR-4.6 **New Construction.** Where green infrastructure is proposed on the community forest plan, condition the construction or substantial rehabilitation of properties on the dedication of easements or fees.
- PR-4.7 **Community Support.** Foster community support of the City's green plan through public education and outreach, tree giveaway programs, and public/private stewardship programs.
- PR-4.8 **Donation Program.** Establish a property donation legacy program whereby property owners can donate their land to the City for usage as parks or open space.

Figure PR-3 Green Infrastructure



- Greenway (Mini-parks will be situated along the greenway network)
- Community Forests



Parks and Recreation Element

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MULTIUSE PATH SYSTEM

Paths, sidewalks, greenways, and multiuse trails are of great importance to the El Monte. A planned and well-integrated sidewalk, greenway, and multiuse trail system will foster a healthy lifestyle for residents of all ages. Providing safe routes to school for children to walk or bicycle will encourage exercise on a daily basis and reduce traffic and greenhouse emissions. Attractive and safe sidewalks and greenways will allow residents to walk to shopping areas or places of employment and public facilities. The City is committed to developing a multiuse trail system.

Pedestrian Paths

Walking and jogging are the most highly desired recreational activities. The ability to walk safely, comfortably, and conveniently from one place to another affects whether one chooses to walk, bike, take transit, or drive. For example, if transit users cannot easily walk to and from bus stops, transit will be a less viable travel option. If sidewalks are missing or streets are unsafe, residents will choose to drive. Residents without automobiles are adversely impacted by discontinuous sidewalks and unsafe street crossings. The availability of sidewalks also affects whether families with young children walk to parks or schools or, if they have a car, drive.

The City is committed to improving the walkability of El Monte's streets. Presently, 35 percent of the city roadways lack complete sidewalks, and the City has adopted a plan to complete all remaining sidewalks by 2010. Although the sidewalk network will be completed, some parts are of insufficient width to allow full access by people with disabilities or families with very young children. Pedestrians could also benefit from amenities that enhance the walking experience, such as benches, shade trees, water fountains, public art, wayfinding signage, and landscaped greenways.

Sidewalks and pedestrian paths must be designed with the user in mind. Sidewalks should allow full use by people with disabilities and families with children. Ample street trees with shade should line City sidewalks, creating a pleasant experience for pedestrians and reducing the heat island effect. Sidewalks should line all the major greenways, where feasible, and connect to miniparks, providing an oasis for residents to rest, enjoy greenery, and socialize with friends and family. All sidewalks and greenways need curb cuts, signals, formal crosswalks, or stop signs at intersections.

The City is committed to fostering a healthier lifestyle for residents, and perhaps the key to this effort is the completion of pedestrian paths that encourage walking and exercise.



Pedestrian Paths

Wide sidewalks with ample places for shade trees encourage a healthy lifestyle and provide a pleasant route for families and children to stroll.

Multiuse Trails

El Monte is at the confluence of numerous washes, trails, and rivers. Although the community does not have a network of trails, El Monte's location serves as a hub for an intricate network of trails and washes that extend from the Angeles National Forest to the Whittier Narrows Dam. This provides an opportunity to develop a series of trails along the Emerald Necklace that provide walking, bicycling, and equestrian opportunities.

A series of washes and tributaries run throughout the watershed and feed the Rio Hondo and San Gabriel Rivers. The proposed trails that line these secondary channels have the potential to connect residents to resources in other cities throughout the region. These wash channels are lined with two maintenance roads, one of which could be transformed into a decomposed granite or concrete, tree-lined trail, with decorative gates and wayfinding signage at the intersections of channels and urban streets.

Existing paths along San Jose Creek, accessed southwest of the city along the San Gabriel River, run parallel to the soft-bottom portion of the creek and Avocado Heights. Water from the reclamation district provides baseline for habitat. The trail from Rio Vista Park runs northward up the Arcadia Wash and connects to the Los Angeles County Arboretum. These trails could provide alternative transportation corridors, safe routes to school, areas for daily exercise, and leisure. Opportunities for pocket parks also exist where the various washes converge with the main channels.

El Monte's agricultural heritage has left remnant equestrian activities. Some property owners in the northern and southern portions of El Monte own horses and frequent trails along the river banks and regional parks. These include Whittier Narrows Park, Peck Water Conservation Park, and the Santa Fe Recreational Area. Although horseback riding in El Monte is limited today, the City is committed to preserving its equestrian tradition by augmenting and enhancing its equestrian trails along the Emerald Necklace and other suitable areas within the community.

Equestrian paths come in varying designations any design standards. A Class 1 trail is separated from other trail users by a low fence on both sides, appointed with amenities, along riverbeds and in Peck Park. Class 2 equestrian trails are multiuse trails, shared by equestrian and pedestrians, along the western banks of the rivers. Many properties in the Norwood-Cherrylee neighborhood were originally agricultural and accommodated equestrian uses. In this area, equestrians use a Class 3 trail, a nonexclusive right-of-way along the road.



El Monte Trails

El Monte is the hub of an intricate network of trails and washes extending from the Angeles Forest to Whittier Narrows and beyond.



Horseback Riding

Horseback riding is a popular activity along the San Gabriel and Rio Hondo River banks.

Bicycling

Promoting alternative modes of transportation and mobility is known to improve air quality, reduce congestion and frequency of accidents, and reduce commute times. From a parks and recreation perspective, alternative modes of transportation such as bicycling can also improve the health of residents. El Monte has the opportunity to achieve all these objectives through encouraging residents to bicycle.

The challenges of providing safe, citywide bicycle routes are significant and common to urban areas. El Monte has no bicycle routes and lacks safe right-of-way in many areas. However, the City does have the opportunity to create bicycle paths to connect neighborhoods to local parks, schools, and Emerald Necklace. The Emerald Necklace also provides safe routes to business areas.

To further the City's goals, three types of bikeways are envisioned:

- ***Class I Bike Path.*** This is a separate right-of-way, typically paved, and designated for the exclusive use of bicycles and pedestrians. Cross-flows with motor vehicles are minimized. While a bike path may be adjacent to a street, it will typically be away from streets in a separate right-of-way.
- ***Class II Bike Lane.*** This is a restricted area at the edge of a street designated for the exclusive or semiexclusive use of bicycles, with through travel by motor vehicles prohibited. Cross-flows by motor vehicles and pedestrians are permitted. It usually takes the form of a striped lane on the street.
- ***Class III Bike Route.*** This is a signed street providing for shared use of a street by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, the signage warns motorists of probable bicyclists sharing the roadway. Signage includes static signs by the side of the road and stenciled symbols/lettering on the roadway surface.

Along the bicycle paths and trails, the City intends to provide amenities that create an enjoyable experience for bicyclists. This includes wayfinding and interpretive signage, water fountains, benches, bike racks, landscaping, greenways along major routes, and recreational amenities. Bicycle routes will also connect to local and regional nodes for mass transit and be coordinated with the Los Angeles Metropolitan Transit Agency (MTA).

The City is committed to creating a system of multiuse trails and paths that will foster a healthy lifestyle among residents. The following goal statement and policies further that end. The Circulation Element illustrates the map for different types of trails.



Multiuse Trails

Bicycle paths along the Rio Hondo River offer opportunities for walking, jogging, and bicycling.

Goal PR-5

A comprehensive system of walking, hiking, biking, and equestrian paths and trails that are accessible, safe, and connect to homes, residences, parks, and other community destinations.

Policies

- PR-5.1 **Sidewalks.** Create a network of paths and sidewalks that are safe and accessible to all people, with pedestrian amenities that connect residences to schools, parks, shopping, and public facilities.
- PR-5.2 **Bicycle Paths.** Create a bicycle path network that is consistent with the Circulation Element, and Emerald Necklace Vision, and supports the MTA bicycle hub concept.
- PR-5.3 **Washes.** Support the enhancement and restoration of the six washes and two natural creeks that flow into the Emerald Necklace with linear parks, trails, and green infrastructure.
- PR-5.4 **Equestrian.** Preserve areas suitable for horseback riding, including the Emerald Necklace, and consider additional public easements for the development of equestrian trails.
- PR-5.5 **Public Awareness.** Raise public awareness of the health benefits of walking and bicycling, the safe use of the streets and sidewalks, and the availability of trails, bicycle routes, and greenways.
- PR-5.6 **Downtown.** Support a circulation plan for downtown El Monte which links the City Hall, Main Street, Fletcher Park, the Emerald Necklace, and surrounding residential areas and businesses.
- PR-5.7 **Dialogue.** Initiate and maintain dialogue with Emerald Necklace Coalition members and federal and state governments to coordinate access and maintenance of trails that cross jurisdictional boundaries.
- PR-5.8 **Sites for New Trails.** Seek to develop trails and related facilities for horseback riding, bicycling, hiking, and jogging along the washes that interconnect with open spaces and recreation areas.

6 Circulation Element

Introduction

Vision El Monte... A city where people can easily circulate and safely access community facilities and services by a range of convenient transportation choices, and a city with a transportation system that efficiently connects residents, business, and visitors to the region.

CREATING TRANSPORTATION CHOICES

The Circulation Element is about providing a multimodal transportation system that offers a range of mobility choices to easily, efficiently, and safely move around the City. The Circulation Element is designed to:

- ***Provide a convenient and effective transportation system***—supporting the land uses in El Monte and enabling residents, visitors, and the workforce to move around effectively.
- ***Provide transportation choices***—implementing a multimodal transportation system that includes attractive and viable alternatives to the automobile, including the use of transit, bicycles, and walking.
- ***Provide strong connections***—connecting neighborhoods with parks and open space, schools, retail/commercial centers, employment centers, and civic and institutional uses.
- ***Enhance quality of life in El Monte***—minimizing the adverse impacts of traffic through improved and balanced streetscape design, pedestrian and bicycle amenities, and traffic calming.

PURPOSE OF ELEMENT

Convenient, safe, efficient, and pleasant transportation is essential to the quality of life and a strong economic base in El Monte. The purpose of the Circulation Element is to provide a safe, efficient, and effective circulation system that supports residential, economic, and other uses. It contains the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and facilities envisioned by the Land Use Element of the plan. These requirements are accomplished within the complete streets framework in state law.

The Circulation Element satisfies state law requirements with respect to general plans. It provides a comprehensive approach to local transportation by identifying specific goals, policies, and plans for multimodal transportation in the City that address all private automobile travel, public transit, truck, bicycle, and pedestrian circulation modes. As such, the Circulation Element is also intended to be consistent with and build on the California Complete Streets Act. The Circulation Element does not address public utilities and facilities; these topics are addressed separately in the Public Health and Safety and Public Services elements.

RELATED PLANS AND PROGRAMS

The Circulation Element is related to and consistent with other elements of the General Plan. It supports the City's plans for long-term development expressed in the Land Use Element. It is related to the Economic Development Element in that the safe and efficient movement of people and goods supports a strong economy. It correlates with the Parks and Recreation Element by planning for bicycle, multiuse, and pedestrian paths. The Circulation Element also recognizes that streets present the visual image of the City, and thus its goals are consistent with and support design goals in the Community Design Element.

The Circulation Element is related to public transportation plans prepared by regional transportation authorities. The City's public transportation system is coordinated with plans prepared by the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transit Authority (LACMTA), the South Coast Air Quality Management District, and the Southern California Association of Governments (SCAG). Other regional planning agencies that have a direct impact on the transportation system in El Monte include the Southern California Regional Rail Authority and the Los Angeles Airport and Land Use Commission.

EL MONTE SPEAKS

The Circulation Element's goals, policies, and programs are informed by an extensive outreach program in El Monte. The City of El Monte held community workshops, interviews with elected officials, and discussions with business associations and other stakeholders as part of the General Plan update process. This outreach effort provided an understanding of issues from which a circulation vision for El Monte was drafted. The vision that emerged is one of choices and balance. A convenient, safe, and efficient transportation system needs to not only provide for auto, rail, transit bus, and airport circulation, but also allow people the choice to walk, bicycle, and use public transit as a matter of convenience and efficiency.

El Monte is committed to fostering a balanced and integrated multimodal transportation system that embraces the notion that: streets should be bicycle and pedestrian friendly, fully accessible to people with disabilities, and provide safe linkages to transit centers, employment, schools, commercial centers, neighborhoods, and parks; traffic on city streets should be effectively managed to reduce adverse impacts to neighborhoods; public transit choices should increase the availability of and use of transit; and pedestrian and bicycle connections in the City should encourage walking, bicycling, and access to parks and open space amenities for all.

Important ways to achieve the City's vision for circulation include:

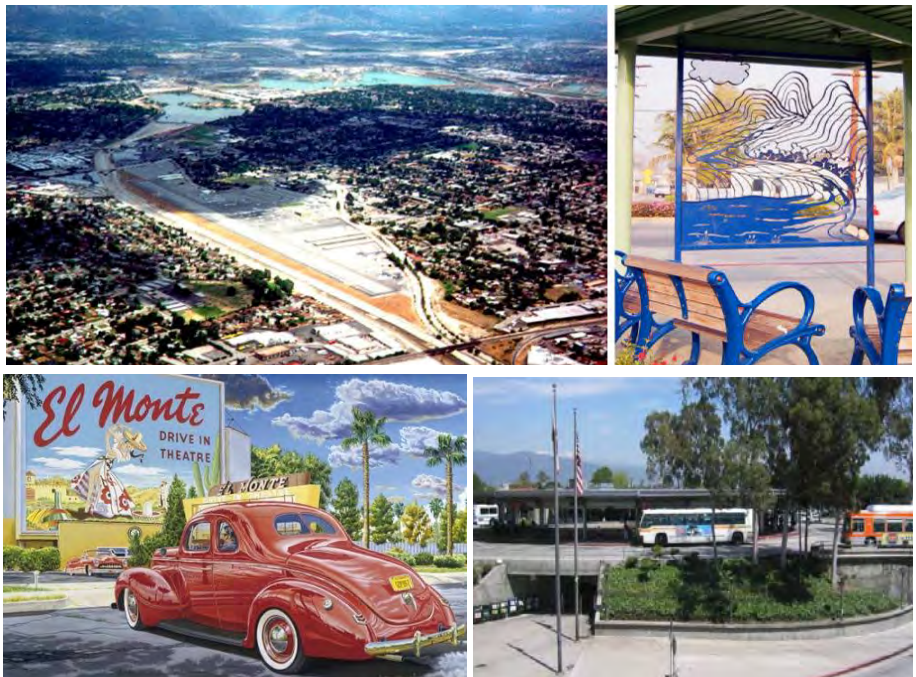
- Work with partners to capitalize on freeway access, regional bus transit, commuter rail, and City fixed-route bus transit to improve mobility and stimulate economic development.
- Design and retrofit roadways where feasible to allow for multiple uses (e.g., bicycling, walking, bus transit, etc.) and improve the aesthetics and safety of roadways.
- Effectively manage the local transportation system, such as truck routes, traffic and congestion, pedestrian safety, at-grade rail crossings, noise, and aesthetics.
- Enhance, adjust, and expand transit services in El Monte to provide convenient transit options and integrate with LACMTA, Foothill Transit, Metrolink, and the future Mid Valley (Ramona-Badillo) Transit Corridor.
- Create a walkable and bikeable city with a network of sidewalks, greenways, and paths that encourage residents to walk, bicycle, and move about El Monte without a car.
- Improve trail connections between the rivers, railroad, and freeway while softening and interpreting the natural edges of the City.

Circulation Context

El Monte has often been referred to as the end of the Santa Fe Trail. The City has always been known both as a place of passage and a destination, and its landscape is defined by its transportation infrastructure. The City of El Monte grew exponentially when the Southern Pacific Railroad built the first tracks through the City in 1873. Main Street was paved in 1906, and one year later, the Pacific Electric “Red Cars” were serving as public transportation for the town. The Red Cars traversed the City from east to west along the Ramona Boulevard corridor for several decades.

During the mid-twentieth century, the City of El Monte was again defined by its transportation infrastructure. Interstate 10 (I-10) and I-605 were extended through and around El Monte, formally ushering in the era of the automobile and significant regional traffic as well. The Army Corps of Engineers built the Rio Hondo and San Gabriel flood control channels that encircle the community. The El Monte Transit Station was developed in the 1970s and is now the busiest bus station west of Chicago. The El Monte Airport was also built during that time.

El Monte’s transportation assets, its role as a transit hub, and the vision for a range of safe, efficient, and pleasant transportation choices will provide the foundation for circulation goals, policies, and programs.



CIRCULATION ISSUES

As the regional transportation hub of the San Gabriel Valley, the City of El Monte faces a variety of circulation issues that affect economic development, the mobility of its residents and workforce, and quality of life in the community. This section provides an overview of key issues as context for understanding the challenges and opportunities in designing an effective, efficient, safe, and multimodal transportation system.

Regional Network

El Monte is home to regional transportation systems. Both I-10 and I-605 surround the City. The El Monte Airport serves recreational fliers and the general aviation community. Freight and passenger rail networks also cross the community and the City is surrounded by regional highways. El Monte benefits from its location and strong regional transit connections, but the regional network also creates challenges for the City's economy, flow of goods, and public safety. This element includes the following priorities for the regional transportation system:

- Support improvements to I-10 and I-605, including high occupancy toll lanes, ramps/interchanges, and traffic management techniques, to improve vehicle flow.
- Work with LACMTA, Foothill Transit, and San Gabriel Valley regional communities for improvement of the Mid Valley Transit Corridor.
- Work with the Alameda Corridor East Authority and other public entities to improve the flow, efficiency, safety, and aesthetics of rail corridors in El Monte.
- Manage truck operations in El Monte to support economic goals, protect residential neighborhoods, improve public safety, and maintain quality of life.
- Support bus transportation to enhance transportation options, including connectivity with regional light rail and regional high speed rail opportunities.
- Work with Los Angeles County to ensure the safe operation of the El Monte Airport and efficient use of general aviation community assets.

Road Network

The roadway system provides the fundamental basis for auto, transit, bicycle, and pedestrian travel—residents depend on it to commute to work, businesses rely on it to reach their customers, and pedestrians rely on fully completed sidewalks to walk to and from school, home, shopping, and

Circulation Element

entertainment. To provide a complete roadway network for these purposes, this element includes (among others) the following priorities:

- Improve freeway access to and from Flair Park, Northwest District, and the downtown; complete missing portions of the local street grid in these areas as well.
- Improve, design, and operate roadways in a manner that encourages multimodal transportation options.
- Ensure that sufficient funding is available to construct, rehabilitate, and improve local roadways.
- Improve connections across the railroads, Interstate 10, Rio Hondo and San Gabriel Rivers, and other infrastructure.
- Design and operate major roadways in El Monte to incorporate, to the extent feasible, the latest in context-sensitive design techniques.

Traffic Management

El Monte has an established land use pattern and transportation network. Few feasible alternatives are available to widen existing roadways to accommodate growth. Moreover, the City also has a high level of regional transportation infrastructure that provides routes for regional traffic to pass through El Monte. In recognition of these limitations, the element provides traffic management policies and programs to:

- Support traffic demand management techniques to reduce automobile trips and encourage bicycling, walking, and use of transit.
- Develop and refine intelligent transportation system strategies to maximize the operational efficiency of roadways.
- Implement tools to reduce and control traffic in neighborhoods and provide safe routes to schools, parks, and activity centers.
- Ensure adequate parking for development projects in the City and support parking facilities where appropriate.
- Coordinate with regional agencies to improve circulation within the community and on regional routes affecting the City.

Public Transit

The City of El Monte is home to significant public transit facilities and services. The El Monte Transit Station (EMTS) is a regional bus hub in downtown with direct access to the El Monte Busway, one of the most successful dedicated bus/high occupancy vehicle (HOV) lanes in the country. Both LACMTA and Foothill Transit operate many routes that run through El Monte and converge on the EMTS. The Metrolink commuter

rail runs east–west through El Monte and stops near downtown. The City also operates a successful local bus service. In recognition of the importance of transit service to El Monte, this element sets forth policies to:

- Pursue strategies to improve intercity transit service with the East San Gabriel Valley communities through the Mid Valley Transit Corridor.
- Expand City transit service to better serve residents who otherwise at the El Monte Transit Station to use the regional transit connection.
- Expand transit services to better serve Flair Park, the Northwest Industrial District, and other areas of the community.
- Pursue strategies to improve the integration of riders using the Metrolink and El Monte Transit Station.
- Increase and/or improve the integration of local and regional bus service through scheduling, increased service, and other means.

Bicycles and Pedestrian Paths

In an urban environment dominated by the auto, the availability of sidewalks, bicycle paths, and trails are just as important. Residents desire to walk and bicycle to work, home, school, and recreational amenities. Walking and bicycling not only provide an alternative to the auto, but also improve the health of residents. However, with the exception of regional bike paths along the rivers, there are no bicycle routes, paths, or lanes in the City. Similarly, more than one-third of the sidewalk network is incomplete. Sidewalks that do exist are often narrow, with limited landscaping and pedestrian amenities. Priorities for the Circulation Element are to:

- Provide a complete network of sidewalks, with dedicated tree-planting areas and pedestrian amenities that link parks, schools, key civic facilities, businesses, and residences.
- Create an interconnected network of highly amenitized and safe bicycle routes that link parks, schools, civic facilities, businesses, and residences in El Monte.
- Integrate the City’s pedestrian and bicycling network with the Emerald Necklace Vision Plan of linear parks and multiuse trails.
- Ensure that residents of all ages can easily and safely walk and bicycle to schools, parks, and amenities in their neighborhoods.



Sidewalks, Paths, and Trails

Sidewalks with ample greenery and shade trees provide an attractive and enjoyable setting for pedestrians.

EL MONTE CIRCULATION PLAN

The Circulation Plan is the blueprint for the development and buildout of the transportation system to support the City's General Plan vision, the Land Use Plan, economic development goals, and other general plan priorities. This section describes the City's transportation network, functions of travel corridors, and the Circulation Plan (Figure C-1).

Roadway Types

The Circulation Plan is built on a hierarchy of roadways and intersections that differ in design, primary function, and intended use.

- **Major Arterials.** These streets carry traffic from one part of the City to another and connect to the highway system. Arterials carry the highest volumes of traffic at the highest speeds, with limited interference to traffic flow. Major arterials typically function as truck routes and emergency response routes. However, they are not exclusively auto-dominated streets; they may serve as major transit corridors and need to accommodate convenient and safe pedestrian travel.
- **Secondary Arterials.** Secondary arterials carry traffic from one part of the community to another and connect to major arterials. Secondary arterials typically carry lower volumes, principally local traffic, and are used for shorter trips to activity centers, jobs, residences, schools, and other local destinations. Secondary arterials are often used for transit, bicyclists, and pedestrians. Depending on the roadway width, trucks may have limited access to secondary arterials.
- **Collectors.** Collector streets are intermediate routes; they connect residential neighborhoods to each another and neighborhoods to commercial and other districts in El Monte. They collect traffic from local streets in residential neighborhoods and channel it onto arterials. Collector streets may also carry local transit service. Finally, collectors often serve as the primary bicycle routes in the community and also accommodate pedestrian travel. Most collector streets have two lanes.
- **Local Streets.** Local streets serve local land uses, typically residential neighborhoods, and provide direct access to individual parcels. Local streets typically carry the lowest volume of traffic, which is nearly exclusively local traffic. Local streets, being the primary means for residents to get around their neighborhood, should also accommodate bicycles and local pedestrian circulation. Speeds on local streets are relatively low, and on-street parking is often permitted. In some cases, however, local streets serve commercial and industrial uses.

Functional Purpose of Primary Local Travel Corridors

The Circulation Plan is structured to achieve a balance for all transportation modes. Where feasible, streets have been designed to accommodate a variety of modes. However, there will be certain emphases placed on different streets depending on their location, relation to activity centers, and design. Local travel corridors are defined below:

- ***Auto Corridors.*** Auto corridors are most frequented by autos. The principal corridors for auto travel in El Monte are Lower Azusa Avenue, Valley Boulevard and Garvey Avenue in the east–west direction, and Rosemead Boulevard, Baldwin Avenue, Santa Anita Avenue, and Peck Road in the north–south direction. These streets will also comprise most of the truck route system in El Monte. Other key streets will be secondary corridors for auto travel, and in certain cases will support travel by other modes.
- ***Transit Corridors.*** Transit corridors refer to streets that are designated for transit (bus) use. Primary transit corridors are expected to carry the highest levels of transit service, particularly regional bus service, with the highest number of bus routes and the highest frequency of service. The most significant transit corridor in the City is Garvey Avenue, with direct service to Downtown Los Angeles, Long Beach, Norwalk (to the Green Line Station), and Pomona. Other important transit corridors include Santa Anita Avenue, Ramona Boulevard and Valley Boulevard.
- ***Truck Routes.*** Truck routes are the primary routes for truck traffic. Truck routes are focused onto principal travel corridors that support commercial and industrial activities. Controlling and limiting trucks help prevent them from intruding into neighborhoods and traveling on streets not designed to accommodate them, reduce diesel and particulate emissions near sensitive land uses, control noise and vibration, and improve quality of life in the community.
- ***Bicycle and Pedestrian Corridors.*** Two green corridors are proposed in El Monte—one generally parallel to I-10 that connects the Rio Hondo Channel to the San Gabriel River, and a north–south corridor along Tyler Avenue. These two corridors will provide the backbone for bicycle and pedestrian circulation in El Monte and provide good access to downtown El Monte. Connected bike paths and bike routes, defined later in this element, will connect neighborhoods, schools, parks, open space, and retail/commercial and institutional areas.

Table C-1 provides a summary of the City of El Monte’s circulation plan.

Circulation Element

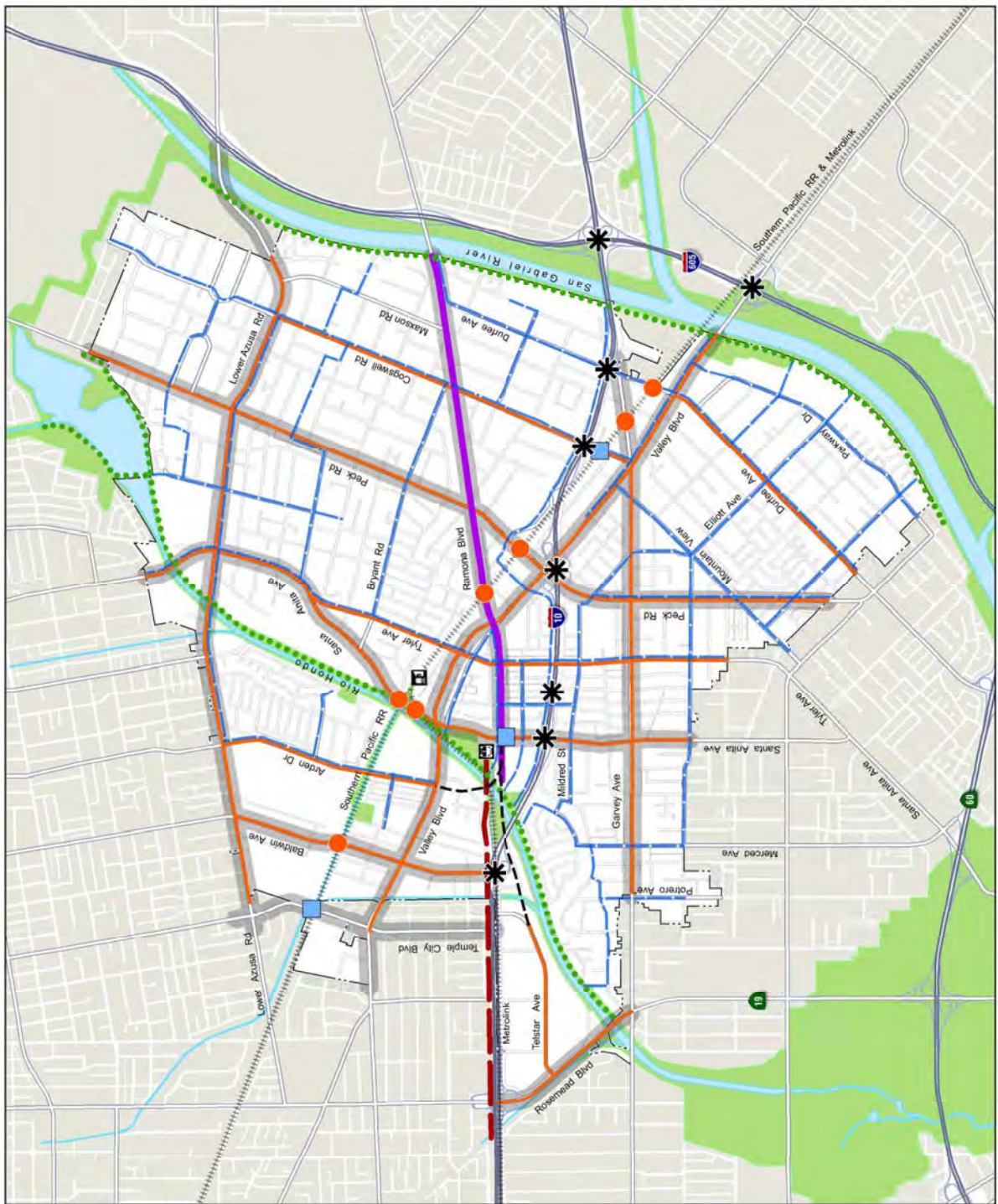
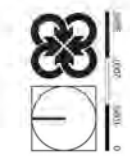
Table C-1 Summary of Functions of Key City Roadways

Street	Roadway Type	Function			
		Auto	Truck	Transit	Bicycle
Lower Azusa Rd (entire length)	Secondary Arterial		Yes	Secondary	Bike Route (see map)
Bryant Rd Santa Anita to Cogswell	Collector Street		No	No	Bike Route
Valley Blvd (entire length)	Major Arterial	Principal	Yes	Primary	Bike Route (see map)
Ramona Blvd (entire length)	Secondary Arterial		Yes	Primary	Bike Route (see map)
Mildred St (entire length)	Collector Street		No	No	Bike Route
Garvey Ave (entire length)	Major Arterial	Principal	Yes	Primary (see map)	No
Mountain View Rd Peck to Valley	Collector Street		No	No	Bike Lane
Rosemead Blvd (entire length)	Major Arterial	Principal	Yes	Primary	No
Baldwin Ave (entire length)	Major Arterial	Principal	Yes	Secondary	No
Arden Dr (entire length)	Secondary Arterial		No	Secondary	Bike Lane
Santa Anita Ave (entire length)	Major Arterial	Principal	Yes	Primary	Bike Route (see map)
Tyler Ave (entire length)	Secondary Arterial		No	Primary	Bike Lane
Peck Rd (entire length)	Major Arterial	Principal	Yes	Secondary	Bike Route (see map)
Cogswell Rd (entire length)	Collector Street		No	Secondary	Bike Route
Durfee Rd South of Valley North of Valley	Secondary Arterial Collector Street		No No	Secondary No	Bike Lane Bike Lane
Potrero Ave South of Valley	Collector Street		No	No	Bike Route (see map)
Merced Ave (entire length)	Collector Street		No	No	Bike Lane
Central Ave South of Valley	Collector Street		No	No	No

Figure C-1 provides a visual summary and conceptual illustration of the above discussion. The El Monte mobility map is the City’s multimodal circulation plan. The goals and policies section that follows the mobility map describes each component of this circulation plan.

Figure C-1 Circulation Policy Plan

- Truck Routes
- Interchange Improvements
- Multipurpose Trail
- Bike Lane/Street
- Mid Valley Transit Corridor
- El Monte Bus Station
- El Monte Bus Line
- Transit Street
- Proposed Connection
- MetroLink Station
- Rail Corridor
- Grade-Separated Crossing
- Desired Grade-Separated Improvements



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Function of Primary Regional Travel Corridors

Whereas the local roadway corridors provide the primary mode of travel within the community, the City of El Monte is linked to the greater metropolitan area by other transportation routes. As described below, regional transportation routes include the Metrolink passenger rail lines, San Gabriel Airport, Union Pacific Railroad, and freeways.

The following provides a general discussion of each regional corridor:

- ***Freight Corridors.*** A Union Pacific Railroad (UPRR) main line travels east–west through the City, north of Valley Boulevard. Approximately 35 freight trains pass daily through El Monte. With the improvements to the Alameda Corridor, the number and frequency of railroad freight trains are expected to significantly increase in the future. According to the Alameda Corridor-East Project (ACE), a total of six grade separation crossings are identified for El Monte. The most recent ones completed are the Ramona Crossing (completed in 2008) and the Baldwin Crossing (completed in 2015).
- ***San Gabriel Valley Airport.*** The San Gabriel Valley Airport, a general aviation airport, is located in the City of El Monte. The County of Los Angeles owns and operates the airport. As a general aviation airport, the airport supports regional and general aviation operations. The 1995 County of Los Angeles El Monte Airport Master Plan (the name was changed to the San Gabriel Valley Airport in 2014) calls for the airport to maintain its role as a general aviation airport. Refer to the Land Use Element for discussion of consistency with the county’s airport land use plan and the Public Health and Safety Element for airport safety.
- ***Metrolink Line and El Monte Busway.*** The Los Angeles to San Bernardino Metrolink commuter rail line runs east–west through the center of the City, with a rail station on the northeast part of downtown El Monte. The City of El Monte also has an elevated and dedicated busway that extends from the El Monte Transit Center to Interstate-10. This transitway is one of the most successful and long-lasting dedicated bus/HOV-lane facilities in the country.
- ***Freeways.*** The City of El Monte is bisected by Interstate-10 and is accessed at key arterials, namely Valley Boulevard, Durfee/Garvey Avenue, Santa Anita Road, and Peck Road. Interstate-605 frames the City’s eastern border. Rosemead Boulevard, a state highway, borders Flair Park on the City’s western border. These freeways and state highway provide excellent access to destinations through the Los Angeles metropolitan region.

Goals and Policies

The goals and policies section is organized into five issues, addressing different aspects of El Monte’s circulation system. After discussion of each issue and its importance to El Monte, City goals and policies are presented to further the community’s transportation vision.

CONNECTING EL MONTE TO THE REGION

Transportation planning in El Monte is linked to the regional transportation context. El Monte’s mobility plan is designed to maximize the City’s power to effect positive change within its boundaries as well as to positively influence transportation patterns and routes beyond the City’s boundaries that ultimately affect transportation patterns in the community.

Freeway Access

The General Plan calls for the intensification of three business districts—Flair Park, the Downtown, and Northwest Industrial District. Combined, these districts provide the majority of employment in El Monte and a significant share of general fund tax revenues. As indicated in the Economic Development Element, the key to improving El Monte’s economy is increasing the business value of an El Monte location. Well-connected and integrated circulation is the key to improving these areas.

The City of El Monte’s key economic and employment centers are separated by I-10, the Rio Hondo Channel, and local roadways. Moreover, several districts are bisected by regional transportation infrastructure, including freight railroads and the Metrolink line. The General Plan proposes to intensify and redevelop these regional centers to further economic and employment development goals. Certain improvements to the regional freeway infrastructure are desired to support these goals.

Passenger Rail/Transit

As a transportation hub in the San Gabriel Valley, the City of El Monte supports the expansion of regionally significant infrastructure projects to improve transit use. LACMTA will be significantly expanding its regional bus service and plans to expand the bus terminal in El Monte to accommodate growth. To support that effort, the City is undertaking feasibility studies to create a rapid transit line, the Mid Valley Transit Corridor, that will run from the El Monte Transit Station eastward via Ramona Boulevard and Badillo to cities in the east San Gabriel Valley.

El Monte is also served by Metrolink, the regional commuter rail system, and there is a rail station in the downtown area that is about one mile from the transit center. To support SCAG's Compass Blueprint growth strategies and regional air quality goals, the City supports the linking of the Metrolink station to the El Monte Gateway to promote intermodal use. This can be achieved through the improvement of service connections between both locations and consideration of other strategies.

Freight Movement

Freight movement is an essential need for businesses in El Monte. Trucks are allowed to make deliveries to and from businesses or their various customers in the community pursuant to any regulations contained in the City's Municipal Code. With respect to trucks that pass through El Monte, but do not serve local needs, the General Plan designates truck routes where the roadway design is sufficient to accommodate large vehicles and the adjacent land uses require truck accessibility to deliver goods and materials.

Freight movement by rail is an important issue in El Monte. The Union Pacific Railroad operates a main line that runs through El Monte. The Alameda Corridor project is projected to double the rail traffic along this line. Although the City has several grade-separated crossings, additional grade separations are desired to allow for unimpeded auto, truck, and transit passage along the north-south roadways in El Monte. The City is working with the Alameda Corridor East Authority (ACE) on such projects.

Airport

El San Gabriel Valley Airport, a general aviation airport, is located in El Monte and owned and operated by the County of Los Angeles. The San Gabriel Valley Airport is a single-runway airport and primarily used for recreational and training purposes. Other uses include "touch-and-goes" and, to a lesser extent, company business, personal business, and governmental uses. The airport is surrounded by fully developed sensitive land uses that include residences, schools, and other commercial and industrial uses.

The 1995 County of Los Angeles El Monte Airport Master Plan (the name was changed to the San Gabriel Valley Airport in 2014) for the airport indicates that the location of the airport presents problems in terms of land use compatibility and facility expansion potential and restricts both aircraft and airport operation flexibility. Under these constraints, the Master Plan anticipates that the operational role of the El Monte Airport will remain primarily for recreational and training purposes and, to a lesser extent, other uses as previously indicated.

Regional Improvements

In addition to improvements required to mitigate traffic impacts resulting from implementation of the Land Use Plan, the City of El Monte also desires that certain additional regional transportation projects be pursued. These projects are of regional significance because: they are tied to regional employment centers; they require the crossing of county, state, and federal jurisdiction; and/or they benefit a significant number of people living throughout the region. The City also recognizes that funding for the projects has not yet been allocated and, furthermore, the review, approval, and implementation of the projects are not under the jurisdiction of the City. However, the City recognizes the benefits these projects will produce for the region and the City and is highly supportive and an advocate for implementation of these transportation projects.

Table C-2 and Figure C-2 highlight the major regional transportation improvements desired by the City of El Monte.

Table C-2 Regional Mobility Improvements in El Monte

<i>Regional Improvement Project</i>	<i>Business Districts</i>			
	<i>El Monte Downtown</i>	<i>Flair Park</i>	<i>Northwest Industrial</i>	<i>Auto District</i>
Freeway Access				
Baldwin Interchange Improvement		■	■	
Santa Anita Interchange Improvement	■			
Durfee/Garvey Interchange Improvement				■
Valley Blvd Interchange Improvement				■
Rail Access				
Baldwin Avenue Grade Separation			■	
Temple City Blvd. Grade Separation			■	
Cogswell Grade Separation				
Transit Access				
Relocate Metrolink	■	■		
Mid Valley Transit Corridor	■	■		
Join Ramona Boulevard and Telstar	■	■		
High Occupancy Toll Lane Project	■	■	■	
Source: City of El Monte				
Note: These improvements are subject to feasibility studies.				

Figure C-2 Regional Roadways

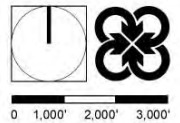


Roadways

- Backbone Street System
- - - Proposed New Connection
- == Freeways
- * Key Ramp/Interchange Improvements
- ▭ Truck Routes
- ▨ El Monte Airport

Transit

- ▬ Mid Valley Transit Corridor
- ☎ El Monte Busway/Transit Station
- ☎ Metrolink/Station
- Southern Pacific Railroad
- Grade-Separated Crossing
- ▭ Desired Grade-Separated Improvements



Circulation Element

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Goal C-1

A regional freeway, rail, and airport transportation system that meets the needs of business, facilitates efficient movement of goods, and minimizes adverse effects on El Monte's residential neighborhoods.

Policies

- C-1.1 **Freeway Improvements.** Support implementation of the high-occupancy toll lane and congestion pricing plan along I-10 to improve mobility, reduce traffic congestion, and improve air quality in and around El Monte.
- C-1.2 **Access to Downtown.** Support implementation of the Mid Valley Transit Corridor and associated improvements along Ramona Boulevard and across the San Gabriel River to the City of Baldwin Park and improve connection to the El Monte Transit Station to increase ridership and coordinate transit services.
- C-1.3 **I-10 Access in the western portion of El Monte.** Work with Caltrans and support improvements to roadway and transit access to and/from Interstate 10 at Baldwin Avenue that will help serve the Northwest Industrial District and Flair Park.
- C-1.4 **I-10 Access in the eastern portion of El Monte.** Work with Caltrans and support improvements to roadway and transit access to and from Interstate 10 (from the west) on the east side of the City in the vicinity of Durfee and Garvey.
- C-1.5 **Freight Movement.** Improve freight movement by focusing regional and truck through-traffic onto designated truck route corridors. Coordinate with Alameda Corridor East Authority (ACE) to eliminate at-grade railroad crossings in El Monte, wherever feasible.
- C-1.6 **Support Regional Improvements.** Coordinate with regional authorities and adjacent jurisdictions to address the impact of trips originating outside of and passing through the City.
- C-1.7 **Traffic Mitigations.** Require cost of transportation mitigations and improvements needed for new development to be borne by applicants. For mitigation required for regionally significant projects, developers shall pay a fee to help fund a project-specific report.

LOCAL ROADWAY NETWORK

Providing and maintaining a roadway system that is efficient and safe, serves all El Monte, and supports a multimodal transportation system is a goal of the Circulation Element. The Circulation Element seeks to achieve a balance in the use of roadway space and ensure that city streets are walkable, bikeable, and pedestrian friendly. Moreover, attractive and pedestrian-friendly streets are needed to enhance our quality of life.

Roadway Design

The City of El Monte is almost completely built out; roadway widening is not possible without taking considerable property and right-of-way, which is not a practical or desirable proposition in the City. In many areas and along many corridors, the adjacent buildings and land uses will not change for many years. Given the inability to widen many streets, the Circulation Element anticipates that the existing roadway cross-sections will remain on most streets in the City.

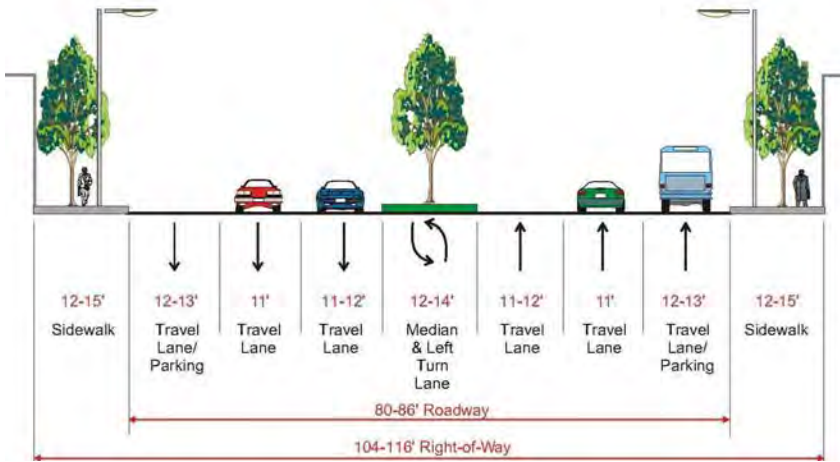
After decades of planning for the automobile or truck, context-sensitive design has become a more prominent consideration in transportation planning. The design and operation of streets should not only relate to their function, but be sensitive to the desired nature and scale of adjacent land uses and the districts they pass through. This is particularly important on commercial and neighborhood streets where traffic volumes and speeds will need to be managed to be consistent with the type and intensity of adjacent land uses.

Therefore, although existing street widths will remain, the roadway standards in this plan provide for wider sidewalks than currently exist in most locations to make streets more pedestrian friendly. Roadway standards are thus in many cases stated as ranges for lane widths, roadway widths, and right-of-way widths to provide flexibility to accommodate existing roadway widths, provide for enhancements where feasible, and allow the characteristics of different roadways to be tailored to their unique circumstances for the most efficient use.

Street standards for each street type are shown in Figures C-3a to C-3d. Although not conveyed by street cross-sections, aesthetics is also an important consideration in roadway design. The Community Design Element provides additional guidance on roadway aesthetics.

Figure C-3a Major Arterials

Major Arterial 6L - Mid-Block and Regular Intersection



Major Arterial 4L

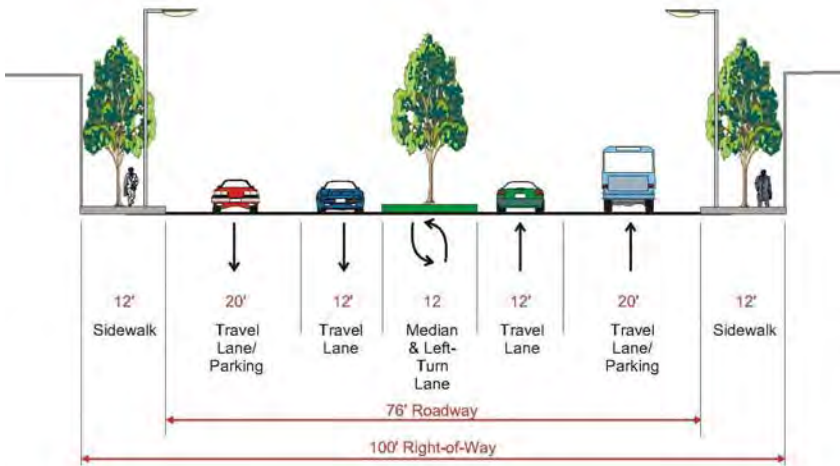


Figure C-3b Secondary Arterials

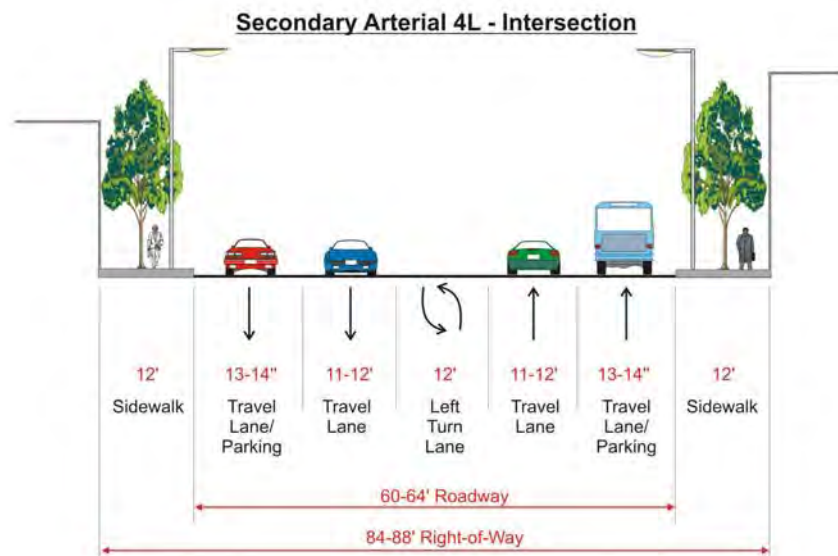
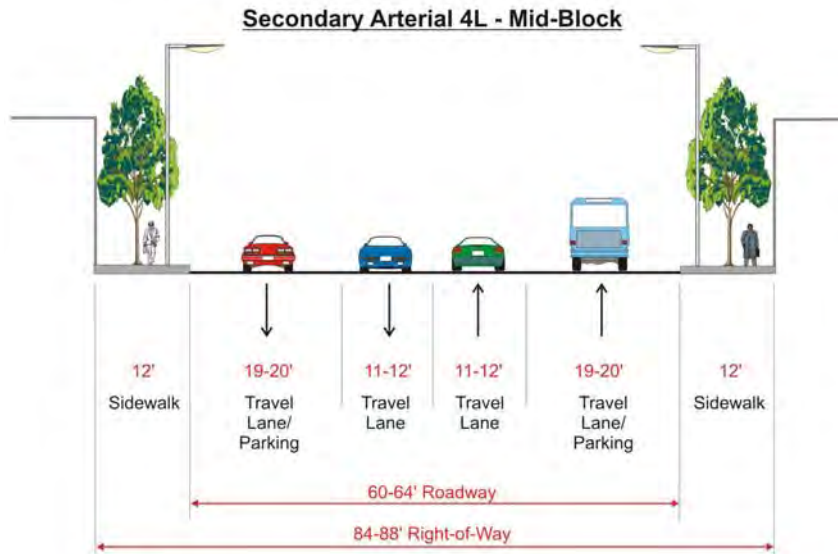
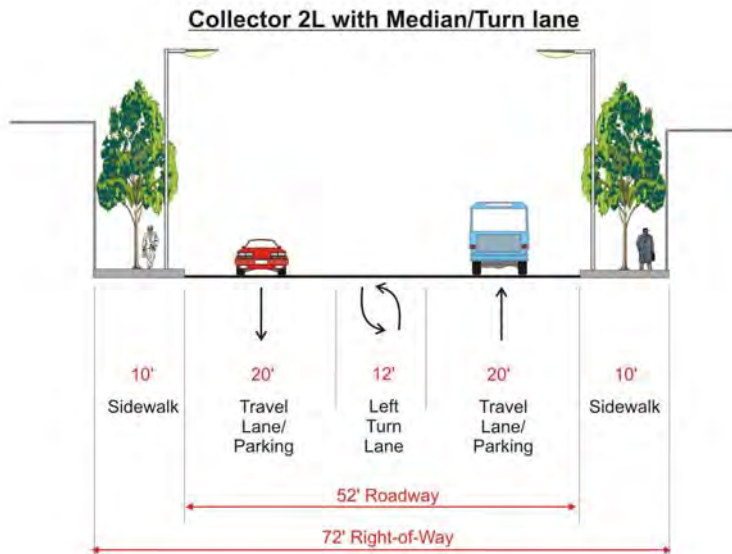


Figure C-3c Collector Streets



Collector 2L - No Median or Turn-Lane

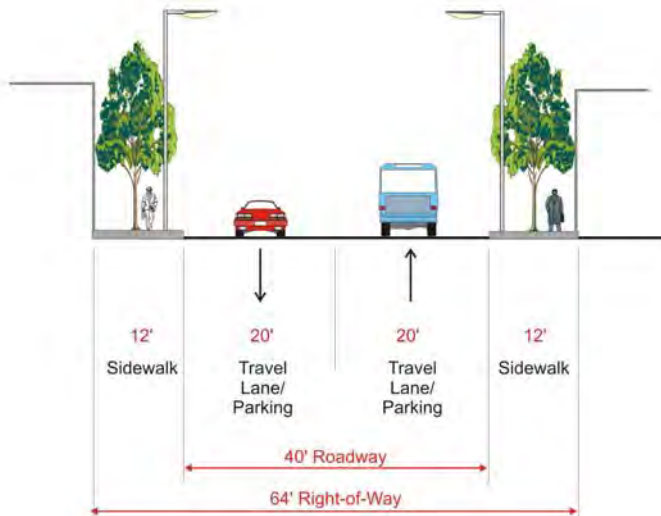
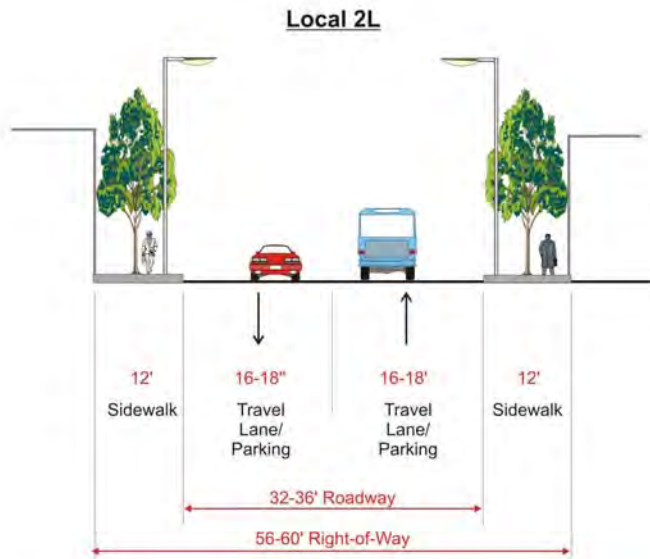


Figure C-3d Local Street



Roadway Performance Standards

Traffic conditions are often rated according to level of service (LOS). LOS describes the efficiency and quality of traffic operations and is measured at intersections or along road segments. Operating conditions are described on a scale from LOS A (excellent condition) to LOS F (very poor condition). Level of service definitions are summarized in Table C-3.

Table C-3 Level of Service Standards

<i>Level of Service</i>	<i>Description of Traffic Condition</i>	<i>Volume/Capacity Ratio and Intersection Delays</i>
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601–0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701–0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801–0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901–1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	> 1.001

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

Note: LOS standards are used to monitor traffic conditions and to assess impacts of new development. Because LOS standards apply only to vehicular mobility and do not account for walkability or other modes, they are not the sole criteria for judging transportation system performance. Pedestrian walkability, convenience, livability, transit access and operability, and aesthetics are also used.

Roadway Improvements

The basis of mobility in El Monte is the roadway system. The General Plan identifies two primary areas where roadway improvements are needed to complete missing portions of the grid. The City's local roadway network and prepared improvements are shown in Figure C-4.

- **Study Area #1.** Special Study Area 1 is approximately bounded by the west City limit, Valley Boulevard, Santa Anita Avenue, and I-10 / Rio Hondo Channel. This area comprises the lower portion of the Northwest Industrial District. Traffic studies prepared for the General Plan demonstrate that several intersections, state highway segments, and freeway ramps are operating at deficient levels and that further intensification pursuant to the land use plan will affect these roadways further. The EIR proposes mitigation measures to address these concerns. Moreover, the General Plan proposes that a detailed feasibility study and Northwest circulation study be conducted in Study Area 1 to determine long-term solutions for this area.
- **Study Area #2.** Special Study Area 2 is a portion of downtown El Monte bounded by Santa Anita Avenue, Valley Boulevard, Tyler Avenue, and Ramona Avenue. Traffic studies prepared for the General Plan demonstrate that several roadways, state highway segments, and freeway ramps are operating at deficient levels and that General Plan buildout will affect these further. The EIR proposes mitigation measures to address these concerns. Moreover, the General Plan proposes that a detailed feasibility study be conducted in Study Area 2 pursuant to the "Plan to Improve Traffic Safety and Circulation in El Monte" (November 2006) to improve the safety and comfort of nonmotorized users (bicycles and pedestrians) in this area.

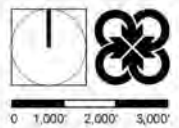
Roadway Aesthetics

Major thoroughfares are gateways and contribute to the character of the districts they traverse. Coordinated and lush street landscaping and improvements define and enhance primary corridors, soften the transition between commercial and residential areas, and create a pleasant residential setting in neighborhoods. The Community Design Element sets forth a program to improve street aesthetics. This includes policies to: 1) define the image and identity of major corridors in the community; 2) incorporate a wide variety of public landscaping; 3) coordinate signage and lighting to improve consistency and aesthetics; and 4) consider the functional needs of the roadway in its design and operation. The Community Design Element also sets forth policies to guide the design of streetscapes in major districts.

Figure C-4 Roadway Classification



- Major Arterial
- Secondary Arterial
- Collector
- - - Proposed New Connection
- (4) Number of Lanes (Exc. Turn Lanes)
- SA-1 Special Study Area #1
- SA-2 Special Study Area #2



Circulation Element

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Goal C-2

Provide and maintain an efficient roadway system that supports multimodal transportation, serving all parts of El Monte.

Policies

- C-2.1 **Balance the Roadway System and Land Uses.** Provide a safe and efficient street system to support the City’s mobility goals for all transportation modes and the General Plan goals.
- C-2.2 **Roadway Performance Standards.** The City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:
- Intersections/roadways at, or adjacent to, freeway ramps
 - Intersections/roadways on major corridors and transit routes
 - Intersections/roadways on truck routes
 - Intersections/roadways in or adjacent to commercial districts
- These standards may require, but are not intended to mandate, roadway and/or intersection widening. They are a policy goal and shall be used to monitor traffic conditions to assess the impacts of new development. As LOS standards apply only to vehicles and do not account for walkability or other modes, they shall not be the sole criteria for judging transportation system performance. Pedestrian walkability and convenience, livability, transit access, operability, and aesthetics shall also be performance criteria.
- C-2.3 **Fully Developed Street System.** Fully develop the street system in the City by adding to the missing street grid or reconfiguring the existing street grid in the west-central part of the City, Study Area 1, to help ensure efficient traffic flow.
- C-2.5 **Context-Sensitive Street Standards.** Design and operate streets and intersections to be sensitive to adjacent land uses and districts and to all roadway users, including transit, bicycles, and pedestrians, where appropriate.
- C-2.6 **Roadway Sizing.** Provide appropriate roadway sizing in the City. Where roads are wider than traffic requires, consider converting surplus space to landscaped medians, bike lanes, and wider sidewalks, to make the road more pedestrian and bicycle friendly.
- C-2.7 **Maintain Infrastructure.** Develop and maintain adequate funding sources and maintenance programs for the ongoing maintenance and upkeep of City transportation

TRAFFIC MANAGEMENT

The City of El Monte has an established urban fabric. Street widening is generally infeasible and undesirable for its impact on quality of life. The City's regional transportation infrastructure provides routes for regional traffic to pass through El Monte and impact its streets, and population growth has resulted in an increasing number of trips, further impacting roadways and public safety. Thus, it will be increasingly important to effectively manage traffic operations on City streets and examine ways to accommodate all modes of transportation.

Intelligent Transportation Systems

Nearly every community in southern California faces traffic congestion problems that can no longer be solved through road widening or restriping. The LACMTA periodically prepares a long range transportation plan (LRTP) to address regional transportation challenges. A key component of the LRTP is the traffic system management program, which defines the LACMTA's support for intelligent transportation system improvements on regional arterials to improve traffic flow and cost-effectively enhance arterial capacity where roadway widening is not possible.

El Monte participates in the San Gabriel Valley Transportation Forum (SGVTF) to address the creation of an ITS. The SGVTF's purpose is to design, develop, and deploy an advanced traffic management system specifically so that traffic signals can be synchronized and ITS can be integrated across jurisdictional boundaries. Synchronizing traffic signals along arterials and optimizing signal settings will result in smoother traffic flows and reduced idling. This in turn reduces fuel use, saves travel time, diminishes wear and tear on vehicles, and reduces vehicular emissions.

The City of El Monte is committed to exploring and utilizing feasible technologies in traffic detection and operational management. This could entail traffic monitoring, signal coordination, traffic signal synchronization, bus priority schemes, dynamic electronic signage, and smart pedestrian crossings. The Element proposes policies to support ITS and programs to develop and implement a system for El Monte in conjunction with neighboring communities in the San Gabriel Valley. Policies are also included for the City of El Monte to pursue both the development and implementation of a Traffic Management System.

Neighborhood Traffic

As regional and local traffic increases, through-traffic can seek alternative routes, which can impact residential neighborhoods in El Monte. This occurs when drivers divert from congested arterial roadways to local and collector roads. Cut-through traffic lowers the level of service in El Monte and increases safety hazards, especially around schools and parks. Speeding is a common problem on some local streets, creating unsafe conditions for residents and unacceptable noise levels.

The first and key strategy for keeping through-traffic out of residential neighborhoods is to effectively manage traffic on arterial roadways, so there is no incentive for traffic to divert through neighborhoods. Since speeding also contributes to safety hazards, programs to manage traffic volumes and speeds to appropriate levels in the neighborhoods are equally important. These techniques usually need to reflect specific local neighborhood circumstances rather than generic solutions. This element recognizes the importance of traffic calming and identifies actions for a process for developing neighborhood traffic management programs where appropriate.

Safe Route to Parks and Schools

Schools and parks in El Monte are located in residential neighborhoods to allow most students to walk to school. Many parents drop off and pick up children from school in cars. This may be due to convenience, the lack of complete sidewalks connecting residences and schools, and safety considerations. The same issues arise at well-used local parks and recreational facilities. This can often result in unique congestion problems on local streets that are not designed to handle large, peak-hour loading queues at schools, parks, and recreational facilities.

The City of El Monte encourages walking and bicycling to and from schools and parks and reducing congestion in areas surrounding public facilities. The City of El Monte is committed to working with school districts to provide accessible pedestrian routes from neighborhoods and to provide crossing guards at critical intersections to facilitate safe passage for children. Moreover, the City is committed to completing its sidewalk network and working with neighborhoods and the community to install traffic-calming devices to encourage walking and bicycling to parks.

Goal C-3

A well-managed traffic management system that maximizes the operational efficiency of existing roadways, encourages a balance of transportation modes, and improves the safety and livability of neighborhoods.

Policies

- C-3.1 **Operational Efficiency.** Maximize the operational efficiency of the arterial roadway system with the implementation of traffic management and traffic signal operations measures without adversely impacting transit, bicycles, and pedestrians.
- C-3.2 **Traffic Flow Management.** Manage traffic flow on roadways for appropriate vehicle speeds, calm traffic in the City, and protect neighborhoods from traffic intrusion. Apply appropriate techniques to control the volume and speed of traffic consistent with land use policy, sensitive uses, and other concerns.
- C-3.3 **Neighborhood Traffic.** Work with community representatives, neighborhood groups, businesses, and residents to develop creative strategies to address traffic, congestion, and transportation issues unique to neighborhoods or districts.
- C-3.4 **Safe Routes to Schools.** Work with school districts to identify safe routes to all schools, enabling better school access by cyclists and pedestrians. Support safe drop-off and pick-up zones around schools during the morning and afternoon peak hours.
- C-3.5 **Through Traffic.** Work with adjacent cities, the County of Los Angeles, and other government entities to minimize the adverse traffic impacts on El Monte streets from traffic originating outside the City and passing through the City.
- C-3.6 **Traffic Signal Management.** Pursue development and implementation of a Traffic Management System, with a traffic management center in the City or a joint center with adjacent jurisdictions and/or the County of Los Angeles, to coordinate and manage the City's traffic signal system, integrate operations on City streets, and implement advanced traffic management technologies where appropriate.

TRANSIT ALTERNATIVES

Few cities in the San Gabriel Valley are so profoundly affected by transit. El Monte's early years were influenced by the railroad; the town grew exponentially when the Southern Pacific Railroad built the first tracks through the City in 1873. Main Street was paved in 1906, and one year later the Pacific Electric "Red Cars" were serving as public transportation for the town. The Red Cars traversed the City from east to west along the Ramona Boulevard corridor until the tracks were replaced in the 1950s. Today, El Monte is home to significant transit facilities and services that will continue to play a critical role in the future of the community.

El Monte Gateway and Station

The City of El Monte is home to the El Monte Transit Station, a regional bus hub with direct access to the El Monte Busway on I-10. One of the most successful and long-lasting dedicated bus/HOV facilities in the country, the busway runs from El Monte to Downtown Los Angeles. Both the LACMTA and Foothill Transit operate bus routes that converge at the El Monte Transit Station. The federal government is funding a demonstration project to convert HOV lanes along I-10 into high-occupancy toll lanes, whose revenues will fund a bus maintenance facility in El Monte. They will also fund reconstruction of the transit station and double the size of the bus terminal. The City has adopted a Specific Plan for a regionally significant, mixed-use community that integrates transit, housing, retail, business, and entertainment.

Metrolink

The City of El Monte is served by Metrolink, the regional commuter rail system. There is a rail station just north of downtown. Metrolink operates on the Southern Pacific Railroad line just north of Valley Boulevard. It offers excellent commuter service, but at the present time, transit connections from the current rail station to the Northwest Industrial District or Flair Park are not direct. The General Plan focuses on intensified job growth, particularly in Flair Park, where several thousand additional jobs are anticipated. As part of the full development of the Transit Station, the City supports the improvement of transit connections from the Metrolink station to Flair Park, the Gateway Project, the El Monte Transit Station, and the future Mid Valley Corridor. This offers unparalleled opportunities to develop a truly integrated and full-service transit center that can become a model for the region and nation.



Transit Station

The El Monte Transit Station in downtown El Monte is the busiest bus terminal west of Chicago. Plans call for doubling the size of the bus terminal by the year 2012.



Metrolink

Metrolink provides commuter rail service from the Inland Empire to Los Angeles, with rail stops in downtown El Monte.

Transit Service

Promoting transit service within and to and from El Monte benefits the city in many ways. Transit service helps reduce congestion on roads, improves safety due to the reduction of vehicles on roadways, and decreases the need for costly road improvements and repairs. Moreover, transit service is vital for people who cannot drive, such as seniors, disabled persons, and teenagers and youth and those who choose not to drive. Providing and maintaining a broad range of quality transit alternatives are thus priorities.

The City of El Monte is well served by public transit. LACMTA and Foothill Transit provide numerous routes throughout El Monte and connect residents to destinations throughout the San Gabriel Valley and Los Angeles metropolitan region. These transit providers converge at the El Monte Transit Station, adjacent to the future El Monte Gateway Project. These regional providers serve most areas of the community, except for Flair Park, due to access issues and uncertain delays for congestion. Regional providers also link up with El Monte’s local service.

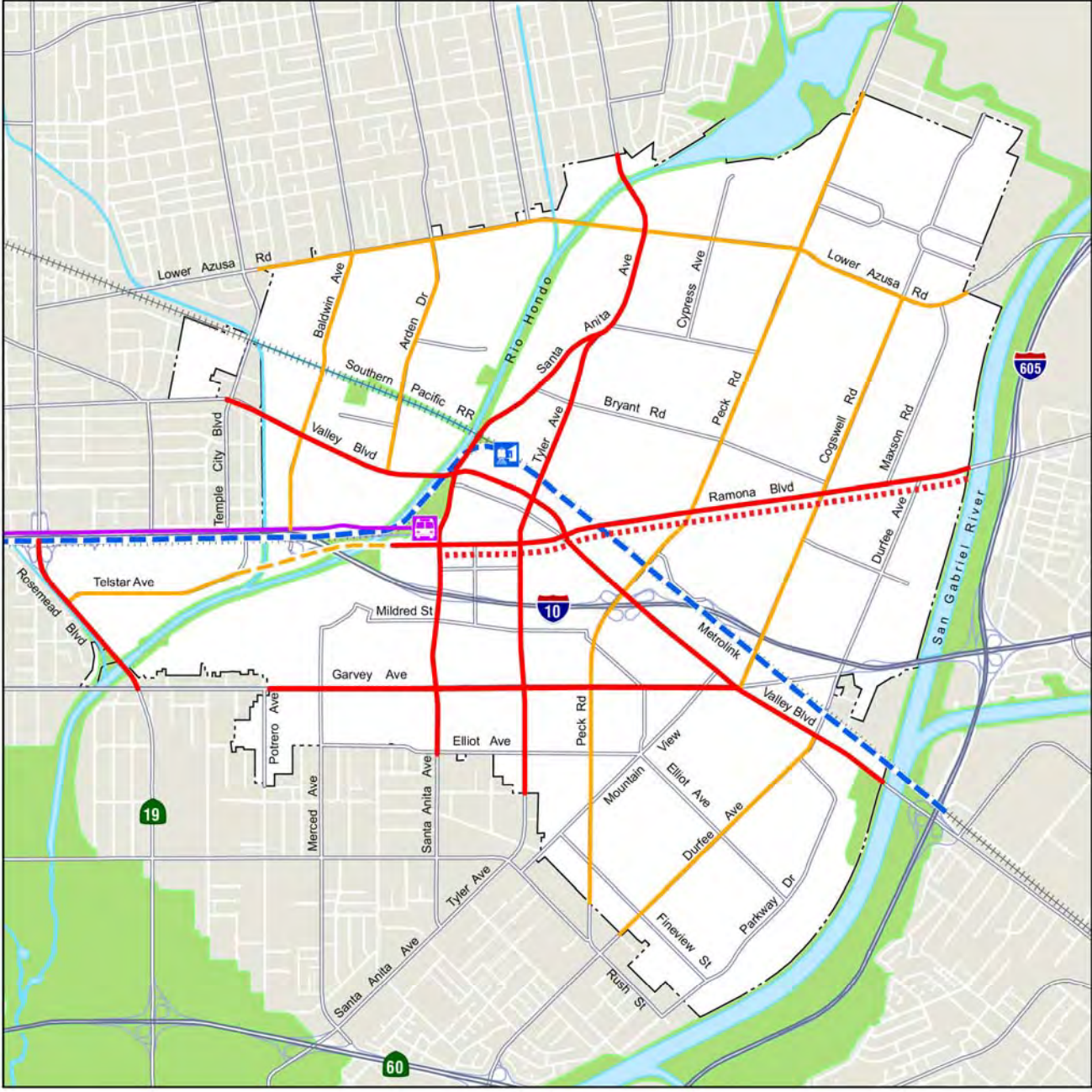
El Monte Transit also operates fixed-route buses that residents can use to visit shopping areas, entertainment, schools, parks, and recreational facilities. All of the routes originate at the Trolley Station, north of Valley Boulevard and west of Tyler Avenue (adjacent to the Metrolink station). El Monte also operates three Express Shuttle routes: the Express Flair Park Shuttle, the Civic Center/MTA Bus Station Shuttle, and Express Mid-Day Flair/MTA Business Park Shuttle. Dial-A-Ride services for seniors and disabled people are also available in El Monte.



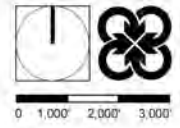
Creating a pleasant environment encourages use of transit alternatives. Quality transit facilities shield bus riders from inclement weather or heat, include refuse receptacles, are well landscaped with flowers and trees, exhibit a balance of functional and decorative designs, and include public art and murals where feasible.

The following goal and policies are directed at improving local and regional transit service in El Monte. Figure C-5 illustrates key transit corridors.

Figure C-5 Transit Corridors



-  Metrolink/Station
-  El Monte Busway/Station
-  Primary Transit Street
-  Secondary Transit Street
-  Proposed New Connection
-  Proposed Mid Valley (Ramona-Badillo) Rapid Transit Corridor



Circulation Element

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Goal C-4

A local and regional transit service that is accessible and safe; connects to homes, residences, parks, and other community destinations; and provides a viable alternative to the use of autos.

Policies

- C-4.1 **Transit Service Coverage.** Provide transit routes that more directly serve residential neighborhoods, and improve transit service to Flair Park that connects to the El Monte Transit Center. Seek to provide transit within a quarter mile of residents and activity nodes.
- C-4.2 **Regional Bus Transit.** Work with LACMTA and Foothill Transit to enhance regional transit connections in the City through additional routes and increased service frequency. Support LACMTA expansion of rapid bus service in the region and particularly on routes serving the City.
- C-4.3 **Enhanced Local Bus Transit.** Continue to adjust and enhance the local transit circulator service in the community, particularly to serve local neighborhoods, schools and parks, key commercial districts, and the regional bus and rail transit stations.
- C-4.4 **Regional Transit Stations.** Support the efficient operation of the El Monte Transit Station and the Metrolink Station, and focus bus transit routes, the bicycle network, and pedestrian corridors to these facilities to maximize potential for transit ridership.
- C-4.5 **Improved Bus Transit Amenities.** Improve amenities at bus stops, including attractive and convenient stops with shade/weather protection, seats, transit information, bus shelters, landscaping, etc., as appropriate.
- C-4.6 **Regional Transit Improvements.** Support the planning, design, and implementation of the Mid Valley Transportation Corridor along Ramona Boulevard and Badillo; coordinate with LACMTA regarding improvements to the El Monte Transit Station.
- C-4.7 **Metrolink Improvements.** Support improvement of connections from the Metrolink Station to the El Monte Gateway Project, Flair Park, and Northwest El Monte through improvements to transit and infrastructure systems as deemed appropriate.



Pedestrian Paths

Wide sidewalks with ample places for shade trees encourage a healthy lifestyle and provide a pleasant route for families and children to stroll

MULTIUSE PATH SYSTEM

As the City of El Monte is committed to encouraging alternatives to the automobile, the provision of walking and bicycling paths and trails are essential parts of the transportation plan. A well-planned sidewalk, bicycling, greenway, and multiuse trail system will not only provide viable alternatives to the auto, but also foster a healthy lifestyle for residents of all ages. Providing safe and pleasant alternatives to the auto will encourage exercise on a daily basis, reduce traffic and emissions, and create a more accessible community for residents, visitors, and workers.

Sidewalks

City recreation surveys show that walking is the most popular activity for residents of all ages. A safe, well-maintained, and complete sidewalk network is fundamental to encourage residents of all ages to walk. Many City streets lack completed sidewalks, particularly in northern El Monte. Sidewalks should also be of sufficient width to accommodate all users, including families with children, people with disabilities, and seniors. Streets should have crosswalks at major intersections that are properly designed, clearly marked and visible, access critical areas (such as schools, parks, and other frequented locations), and have adequate lighting.

Walking can be uncomfortable at certain times of the day or year. Pedestrians benefit from amenities that enhance the walking experience. Ample street trees provide needed shade from the summer sun, particularly for seniors and children. Lush, decorative landscaping along roadways not only improves roadway aesthetics, but creates a sense of calm and beauty that encourages residents and visitors to walk. Providing decorative benches and other features, coupled with the amenities above, is important to encourage walking for people of all ages.

While all City streets should have sidewalks on both sides, they all may not have the same type of sidewalks. Residential streets, collectors, arterials, and major highways should have minimum design standards for sidewalks, but they will differ in design depending on intended use, roadway design, and features along the roadways. Differences in setbacks may also be necessary depending on the speed of vehicles on the street. Fundamental to this process is to design or retrofit streets with the pedestrian in mind, based on the role of the street.

The Circulation Element proposes the creation of a comprehensive pedestrian plan that will allow the redesign and retrofit of the City's circulation system to encourage and foster pedestrian activity.

Bicycling

Promoting alternative modes of transportation and mobility will improve air quality, reduce congestion and frequency of accidents, reduce commute times, and improve the health of residents. This element identifies an integrated network of bicycle routes throughout the City that connect neighborhoods, schools, open space, and major employment, civic, and recreational destinations, including the Emerald Necklace.

Three classes of bicycle routes are envisioned for El Monte. These are Class I Bike Paths or Bike Trails, Class II Bike Lanes, and Class III Bike Routes. Each type is described below. Figure C-6 shows locations of bike routes.

Class I Bike Path or Bike Trail

A Class I bike path is an off-street path that is designated for the exclusive use of bicycles and pedestrians. Cross-flows with motorized vehicles are minimized. While a bike path may be adjacent to a street, it will typically be separated from streets in its own right-of-way. A bike path is paved, while a bike trail is usually an unpaved dirt surface. There are Class I bike paths along the Rio Hondo and San Gabriel River. As part of the implementation of the Emerald Necklace Vision, the City envisions a new east-west corridor that will include a Class I bike path.

Class II Bike Lane

A Class II bike lane is an on-street, striped path designated for the exclusive or semiexclusive use of bicycles, with through travel by motorized vehicles prohibited. Cross-flows by motorized vehicles and pedestrians are permitted. Class II bike lanes are proposed along a number of collectors and secondary arterials, subject to a determination of feasibility. Examples include Mountain View Road, Peck Road, and Tyler Avenue.

Class III Bike Route

A Class III bike route is a signed street providing for shared use of a street by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, the signage warns motorists that bicyclists may share the roadway. Signage includes static signs by the side of the road and stenciled symbols/lettering on the roadway surface. There are Class III bike routes on a number of collectors and secondary arterials in El Monte. Like all other proposed bicycle routes, a feasibility study will need to be conducted to determine the final locations, designs, and use of streets for bike lanes.

Trails

The City of El Monte, unlike many communities in the region, is framed by many miles of flood control channels built by the Army Corps of Engineers. These channels, while providing needed flood control protection, also offer opportunities for trails, bicycle routes, and equestrian uses. In some cases, the County of Los Angeles has already installed limited bicycle routes along these channels. However, as a city committed to providing alternatives to automobile use as well as to promoting the health of residents, El Monte has the opportunity to use these flood control channels to meet its mobility, recreational, and environmental goals.

As described in the Parks and Recreation Element, the Emerald Necklace is a bold vision for the development of a 17-mile loop of parks, greenways, and trails along the Rio Hondo and San Gabriel Rivers that connect 16 cities. The interconnected network of trails and paths fundamental to the Emerald Necklace will provide ample and safe opportunities for walking, hiking, biking, and equestrian use. Multiuse trails will provide direct access into El Monte and surrounding communities along the banks of the Rio Hondo River and San Gabriel River and feeder washes. Trails will also allow direct nonroad connections from residential neighborhoods to the greater downtown area of El Monte, encouraging walking and bicycling.

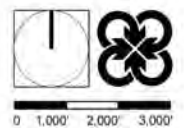
Amenities

As a means to encourage residents and the workforce to utilize multimodal transportation alternatives, the City supports the provision of amenities along bicycle routes, pedestrian routes, and trails. The type of amenities depends on the intended use and location of the pedestrian path, bicycle route, or trail. For instance, interpretive signage and cultural resources are supported for trails surrounding the Emerald Necklace. For pedestrian paths along sidewalks, the walking experience is enhanced through the planting and care of canopy trees, installation of benches, and other pedestrian amenities. Bicycle amenities can include appropriate signage, crosswalks, and bicycle racks and hubs at different points. Individual areas may have additional amenities, such as paths in and around Main Street.

Figure C-6 Bicycle Network



- Class I Bikeway/Trail
- Class II Bike Lane
- Class III Bike Boulevard
- ⋯ Requires New Connection
- ⊙ Existing Connection to River Bike Path
- ⊙ New Connection to River Bike Path (Feasibility to be Determined)
- Bicycle Hub



Circulation Element

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Goal C-5

A connected, balanced, and integrated system of walking, biking, and equestrian paths and trails that is accessible and safe and connect to homes, residences, parks, and other community destinations.

Policies

- C-5.1 **Citywide Bicycle Network.** Develop and maintain a citywide and diversified network of bicycle paths, lanes, and streets that connect to neighborhoods, park and recreational amenities, schools, activity centers, and the Emerald Necklace.
- C-5.2 **Regional Coordination.** Coordinate development of the City’s bike network with adjacent jurisdictions, LACMTA (and its Bicycle Transportation Strategic Plan), Los Angeles County, and the Emerald Necklace, to maximize system connectivity.
- C-5.3 **Bicycle Hubs.** Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes.
- C-5.4 **Bicycle Amenities.** Provide bicycle amenities throughout the City, including items such as bike racks, bike lockers, and traffic signal crossing buttons for bicyclists.
- C-5.5 **Citywide Pedestrian Network.** Establish a citywide network of sidewalks, trails, and paths that connects neighborhoods, schools, open space, and major destinations, where feasible. Coordinate provision of the pedestrian network with adjacent jurisdictions.
- C-5.6 **Pedestrian Amenities.** Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and midblock signalized or well-signed pedestrian crosswalks.
- C-5.7 **Equestrian Trails.** Provide equestrian trails and/or paths in the northeast and southeast areas of the City where feasible and where equestrian ownership, use, and demand warrant. Such improvements should facilitate access to the San Gabriel River.

LAND USE AND TRANSPORTATION PLANNING

El Monte's transportation system does not function in isolation, and travel in the City is generated directly by land uses. It is therefore important that circulation policies and land use policies are consistent and synchronized. Development policies and procedures and building design requirements should be transit friendly and pedestrian friendly and include elements to support transit, bicycles, and pedestrians. Adequate parking, both on- and offsite, is also important. Finally, land use decisions should, where feasible and desirable, take advantage of mass transit options.

Traffic Demand Management

Transportation demand management (TDM) is a general term for strategies and programs that promote the efficient use of transportation systems without adding lanes or widening the roadway system. TDM strategies can help address a variety of traffic problems in El Monte and also provide secondary economic, social, and environmental benefits to the community. Examples of TDM strategies are:

- Carpooling or transit use
- Pedestrian and bicycling routes
- Bike/transit integration
- Encouraging walking and cycling
- Parking management and pricing
- Alternative work schedules

El Monte has one of the highest per capita uses of public transportation. However, use of bicycle and pedestrian routes is much lower. The Parks and Recreation Element, in tandem with the Circulation Element, sets forth a citywide plan for bicyclists and pedestrians. The Land Use Element also contains site and building design policies that reduce or better distribute travel demand throughout the community or support alternatives to the auto. TDM practices would be greatly beneficial in areas of high employment (e.g., Flair Park, Northwest El Monte, and the downtown). El Monte implements a TDM ordinance that requires developers to include a range of transportation demand management program options and features in larger new developments.

Parking Strategies

Managing parking is part of traffic management. Parking deficiencies can cause vehicles to recirculate on public streets, increase traffic volumes and congestion, impede economic development goals, and increase safety hazards. The City's Municipal Code includes parking requirements to ensure there is adequate onsite parking for most residential, commercial, and industrial areas of the community, and the City will continue to apply these regulations to all proposals for new and modified development projects. However, several areas in El Monte present unique parking challenges.

Customers visiting downtown and Main Street use on-street parking during weekdays. The City (and during its existence, the Redevelopment Agency) has created off-street surface parking lots behind Main Street for customer use. It is believed that the development of El Monte Gateway will increase customers to Main Street and that existing public surface parking lots can accommodate the off-street parking demand for the foreseeable future. However, as the downtown area intensifies with new retail, restaurants, mixed-use developments and urban housing project, multilevel parking structures may be needed.

Flair Park is envisioned to have mid-rise professional offices, financial business and hospitality uses facing Interstate-10. Additional uses away from the freeway may include supportive retail, office, creative/incubator space and research/development uses. As land values in the area increase, Flair Park could also benefit from a multilevel parking structure onsite or offsite with a dedicated district shuttle. This would allow more land to be converted to employment- and revenue-generating land uses as opposed to surface and structured parking.

Land Use Strategies

Transit-oriented development (TOD) is moderate to higher-density projects within walking distance of a major transit stop. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use. Transit-friendly land use strategies can reduce congestion, increase mobility, and improve air quality. The City can improve accessibility to rail transit by clustering higher-density residential development around the transit station and downtown. Transit can become more effective as an alternative to the auto if other services and amenities are incorporated into the design of projects. The Land Use Plan concentrates the majority of new development along corridors, Downtown, Flair Park, and the Northwest Industrial District. The downtown area is particularly well suited for TOD in light of the connectivity of the area to high quality and high frequency transit.

Project Mitigation

Table C-4 is a list of locally desired capital and transit improvements projects that the City has submitted to Metro for evaluation in a nexus study underway for the Congestion Management Program (CMP), with the understanding that the full extent of the benefits from these projects on circulation has not been studied or evaluated. However, the various components and strategies purported by the projects have been widely accepted and shown to produce positive environmental, economic development, and congestion relief benefits. The Metro nexus study will assess the feasibility of the replacing the existing credit and debit system with a fee-based system to address traffic impacts resulting from future new development projects. Under the proposal, the model would produce a fair-share, quantifiable impact fee for the City to apply to new development projects to support congestion relief projects.

Table C-4 Desired Mobility Improvements in El Monte

<i>Desired Improvements</i>	<i>Approximate Location</i>
Grade Separations	
Ramona Grade Separation	Santa Anita/Ramona Blvd
Cogswell Grade Separation	Cogswell Road at Fire Station/UPRR
Railroad Intersection Improvement	
Tyler Ave RR Crossing	Tyler Ave at UPRR
Arden Drive RR Crossing	Arden Drive at UPRR
Roadway Widening/Intersection Improvement	
Santa Anita/Valley Intersection	Santa Anita/Valley Blvd
Valley/Ramona Intersection	Valley Blvd at Ramona Blvd
Valley/Peck Intersection	Valley Blvd at Peck Road
Valley/Garvey/Mountain View Int.	Valley/Garvey/Mountain View Road
Roadway Completion	
Flair Park Connector Road	Flair Park/El Monte Bus Station
Gidley Extension	Gidley west of Baldwin to Temple City Blvd
Rio Hondo	Between Telstar & Whitmore connect to Rosemead
Arden Drive	Arden Drive to Esto
Santa Anita/Baldwin Frontage	Frontage road connection Santa Anita and Baldwin Ave
Corridor Improvement (median, landscape, bus shelter, traffic calming, etc.)	
Garvey Corridor	Garvey Ave. between eastern border and Durfee Ave
Santa Anita Corridor	Santa Anita Between northern and southern City limits
Durfee Ave Corridor	Durfee Ave. between I-10 and southern border
Lower Azusa Corridor	Lower Azusa Rd. bet. western and eastern City limits
Peck Rd	Peck Rd. between northern and southern City limits
Valley Blvd (El Monte)	Valley Blvd. between western and eastern City limits
Mountain View Rd	Mountain View Rd. between Valley and South El Monte

Source: City of El Monte

Note: These improvements are subject to feasibility studies.

Goal C-6

Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supportive land use development and urban design measures.

Policies

- C-6.1 **Transportation Demand Management.** Encourage a reduction of vehicle miles, a reduction of the total number of daily peak hour vehicular trips, an increase the vehicle occupancy rate, and better utilization of the circulation system through TDM.
- C-6.2 **New and Substantially Rehabilitated Development.** Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate.
- C-6.3 **Parking Districts.** Encourage parking districts in the downtown, Flair Park, and other appropriate areas to enable the efficient and cost-effective provision and use of parking, including the possible construction of parking structures.
- C-6.4 **Parking Supply.** Require residential, commercial, industrial, and other land uses in the community to provide adequate onsite parking for their respective uses; allow for joint-use parking provided the parking needs of individual uses are satisfied.
- C-6.5 **Land Use Strategies.** Encourage the focusing of residential development densities and nonresidential building intensities within transit-oriented districts, along transit corridors, and near transit hubs and transit stations.
- C-6.6 **Project Mitigation.** Require appropriate mitigation measures to be implemented by projects that have a significant or potentially significant impact on the transportation network.
- C-6.7 **Transit Stops.** Consider the incorporation of turnouts along roadways that have access to larger existing or new commercial and/or residential projects to encourage the use of transit service.

Circulation Element

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7 Economic Development Element

Introduction

Vision El Monte a prosperous local economy that fosters a broad range of business ventures; a business-friendly environment that provides opportunity for entrepreneurs; a strong employment base, evidenced by ample choices of well-paying jobs; a well-trained workforce supported by ample educational opportunities; and a fiscally strong City, able to provide the quality of services and amenities that support a high quality of life.

DESIGNING A PROSPEROUS ECONOMY

The Economic Development Element is intended to provide a strategy to make El Monte’s economy strong and sustainable, benefiting the City, its residents, and business. This element’s overarching goals are to:

- **Support businesses**—creating and improving the business reasons for locating in El Monte that will attract, expand, and create business ventures and private investment.
- **Expand employment opportunities**—increasing the number and quality of employment choices in a widening variety of industries and occupations for El Monte residents.
- **Increase local revenues**—attracting and expanding economic activity through revitalization efforts, increasing business value, improving sales, and generating revenue for the City.
- **Improve quality of life**—increasing the diversity and quality of shopping, services, entertainment, and community amenities available to residents, thus improving the quality of life in El Monte.

PURPOSE OF ELEMENT

Improving economic activity increases the quality and choice of employment opportunities, generating wealth for residents. By stimulating private investment and economic activity through prudent policies, the City benefits from greater revenues, ensuring its long-term fiscal stability. Tax dollars generated from economic activity can then fund public safety, parks and recreation, housing, and community services that improve quality of life.

Because local economic conditions directly affect the quality of life in El Monte, this element sets forth practical strategies to improve business opportunities. In some cases, this means creating a better place for business, such as infrastructure improvements, so that businesses wish to relocate or stay in El Monte. In other cases, this means providing educational opportunities so our workforce can compete and benefit from business expansion. This element also proposes to create the business-friendly environment necessary to allow business owners to do what they do best.

RELATED PLANS AND PROGRAMS

The Economic Development Element is related to several key plans and programs. In 2007, the Chamber of Commerce studied various economic development opportunities in the City, proposing a vision for readily identifiable economic activity areas: the Northwest Industrial District, Flair Park, the Downtown, and the Auto District. The Land Use Element further refined many of the concepts expressed in the Chamber of Commerce study with respect to changes in land use, the environment, and infrastructure needs in the strategic areas. The Economic Development Element focuses on the key strategies necessary to revitalize these areas.

Until the dissolution of redevelopment agencies, California redevelopment law authorized cities to create focused areas for redevelopment activities in order to eliminate physical and economic blight, stimulate economic development, enhance aesthetics, and provide affordable housing. The City of El Monte had a very active Redevelopment Agency, which adopted five-year implementation plans that set forth broad land use, program, and financing strategies for project areas. Much of the City's economic development success during this period was through the Agency. Despite the dissolution of redevelopment in California, El Monte has continued to see strong economic growth throughout the City.

EL MONTE SPEAKS

Like many suburban communities today, El Monte realizes that its economy is critical to its success and sustainability as a community. An economic development program is needed to induce more private investment in El Monte; private investment will in turn create better jobs for residents, diversify the tax base to increase revenues, and improve the quality and variety of shopping, services, entertainment, and amenities.

Perhaps now more than ever, the City of El Monte realizes that the future of the community, the fiscal condition of the City, and in fact, the well-being of residents and businesses are inextricably linked to the success of economic development. In a community referred to as business friendly, too often in the past economic opportunities have slipped away. This has created much of the fiscal situation the City faces today.

It is in this context that the City of El Monte:

... supports a prosperous local economy that fosters a broad range of business, an entrepreneurial spirit, ample employment opportunities, a competitive and trained workforce, and an excellent standard of living.

City outreach efforts for the preparation of this element have helped identify what residents, businesses, and stakeholders regard as the most important economic development issues. The results of these efforts, along with extensive interviews with City staff and officials, produced the following economic development objectives.

- Distinct and attractive downtown with ample retail shopping opportunities, dining, and entertainment.
- Professional office park along Interstate 10 (I-10) catering to finance, hospitality, and commerce, including Pacific Rim trade.
- Revitalized Northwest Industrial District and its continued role as a job center for El Monte residents.
- Thriving auto district that can provide sales tax revenue for the City and a quality car-buying experience to visitors.
- Quality commercial strips and centers that provide a full range of neighborhood-serving goods and services.
- Fiscally strong city that can continue to provide and expand community services that support a desired quality of life.

Economic Development Context

The planning context for economic development in El Monte is complex. Regional economic forces influence economic development opportunities, and the City has little influence over these forces. However, the City of El Monte is well positioned in the San Gabriel Valley to leverage its physical and locational assets for the City's economy. As a setting to economic development goals and policies, this section highlights the City's strategic focus areas and their role in achieving the City's economic vision and then proposes key objectives that underpin the goals and policies section.

ECONOMIC FOCUS AREA

The City recognizes that the foundation of the local economy lies in job creation, fiscal stability, diversification, and professional offices. Although there are exceptions, each leg of the economy is represented by a different sector/location in El Monte. Figure ED-1 illustrates the major strategic areas in El Monte to facilitate economic development.

Northwest El Monte

The Northwest Industrial District is envisioned as a job engine for El Monte, generating a substantial number of well-paying jobs. From the late 1980s through the early 2000s, the area lost numerous defense oriented businesses and heavy manufacturers. In the years the Redevelopment Agency existed, it facilitated the development of office buildings, the International Business Incubator, the Foreign Trade Zone, and the Home Depot Center. This growth continued after the dissolution of redevelopment agencies in California, with the construction of the Magellan Gateway industrial project and the Goodman Logistics Center. This area continues to be in transition as properties revitalize over time.

Auto District

The Auto District is the revenue engine of El Monte, generating retail sales of automobiles and trucks. The City's original vision was to extend auto sales to properties farther east along Valley Boulevard. Instead, a significant number of dealerships shuttered during the Great Recession. Regardless, a significant and healthy auto presence remains in the Valley Boulevard, Peck Road and Interstate-10 area. As a result, auto and truck sales, combined with other auto related businesses consistently generate nearly half of the City's tax revenues.

Downtown El Monte

The Land Use Plan envisions the Downtown as the mixed-use, mixed-income, cultural heart of El Monte that epitomizes community pride and opportunity. Its historical role is augmented by new housing, retail, office, parks, and cultural facilities taking advantage of transit-oriented development. The City has seen growth in the Downtown over the past decade, including the completion of the 100,000 square foot Santa Fe Trails Plaza and the Norms restaurant. Numerous market rate and affordable housing project are planned. Finally, Main Street has solidified its position as the cultural heart of the community.

El Monte Gateway

The Gateway Specific Plan calls for the area to be a mixed-use, mixed-income transit-oriented center surrounding the El Monte Station, the busiest bus station west of Chicago. In 2012, the Station was doubled in size to accommodate increased ridership. The Specific Plan calls for the construction of up to 1,850 housing units, up to one million square feet of commercial space, and public parkland open space. The project will bring new residents and new businesses to the City, serving as a catalyst project for the City.

Major Corridors

El Monte is comprised of many older areas developed prior to being annexed by the City. As a result, there are numerous commercial corridors that need revitalization. The General Plan Land Use Element identifies three (3) corridors for multiuse activities. This includes portions of Peck Road and Durfee Avenue, where mixed-use projects can be integrated vertically or horizontally. The scale, size, and mix of land uses vary based on the location and character of surrounding land uses. The third is the Garvey Corridor and Five Points area, which has many larger properties that can accommodate commercial centers and urban housing.

Flair Park

Historically, the area was developed with defense related businesses. Since the early 2000s, the vision was for Flair Park to be the professional office and financial district of El Monte. However, because of changes in the office market, implementing that vision is no longer feasible. While the area will continue to support professional uses, a greater mix of use types need to be incorporated in the area. Along the freeway, uses envisioned include national and regional offices, financial institutions, government centers, and regional commercial. Uses envisioned away from the freeway include supportive retail, office, creative/incubator and research/development space.

FUNDAMENTAL ECONOMIC DEVELOPMENT OBJECTIVES

Although the City’s current redevelopment and economic development strategies provide the context for planning, the purpose of the Economic Development Element is to provide a strategy that will foster a sustainable local economy. To implement this key planning objective requires an understanding of the fundamentals of economic development so the City can apply them in a meaningful way to achieve its long-term vision.

Attract Private Investment

With the Economic Development Element, the City aims to induce significantly more private investment in El Monte’s economy because private investment will not only improve the economy but also the quality of life experienced by residents. It is private investment that will create better jobs for residents, diversify the tax base to increase revenues, and improve the quality of shopping, services, entertainment, and amenities. Public investments are a means to secure this new private investment.

This focus on attracting private investment drives two key policy issues. First, those desiring or promoting public investments for economic development must be able to demonstrate the City’s return on investment. Will the public investment induce private investment and how much? How many jobs will be generated? The public should base its commitment of funds on suitable answers to such questions. Second, the City should only invest public funds when new private investment cannot occur without public involvement. Even then, the amount of public funds should only be the amount necessary to get the private investment.

Promote Policies, Not Projects

Successful economic development, rather than focusing on projects, requires the City to create a long-term vision for the economy and set up the policy framework to guide the City. Individual projects, left unguided by a sound policy framework, will not collectively achieve the City’s vision. In too many communities, City staffs—constrained in size by municipal funding limits—can too easily be overwhelmed by the rush of projects. Getting each project moving leaves insufficient time to get the basic policies right, and thus the end result often does not achieve the City’s vision.

A community focusing on policies puts more effort into evaluating the continued relevance of problematic zoning requirements than getting a variance approved for one particular business. A community focusing on policies strives to establish equitable fee requirements to meet long-term infrastructure needs, rather than reducing development impact fees to land

a single development. A community focusing on policies works to solidify the underlying economic fundamentals that sustain long-term economic growth, instead of relying solely on getting a signature project developed to change their economic fortunes.

Create the Business Environment

Fulfilling the General Plan vision requires El Monte to foster an environment that promotes the business reasons to operate in El Monte. When those business reasons are limited to cost—cheap land, cheap labor, and cash incentives—businesses can be expected to migrate when another location lowers costs. Competing on price alone is not a sustainable strategy for community development. The City’s economic development program should focus on creating and improving business reasons that add value to an El Monte business location.

To improve those business reasons, the City must fully understand the challenges and opportunities of an El Monte business location—transportation and access to suppliers and customers; availability and skills of local labor force; land and facilities for expansion; availability of and access to capital; and other unique issues. Addressing these challenges is the sustainable way to attract new businesses that will operate in El Monte for the long term. The Land Use Element and Community Design Element offer additional strategies to create an environment maximizing business reasons for an El Monte location.

Communicate Well

Successful economic development requires effective communication to get the right messages out. Communicating fulfills three objectives: first, the City will make economic development information available to the public, existing businesses, site selection consultants, and potential new business. Second, the City will communicate marketing messages to existing and new businesses. Finally, the City will have a public relations program to improve the public image of El Monte. These efforts should be coordinated together into a consistent communications strategy.

The City must improve its ability to hear from economic stakeholders. The business visitation program proposed under the business retention and expansion goal provides the best means of hearing from stakeholders. As part of its comprehensive economic development strategy, the City will identify other programs to gather input from stakeholders, such as attending monthly business roundtables or breakfasts, formalizing relationships with business groups, and regularly meeting with commercial and industrial real estate brokers to understand changing market demand.

Building Capacity

The General Plan has set forth a new vision for Flair Park, the Northwest Industrial District, the downtown, the auto district, and other focus areas in the community. To implement this vision requires staffing and leadership capacity to manage economic development, change, and even disruption. This element sets forth policies and programs to institutionalize economic development, effectively manage change, and lessen the negative effects of that change on existing residents and businesses alike.

Many El Monte businesses and organizations already provide a range of services to businesses, such as employment training, business assistance, and marketing that can be leveraged to achieve the City's economic development objectives. Thus, a fundamental economic principle is to nurture existing partnerships, develop new partnerships, and expand partnerships where necessary to achieve City economic objectives. These include partnerships with schools, nonprofit business development organizations, City businesses, the Chamber of Commerce, and others.

Performance Measurement

The City of El Monte is a billion-dollar public corporation, responsible for the wise management of its physical assets. And, like any private corporation, accountability is the key to improving performance. In this context, the City must critically think about the expenditure of public funds for economic development as investments—investments that must generate specific returns to the public. The business community and those interested in the City's economic future must think in terms of the City's goals when asking for public funding and showing how the public funds they desire will generate new private investment and create real jobs.

Economic Development Tools

Over the years, local economic development programs have created many ways to help businesses grow, expand, and create new job opportunities. We can generalize these into programs that help businesses with the three factors of production—land (and facilities), labor, and capital—and the overall management and operations of these factors. The following briefly describe the tools available to help business.

- **Facilities.** Businesses typically expand their operations in response to new contracts for their products and services. Business expansions are beneficial for the City, its tax revenues, and its workforce. Many jurisdictions directly facilitate expansions of industrial and business parks through planning and zoning, the expansion of basic infrastructure, and publicizing a list of available land and buildings.

- **Labor.** A second tool for economic development is workforce training. Because workers usually commute beyond city boundaries, most programs are provided regionally, with funding from the federal government. Nevertheless, local economic development programs play a crucial role in linking businesses to these regional programs or developing partnerships with local educational institutions.
- **Capital.** When businesses invest in new products and services and need to expand operations, a significant cash investment is often required. As businesses have typically invested heavily in new products and services, they often lack the additional capital to expand operations and facilities. The City can provide financial assistance directly through a gap financing program or industrial revenue bonds, or indirectly through enterprise zones, empowerment zones, or foreign trade zones.
- **Operations.** The City can help businesses improve their management skills and operations to become more productive and profitable. This may involve the City linking businesses with small business development centers, providing venues for local businesses to network, coordinate marketing activities for clusters of related types of businesses, or providing at least one ombudsman position to assist business negotiate the local, state, and federal regulatory environment.



The following goals and policies help implement these fundamental economic drivers in the planning and decision making process.

Goals and Policies

The element categorizes the goals and policies into three broad groups. The first goal establishes the City's framework for economic development. The General Plan recognizes the need for a vision, comprehensive economic development approach, and dedicated staff and resources to make things happen. The second set of goals and policies addresses the three basic avenues to improving a local economy: growing existing businesses, attracting new businesses, and helping residents create wealth by starting their own businesses. The final set of goals and policies addresses economic development strategies for specific areas of the community.

INSTITUTIONAL CAPACITY FOR ECONOMIC DEVELOPMENT

The General Plan proposes an aggressive agenda to transform the Northwest Industrial District into a job engine, create a preeminent office, hospitality, and incubator in Flair Park, beautify and market the auto district, and create a vibrant downtown. Achieving these economic development goals *demands* the City have the organizational capacity to implement necessary programs and projects. The City must also target its scarce resources and work with other groups and agencies to do more than the City can accomplish alone.

Building Capacity

The General Plan vision will not just happen without the City making it happen, and the City cannot make things happen with its current staffing. The first step in building capacity is to have a dedicated City staff position for an economic development manager. Working with businesses requires someone with a flexible schedule. At the same time, those seeking to make investments in El Monte will want to work with someone who can make things happen. The economic development manager must have access to and the respect of the City Manager, City Council, and City departments.

Success will also require that all City departments work together to achieve economic development goals. Economic training is thus critical to success. Ongoing training will enable key City staff to work together effectively, enable the Planning Commission to better appreciate the role of planning in economic development, and help the City Council appreciate the value of and justify the public investments needed to achieve economic development goals.

Planning Economic Development

Communities rarely plan economic development opportunities. Rather, opportunities often result from chance, luck, or being in the right place at the right time. In contrast, cities can rarely *capitalize* on opportunities *without* planning: planning the infrastructure, planning the regulatory environment, and planning the economic assistance programs. Because windows of opportunity only periodically open, the City must be well positioned to leverage resources as opportunity arises. Taking advantage of windows of opportunity requires that the City have an economic plan.

The City's economic development plan can take many forms but it is much broader than the redevelopment implementation plan. Most commonly, cities adopt a comprehensive economic development strategy in accordance with federal Economic Development Administration (EDA) requirements. EDA requires an adopted strategy as a prerequisite to apply for funding. This element establishes the basic parameters of the City's economic development program, from which the City Economic Development Manager can develop an economic development strategy.

Economic Development Partners

The City must also work with its economic development partners, who have responsibility for many key inputs for economic expansion. El Monte, like most municipalities, lacks the resources to accomplish all its economic development goals on its own. Furthermore, many activities and programs require a regional approach. Workforce development, in particular, warrants a regional approach because most workers hold jobs in cities other than the one in which they live in. Economic development that benefits the San Gabriel Valley as a whole also requires a regional approach.

In addition to the business visitation programs discussed later, El Monte will need to work with the following economic partners:

- ***Regional Economic Development Agencies.*** This includes the Los Angeles Economic Development Corporation (LAEDC), San Gabriel Valley Economic Partnership (SGVEP), and other similar regional entities focusing on specific economic markets in El Monte.
- ***Business Development Partners.*** This includes the San Gabriel Valley Small Business Development Center (SBDC) hosted by Mt. San Antonio College in Irwindale, and the Minority Business Enterprise Center at the University of Southern California.
- ***Educational Partners.*** This includes Rio Hondo College, Los Angeles County Workforce Investment Board and WorkSource Center, the El

Economic Development Element

Monte/Rosemead Adult Education Center, El Monte public school districts, and the Pacific Asian Consortium in Employment (PACE).

- ***Business Associations.*** This includes the El Monte/South El Monte Chamber of Commerce, the Downtown El Monte Business Association, Flair Park Association, and proposed associations representing the auto district and Northwest Industrial District.

Funding Economic Development

The City must evaluate its current programs and policies to determine how it can support economic development. For example, are development projects suited to funding through the federal community development block grant program? The City, however, cannot afford to fund every needed project and program. The City must identify alternative funding on a project-by-project basis. The City should also avail itself of state and federal programs for which it may qualify, such as the state's enterprise zone. The implementation provides more details on specific funding sources for which the City should be eligible.

Measuring Success

A successful economic development strategy requires accountability—to ensure that revenues are spent wisely, that investments achieve desired objectives, and that public investments earn an appropriate return. Such improvement requires the City to identify measurable objectives for all its economic development undertakings, establish benchmarks and targets, and constantly measure its performance so that the City can adjust its economic development priorities and programs where necessary.

Measuring progress is a key part of successful economic development. There is a difference between activity and performance. Measuring the number of businesses visited annually or facade improvement grants identifies the amount of work being done. What's important, though, is to measure success. If the City's primary goal is creating new jobs, the City must institute a means to count jobs and measure how many new jobs the economic development program helps create each year.

Finally, the economic development program must provide an annual report to let the City Council and residents know how well the public resources dedicated to economic development are creating new jobs and inducing new private sector investment. The annual report and resulting public comments provide a useful and necessary feedback loop that will allow the City Council and City staff to adjust the objectives, strategies, and allocation of resources to better achieve the City's economic development goals and inspire public trust that limited resources are being spent wisely.

Goal ED-1

The City will have adequate organizational capacity, resources, and budgetary commitment needed to achieve the General Plan vision for each strategic area and achieve current and future economic development goals.

Policies

- ED-1.1 **Staffing.** Fund and support a Redevelopment Director, Economic Development Manager, and associated professional economic development staff with resources sufficient to institutionalize economic development in the City's decision-making process.
- ED-1.2 **Economic Training.** Provide ongoing economic development training for City staff, the City Council, and the Planning Commission to incorporate economic thinking in City decisions and to maintain commitment to economic development.
- ED-1.3 **Economic Development Plan.** Adopt, implement, and keep up-to-date a comprehensive economic development strategy that implements the General Plan vision for the Northwest Industrial District, Flair Park, auto district, downtown, and commercial corridors.
- ED-1.4 **Partnerships.** Leverage the capacities of the City's economic development partners to provide services, fund projects, and manage programs that are either beyond the ability or authority of the City or that can strengthen existing City initiatives.
- ED-1.5 **Funding.** Explore, develop, and use alternative funding sources to pay for and provide incentives for economic development activities for which the City lacks sufficient resources.
- ED-1.6 **Communications Strategy.** Develop a comprehensive communications strategy to keep all economic development stakeholders informed, sell El Monte as a business location, counter undesirable publicity, provide a unified and positive image of El Monte, and coordinate focused marketing strategies.
- ED-1.7 **Performance Measurement.** Establish objective measures of economic development, identify performance benchmarks and targets, constantly measure performance, and adjust programs where needed to improve performance.

BUSINESS RETENTION AND EXPANSION

Successful economic development organizations allocate a substantial portion of their resources to activities commonly referred to as business retention and expansion. Why? Keeping an existing job from moving away is easier and more cost-effective than attracting a new job. More jobs are created through expansions than through attracting new businesses. In addition, a new business considering El Monte will talk to existing businesses first, so the City must have a good reputation with its existing business community.

Although this element places emphasis on attracting new businesses in strategic areas, *successful* business attraction is built on the pedestal of successful business retention and expansion. Without the groundwork developed through serving existing businesses, the City will find itself competing for businesses on price and incentives rather than on the sustainable basis of El Monte being a good business location. This element thus places business retention and expansion as the City's primary set of activities and programs to enhance and expand the local economy.

Business Visitation

How do cities know how their businesses are doing? They ask them. How do cities know which businesses need help? They ask them. It is that simple. Typically, most business managers are too busy running their businesses to show up at informational workshops and public meetings. We can wish it were different, but that is the way it is. If a local government wants to know how to help its businesses operate more efficiently, be more profitable, invest in the local community, and hire more workers, it usually has to visit its businesses and talk face-to-face with local management.

El Monte's economic development manager will have to establish and implement a regular visitation program. The visitation program helps the economic development manager build professional, working relationships with local business managers and operators. Successful economic development practitioners easily and effectively establish personal relationships. Through the trust and goodwill created by these working relationships, business managers can let local government know when there are problems and when businesses need help. The alternative is to read about it in the *Los Angeles Times* after a business relocates.

Doing the City's Part

To promote economic development, the City must continue to do its part. First, the City regulates land uses through its zoning ordinance and specific plans. In many communities, setbacks in older industrial areas, strict

variance requirements, antiquated lists of uses, and conditional use permit requirements plague existing businesses wishing to expand. The City needs to review its land use requirements to minimize unnecessary regulatory impediments to business expansion. The City should, however, keep its focus on policies and not projects. The City should establish clear zoning policies for older industrial areas, and apply them equally rather than trying to help one individual business get around a problem policy.

Secondly, cities provide infrastructure services. The City must regularly review its plans for the buildout of industrial and office areas. It must then plan and construct projects to provide infrastructure sized for the ultimate buildout of these employment areas. Although state and federal programs can help finance infrastructure when a company wants to create new jobs, most companies cannot wait for the federal government to approve a grant application. By providing adequate infrastructure up front, the City will encourage development of office and industrial property.

Finally, the City must keep its economic development planning up to date through periodic updates to its strengths-weaknesses-opportunities-threats analysis (SWOT) and insight gained through the visitation program. This insight and the policies established through economic development planning enable the City to continually improve the business reasons that support an El Monte business location. By focusing on these business reasons, the City can improve the fundamental economic drivers that, over the long term, help create new jobs and attract new investment.

Partnering

The City's economic development partners provide many of the services and incentives that help existing businesses. Local business associations provide one effective way for businesses to voice their concerns and needs to City officials. The Workforce Investment Board, Rio Hondo Community College, school districts, and job training providers all offer services to existing businesses to help their current workers become more productive. City business development partners help provide management training and other services to assist local businesses. Other partners help local businesses capitalize on opportunities such as export markets or federal contracting.

Partnering with these various organizations and agencies requires an active role by the City. Where possible, the City should appoint the economic development manager to represent the City on boards and committees of these partners. Where the City does not have an official position, the economic development manager should volunteer as an advisor when possible. The City must be actively engaged in these organizations to voice the needs of local businesses and to ensure El Monte gets its fair share of

services. When providing funding or other official support to partnering organizations, the City should formalize its expectations with measurable outcomes, enabling the City to justify its contributions and seek improvements when outcomes are not met.

Most important among these partners, workforce training and career counseling service providers operate at a regional scale. In part, the regional focus represents the requirements of underlying federal funding and the fact that most employees work outside of the City where they reside. At a regional scale, however, the needs and voices of smaller businesses often not heard. The City can play an important role, working individually or through its region partners, to make sure the needs of small local businesses are heard and answered by regional workforce training partners.

City Assistance

The City currently assists the business community through its community redevelopment agency, infrastructure, and other municipal services. The City can also provide direct financial incentives, such as gap financing. Businesses must provide up to 20 percent equity when financing an expansion and new equipment. Typically, though, firms have invested their resources to get new contracts or develop new products that generate the need for an expansion. The City can establish its own gap-financing program or work with others to form a cooperative program.

At a secondary level, the City of El Monte can also provide economic development assistance by participating in state and federal programs. The state's Enterprise Zone and the federal Empowerment Zone programs provide a variety of tax credits and other incentives to businesses that invest in these zones or hire residents from these zones. The California Recycling Market Development Zone provides incentives for businesses engaged in recycling. The City should continue to monitor its eligibility for these and other similar programs and seek inclusion when feasible.

The General Plan calls for redevelopment and new development patterns that will require the relocation of existing businesses. Most businesses lack the resources and profit incentive to move operations. When businesses do relocate, there is no guarantee they will keep their operations in El Monte; they will weigh all the reasons supporting different possible locations and make the best business decision. To demonstrate the value that El Monte places on each business, the City should establish a mechanism to help finance the relocation of businesses that choose to remain in El Monte.

Goal ED-2

El Monte's existing businesses will prosper, investing to expand their facilities, creating new job opportunities for current and future residents, and increasing the City's revenues.

Policies

- ED-2.1 **Business Visitation.** Establish and maintain an annual business visitation program and a system of communication with existing businesses; communicate the value of El Monte's businesses to the community; market El Monte to existing businesses.
- ED-2.2 **City Regulations.** Revise land use regulations and discretionary permitting processes in a judicious manner to facilitate the expansion of existing businesses in areas the land use plan designates for commerce.
- ED-2.3 **Infrastructure.** Plan and provide sufficient infrastructure to serve the full buildout of target areas designated for office and industry; encourage development that supports the City's business expansion and business attraction targets.
- ED-2.4 **SWOT Analysis.** Conduct and keep up to date a strengths-weaknesses-opportunities-threats (SWOT) analysis of the reasons why business locates in El Monte; continuously work to improve the business reasons supporting an El Monte business location.
- ED-2.5 **Partnerships.** Build and strengthen partnerships with the City's many economic development partners, including local business associations, business development partners, regional economic development associations, and other entities.
- ED-2.6 **Workforce Development.** Support the City's workforce development partners to provide training desired by businesses; help existing businesses communicate their workforce needs to the City's partners; and work with existing businesses to communicate to the City's school district partners the educational requirements and skill sets businesses need in new hires.
- ED-2.7 **Performance Measurement.** Establish and maintain a system to track new private investment and creation of new jobs by existing businesses; establish targets for private investment and job creation; measure performance in meeting targets.

BUSINESS ATTRACTION

While business retention and expansion provides the majority of new jobs, business attraction serves important roles. First, bringing new businesses to the community can help diversify the local economy and protect it against shocks affecting individual economic sectors. Second, realizing the City's vision for areas like Flair Park requires attracting new businesses. Finally, the publicity generated by the arrival of a new businesses helps build the City's image as a progressive and dynamic community.

Types of Businesses

Fundamental economic development practice divides the world of businesses into two (2) types, base and nonbase. Firms in base economic sectors sell a preponderance of their goods and services outside of the region. These businesses bring new dollars into the community and, through wages paid to their employees, generate new consumer spending to support the community's nonbase businesses. In contrast, nonbase businesses primarily sell goods and services to those living in the region. These businesses recirculate dollars that are already within the region.

Because cities have limited resources to devote to economic development, economic development programs focus on base-sector businesses. Bringing new dollars into the city, these programs indirectly benefit the nonbase businesses. Following conventional economic development practice suggests that the City focus its attraction efforts on manufacturing—not warehousing and distribution—in the Northwest Industrial District and on professional office and other uses in Flair Park. Although conventional wisdom suggests the City minimize use of its economic resources for enhancing retail activity, the City's fiscal condition suggests the need for immediate efforts to augment sales tax revenues by attracting new auto dealers.

Finally, when evaluating different types of business opportunities to attract to the community, the City must remain committed to its General Plan vision. The Land Use Element has specified the vision for each of the focus areas in the community. This vision reflects countless hours spent with stakeholders, business community, and the Chamber of Commerce. Undoubtedly, many businesses may choose El Monte for other reasons—affordable land, cash incentives, low operating costs, etc.—that provide short-term profit maximization reasons for being in El Monte, yet may be contrary to the City's long-term vision.

Business Attraction Targets

As the City establishes its economic development program, the new economic development manager will oversee the preparation of a business-attraction-target study. This is a fundamental step that will enable the City to attract businesses that add well-paying manufacturing and professional jobs and diversity the retail base. It is equally important that these efforts are conducive to surrounding residential neighborhoods.

The business-attraction-target study should be based on periodic SWOT analysis and interviews of El Monte businesses to learn what makes the City a good business location and what makes it difficult. Building on the SWOT analysis, the second step will be to determine what economic clusters have formed in El Monte and in the San Gabriel Valley, identifying shared resources that make the City and the area a good business location for firms in these sectors. The City business-attraction-target study can then focus on these clusters and shared resources.

Creating the Environment

Businesses will choose El Monte for business reasons. They will look at the City's environment. Does it have access to the desired local or regional markets? If so, does it have the appropriate infrastructure, sized to accommodate business? Are the City's land use, zoning, and permitting processes conducive to choosing an El Monte business location? Are employees with the right mix of education and job skills in proximity to the business? These and other questions are foremost in the mind of businesses when they evaluate relocation decisions. El Monte must be aware of these business needs as well.

Many factors that businesses consider in making relocation decisions are beyond the control of the City; nonetheless, El Monte does have control over the quality of its physical environment. The City can plan and build the infrastructure and fund the municipal services needed for strong economic development. In their absence, El Monte's (and any city) business attraction strategy is reduced to providing financial incentives or waiving development regulations. This brings in businesses only because they are not required to meet prudent land use and development standards.

Limited Incentives

The use of financial incentives to lure new businesses has become—for better or worse—an expected practice in many cities. Developers and individual businesses often ask for financial concessions, claiming projects

Creating the Environment

Please refer to the Land Use, Community Design, Parks and Recreation, and Public Safety Elements for a detailed list of infrastructure and environmental improvements intended to enhance El Monte as a good business location.

will not “pencil out” without them. In reality, the issues may be outdated development codes, uncertain permitting processes, or other factors. Once the City focuses on improving the business reasons for choosing an El Monte location, few businesses will seek concessions. Those that do are probably not strong businesses that can sustain the City’s economy.

The City will implement a policy for financial incentives to assure equity in their use and accountability in specific returns on investment. Generally, regulatory and financial incentives will only be offered to firms in economic sectors defined as primary business attraction targets. The level of incentive will reflect the expected return on investment. Recipients will be contractually obligated to provide the appropriate returns on investment—a number of jobs or level of private investment. Finally, the City should not offer new businesses incentives that are not available to existing businesses.

Communicating

After preparing a business-attraction-target strategy, the City will implement a marketing strategy that communicates the value of an El Monte business location to firms in target sectors. The strategy will include provision to make key economic development information available on the City’s Web site and the Chamber of Commerce. The specific firms necessary to communicate the City’s messages will become clear once the business-attraction-target study has identified target industries and/or businesses. Finally, the strategy should enable the economic development manager to strengthen the City’s ties to commercial and industrial real estate brokers.

Partnering

The City will identify and forge relationships with new partners that can assist in attracting the desired type of businesses to El Monte. In some cases, this will include specific industry or trade associations, while in others this might be new regional economic partnerships. Forging partnerships with international trade associations may also be required. As new industries relocate to El Monte, the City may also establish new partnerships with these businesses. The workforce needs of these businesses can then be communicated to the Workforce Investment Board, Rio Hondo Community College, school districts, and job training programs.

Goal ED-3

An improved El Monte business environment that attracts new businesses, investment, new jobs, and increased revenues to El Monte.

Policies

- ED-3.1 **Business-Attraction-Target Strategy.** Prepare and regularly update a business-attraction-target strategy that is based on a SWOT analysis and business interviews and the business reasons supporting an El Monte location.
- ED-3.2 **Infrastructure.** Plan and provide sufficient infrastructure and municipal services to serve the full buildout of areas designated for office and industry; encourage development that supports the City's business expansion and business attraction targets.
- ED-3.3 **Incentives Policy.** Create an incentives policy and provide incentives to attract businesses to El Monte if and only if:
- The type of business has been previously identified in the business-attraction-target strategy.
 - The business contractually agrees to maintain a minimum investment and a minimum employment level for a term of years as identified in the incentives policy.
 - The City also offers the incentive to existing businesses in El Monte.
- ED-3.4 **Communications.** Prepare and implement a communications and marketing strategy based on the business-attraction strategy.
- ED-3.5 **Business Information.** Compile and regularly update data typically requested by site-selection consultants (available sites and buildings, etc.) and post the data on the City's website.
- ED-3.6 **Economic Partnerships.** Build and strengthen relationships with local and regional commercial and industrial brokers and with the City's economic development marketing partners.

BUSINESS CREATION

Of the three avenues for expanding the local economy, business creation creates the fewest new jobs and investment, yet does provide value to the community. In today's global economy, the owners of the larger businesses in El Monte—the ones reaping the profits—likely do not live in El Monte. Indeed, their stockholders could conceivably live anywhere in the world. In contrast, efforts to create new businesses will directly target the residents of El Monte. Second, residents who start a new business not only bring new income to El Monte, but, more importantly, create new wealth in El Monte that often is invested locally.

Creating New Business

Many new businesses do not last for more than two years. However, new businesses that receive proper training have a higher success rate. Training needs can include loan financing and management, cash flow management, employee relations and support, and business practices and accounting. Typically, the local small business development center provides training programs for entrepreneurs. This training includes preparing a business plan, marketing and accounting, and obtaining start-up financing.

For El Monte residents, the small business development center at Mt. San Antonio College provides these types of business assistance and training. The City's role is to help publicize the available training and assistance to El Monte's residents and small business owners. The City's economic development manager should be involved with the management and operation of the small business development center, assuring representation of El Monte's needs.

Business Incubators

Business incubators can be an economic development initiative. Incubators typically provide below-market-rate space, common fee-based services (e.g. conference rooms, receptionists), and business management advice (often through the local small business development center or organizations like SCORE—Service Corps of Retired Executives). Traditionally, business incubators assist non-retail business, once again focusing on bringing new dollars into the community rather than just circulating existing dollars.

The Northwest Industrial District and Flair Park offer good opportunities for the development of business incubators. With the development of new small scale condo and flex space, grant monies

might help secure square footage for an incubators in both geographic areas. For the Northwest Industrial District, the focus can be on industrial and manufacturing incubators. For Flair Park, the focus can be on technology and research business incubators. Finally, Main Street and the Downtown area can be a good location for retail and creative arts business incubators.

Local Policies

Given the cost of starting a new business, many businesses start at home. As this business sector continues to grow in economic importance, the City should expect an increasing number of residents to pursue home-based businesses. The City should review the effectiveness of its existing home-based business zoning regulations, balancing the desire to promote economic development and wealth generation with the need to maintain residential neighborhoods. The City should also monitor the availability and costs for business space for small start-up businesses. The City should review its development regulations to minimize undue regulations that limit the availability of business space for small start-ups.

Goal ED-4

An improved El Monte business environment that fosters opportunities for new businesses, expands job opportunities, and increases City revenues.

Policies

- ED-4.1 **Partnerships.** Work with the City’s business development and educational partners, and publicize the assistance and training available to El Monte residents to start up and grow businesses.
- ED 4.2 **Chamber of Commerce.** Work with the Chamber of Commerce to identify and address challenges to small and start-up businesses operating in El Monte.
- ED-4.3 **Business Locations.** Plan sufficient land area to accommodate new businesses; use the City’s planning and zoning authority to eliminate locations that handicap the viability of new businesses; ensure that local land use regulations encourage business start-ups.
- ED-4.4 **Business Incubator.** Support the establishment and operations of an industrial and manufacturing incubator in the Northwest Industrial District, a technology and research based incubator in Flair Park, and a retail and creative arts incubator in the Downtown.

DOWNTOWN EL MONTE

The General Plan visions the Downtown as the mixed-use, mixed-income, cultural heart of El Monte built around five subdistricts: Government Center, Cultural Center, Downtown Residential, El Monte Gateway, and Main Street. Within this context, the Economic Development Element focuses on increasing economic activity and new private investment in the City. This section provides guidance and direction for supporting and attracting the businesses that populate three retail nodes.

Types of Retailing

Creating a vibrant retail experience requires an understanding of consumer needs. For the largest part of consumer spending, convenience is the name of the game. Customers want to get in, get what they need, and get out quickly. Strip commercial centers exist because they have optimized convenience. They are most profitable when anchored by a major retailer, since shoppers at the major retailer will spill over and patronize smaller retailers located in the same center.



Another large part of consumer spending is comparison-goods shopping. For larger, more expensive, less common purchases (e.g., furniture), consumers want to compare a potential purchase across several brands. Retailers that can amass many brands compete very well for consumer spending in this category. Comparison shopping typically leads to big-box retailers or the agglomeration of retailers near freeways and major arterials that provide access to a larger number of potential customers.

The third largest portion of consumer spending follows the social and experiential aspects of shopping. These shopping trips provide social interaction and pleasurable experiences of shopping as the primary purpose rather than the particular good or service purchased. Areas that provide for socialization, entertainment, and pleasant shopping experience compete well for this type of consumer spending. This shopping experience is often provided by traditional outdoor main street malls.

Plan for Retailing

The General Plan visions the Downtown Core as a destination whose retailers attract customers from throughout the San Gabriel Valley. To plan for the Downtown, the City needs to understand the most appropriate role for El Monte Main Street, El Monte Gateway, and Santa Fe Trail Plaza. Each should be developed to focus on its particular niche so as not to dilute the cross-selling potential of the other areas. The City should play an active role in coordinating the business and economic development of each area.

- ***Main Street El Monte.*** This area provides a mix of retail, service, restaurants, and community events. Its layout and design are most conducive to create a shopping and entertainment experience. Main Street's retailers primarily serve the local trade area, but the area has the potential to attract customers from a much larger, regional trade area. In addition, entertainment uses also have the potential to attract people from throughout the area.
- ***El Monte Gateway.*** This project is visioned as providing a relaxed socializing, entertainment, and retail experience for a more affluent and upscale clientele than presently attracted to the Downtown.
- ***Santa Fe Trail Plaza.*** This project, completed in 2014, replaced an older movie theater center. It includes a grocery store, national brand stores and eateries., However, it retains a higher vacancy rate compared to other similar sized centers in the region. This area should capitalize on the convenience niche in the Downtown. In addition, the City may wish to provide linkages to Main Street to allow for cross-selling as well.

The non-retail subareas are relatively built out and do not represent a significant opportunity to attract new commercial development. However, these areas provide a substantial number of stable health-care, education, and government jobs. These jobs provide an opportunity to capitalize on daytime spending to support and enhance the prospects of retail businesses. Thus, the City should work with the above sectors to strengthen them and link them to the purchasing power of employees working in these sectors.

Plan for El Monte Main Street

Transforming Main Street into a small town retail, restaurant and entertainment destination requires careful planning. In 2017, the City adopted the Downtown Main Street Transit-Oriented Specific Plan, which includes a strong framework for future development. The City also completed economic development studies to confirm the Specific Plan's recommendations were feasible. The Specific Plan also includes an implementation Chapter, which calls for the City to work with the downtown business association and create a business improvement district to fund improvements that maximize the shopping experience and the economic success of each downtown business.

Creating the Physical Environment

Creating a vibrant downtown experience will require significant design, infrastructure, and environmental improvements. The Land Use Element and Community Design Element establish the following strategies to achieve the economic planning objectives for the downtown:

- ***District Identity.*** Distinguish El Monte downtown in its character, physical appearance, and role through specialized design treatments (public art, cultural resources, circulation, architectural guidelines, etc.).
- ***Transportation.*** Establish a stronger link between the cultural center, Main Street, El Monte Gateway Project, governmental, and surrounding neighborhoods by incorporating unifying streetscapes and walkways through a comprehensive streetscape improvement plan.
- ***Land Use.*** Accommodate retail commercial, office, restaurant, entertainment, civic, cultural, educational, health care, and residential land uses in accordance with the Land Use Plan's designations and subdistrict boundaries, which may be more defined by a specific plan.
- ***Design Treatment.*** Create a warm, welcoming social experience for shoppers. Public spaces, outdoor cafes, generous placement of street furniture, and special events all improve the social experience. Also, support improvement of commercial and residential properties.
- ***Emerald Necklace.*** Improve the Rio Hondo River through the Downtown with linear parks, gateways, walkways, and native plants, and link pedestrian access with the downtown to create a vibrant and well-traveled path and riverfront experience.

Getting the Word Out

Shopping centers get free publicity by locating next to busy arterials. Shopping mall owners advertise their malls. El Monte Main Street, like other downtowns, must also get the word out to the shopping public. Downtown association and cities often host a series of special events each year to attract visitors to the downtown, exposing them to the quality of the place and the variety of retailers.

The key to any marketing plan is having an active social media presence, using different platforms to reach different segments of the population. Main Street already hosts several popular community events such as the annual Dia de los Muertos Festival and the seasonal Farmers Market. The City should work with the Downtown El Monte Merchants Association (DEMBA) to cost a calendar of events. These events are an important tool to attract consumer spending from a larger, regional trade area.

Goal ED-5

Expanding businesses and new businesses will invest in the continued development and improvement of El Monte Main Street, creating a thriving central place that defines the popular image of El Monte.

Policies

ED-5.1 **Retail Sales.** Prepare and keep up-to-date market studies for the downtown to identify gaps in the retail mix and distinguish the retail mix along Main Street from the Santa Fe Trail Plaza and El Monte Gateway Project; market Main Street to targeted retailers.

- Focus El Monte Main Street on a small town retail, restaurant and entertainment destination.
- Focus the El Monte Gateway area on a socializing and entertaining experience targeted to affluent clientele.
- Focus the Santa Fe Trail Plaza project on regional serving retail and nation-brand eateries.

ED-5.2 **Business Retention.** Strengthen the existing professional business sectors of the downtown:

- Retain and strengthen the governmental/civic employment sector (city, state, and regional) presence in the downtown.
- Strengthen and build the growing healthcare sector, benefiting from senior housing, community care facilities, and other medical facilities in the downtown.
- Retain and strengthen the educational sector (Adult School, Rio Hondo College, local school districts, etc.).

ED-5.3 **Physical Environment.** Create an attractive downtown business environment by implementing the land use, design, and environmental strategic actions set forth in the Downtown Main Street Transit-Oriented Specific Plan and the Land Use, Community Design and Housing Elements.

- For Main Street, create a welcoming social environment with public spaces, outdoor cafes, generous placement of street furniture, and special events.
- Link together the civic center, cultural center, and downtown residential subdistricts with the retail centers to leverage purchasing power of residents and workforce.
- Construct mixed-use and urban housing to increase daytime and nighttime spending supportive of retail.

Economic Development Element

- ED-5.4 **Business Improvement District.** Create a business improvement district to provide a dedicated funding stream to support downtown improvement, maintenance, and activities that will bring private investment and retail sales into Downtown.
- ED-5.5 **Marketing Downtown.** Work with the City's civic organizations and DEMBA to host special events and market Main Street to trade area residents.



FLAIR PARK

From its historic origins as home to Fletcher Aviation and a small airstrip during the Korean War, Flair Park broadened into a manufacturing, industrial, and small office center. As Flair Park matured, it began to emerge as a center of international finance and commerce for the San Gabriel Valley. Flair Park offers an unparalleled location between Downtown Los Angeles and Ontario, with lengthy visibility from Interstate-10, and an easy commute for a large, skilled, and educated labor force.

Types of Businesses

The vision for Flair Park since the early 2000s was for it to be the professional office and financial district of El Monte. The area is presently anchored by major employers that include Wells Fargo, Cathay Bank, East-West Bank, the Chinese Cultural Center, and Los Angeles County government offices. However, because of changes in the office market, implementing the full vision may no longer be feasible. While the area will continue to support professional uses, a greater mix of use types needs to be incorporated in the area.

Although the City of El Monte welcomes all businesses that do not detract from the long-term vision for the area, the City's economic development efforts, marketing, and business attraction programs should focus on the primary targets. This includes professional offices, financial institutions, government centers, hospitality, and regional commercial uses along Interstate-10. In addition, creative/incubator, research/development and education uses can be located in the areas away from Interstate-10.



Plan for Businesses

The public will identify Flair Park by the agglomeration of mid- and high-rise office buildings fronting Interstate-10, adorned with the image-defining logos of the area's most prominent corporate residents. The City envisions tall buildings as the primary focal point, defining the image of Flair Park. To help make this happen, the City needs to provide the appropriate market-based planning and regulatory environment that incites the desired type and pattern of development.

The City will adopt special zoning standards that identifies the final development pattern, encourages lot consolidation and redevelopment, and minimizes discretionary regulatory actions for office buildings, hospitality uses, creative/incubator uses and other desired land uses within the appropriate subdistricts. While allowing for economically viable use of parcels in the Flair Park, the plan will prohibit larger investments that do not achieve the vision (e.g., low-rise buildings or manufacturing uses in finance row). The special zoning will provide the framework and certainty needed for developers and the City.

In implementing the special zoning, some existing businesses may not further the long-term vision of the area. In these cases, the City should demonstrate its value for existing businesses by establishing a funding program to relocate such businesses to other areas in the City. Meanwhile, as property values in Flair Park escalate with adoption of the special zoning, property owners stand to gain sizable profits. Thus, it is only fair for the property owners to help fund the infrastructure and other improvements necessary for Flair Park. The City should establish a property-based business improvement district to help fund revitalization efforts.

Creating the Physical Environment

Business locations that provide the highest quality workplaces will attract the desired development, best companies, and a talented workforce. Corporations will seek a professional office park that is in close proximity to workforce and markets and that contains a wealth of amenities, welcomes business, and reflects a high-profile corporate image. The Land Use Element and Community Design Element thus establish specific strategies to achieve this working environment, including:

- ***Transportation.*** Improve transportation through addressing freeway egress and access, improving internal circulation within Flair Park, and developing an integrated pedestrian trail plan to serve employees.

- ***Emerald Necklace.*** Green the San Gabriel River through Emerald Necklace projects, including linear parks, bicycle trails, walking paths, and green infrastructure within Flair Park.
- ***Parks and Trails.*** Create a signature central park(s) connected to a series of smaller parks, trails, and pedestrian paths that link the various subdistricts of Flair Park and denote a Class A office park.
- ***District Identity.*** Foster a distinct identity for Flair Park through the designation of subdistricts and improvement of these areas with specialized design treatments that reinforce the Park’s identity.
- ***Environmental Cleanup.*** Accelerate the cleanup of Superfund sites and any remaining brownfields to reduce developer uncertainty and risk, and improve the appearance of Flair Park.
- ***Quality Architecture.*** Develop high design standard standards for new projects, including an iconic skyline that is visible along Interstate-10 and the entire San Gabriel Valley.

It is well recognized that vibrant places require both a daytime and nighttime population. Without a nighttime population, business parks become nighttime and weekend ghost towns. Flair Park certainly matches this definition, as it has remained resident-free for decades. Therefore, the vision of Flair Park has been expanded to include work-live residential units in the areas away from Interstate-10. The units will serve two key purposes—they will provide additional places of employment and they will provide a permanent population.

Selling Flair

The City of El Monte has set forth a compelling vision for Flair Park: an iconic skyline along Interstate-10, adorned with the logos of the area’s most prominent corporate residents. The City must now create a brand image that fits the vision. The City must adopt a marketing communications strategy to convey to office brokers and site-selection consultants the value of a Flair Park location for businesses engaged in international finance and trade and other key niche markets. The City can create a marketing communications plan as part of or separate from the specific plan development process. It must, however, coordinate the two projects.

Goal ED-6

Flair Park will be a major center for professional offices and financial institutions, with supporting uses such as hospitality, creative/incubator and work-live uses.

Policies

- ED-6.1 **Business Visitation.** Interview firms engaged in international trade and finance to identify their business needs and location criteria; at Flair Park, address the locational needs of these firms to create a competitive business location.
- ED-6.2 **Financing.** Create a property-based business improvement district to fund the physical, environmental, and design improvements to transform Flair Park into a Class A office park with a mix of hospitality, creative/incubator and research/development uses.
- ED-6.3 **Special Zoning.** Adopt a special zoning district to implement the vision of Flair Park and guide the visioned development in concert with the Land Use and Community Design Elements.
- ED-6.4 **Land Use Regulations.** Revise land use regulations as necessary to minimize discretionary regulatory actions for mid- and high-rise development along Interstate-10 in Flair Park.
- ED-6.5 **Business Environment.** Make infrastructure, streetscape, design, and parks improvements to Flair Park, as specified in the Land Use, Community Design, and Parks and Recreation Elements, to support business reasons for locating and expanding in El Monte.
- ED-6.6 **Business Relocation.** Establish, fund, and maintain a program to assist the relocation of businesses that are inappropriate for or do not want to remain in the future Flair Park to appropriate areas based on the land use plan.
- ED-6.7 **Branding and Marketing.** Work with City economic development marketing partners, including a newly established business improvement district.

NORTHWEST INDUSTRIAL DISTRICT

The industrial engine for El Monte, promoting growth of existing firms and attracting new manufacturing firms in a well-managed, quality working environment, and a modern industrial park that is compatible with surrounding residential neighborhoods—this is the future of the Northwest Industrial District. Though market demand for different land uses varies over time, the General Plan is committed to capitalizing on this area’s traditional land use pattern to continue creating job opportunities.

Manufacturing jobs traditionally provided a route to middle-class lifestyle. In recent decades, automation, increased productivity, and global competition have reduced manufacturing jobs. Historically low industrial vacancy rates, increasing land values, and conversion to nonindustrial uses have driven manufacturers out of the San Gabriel Valley. Nonetheless, El Monte’s central location, transportation network, and access to a large labor force make the City a good location for firms serving regional markets.

Types of Businesses

The Northwest Industrial District’s economic vision is focused on creating new jobs through expansion of existing business and attraction of new business. Although the City welcomes the opportunity to assist existing wholesale, warehousing, and distribution uses to expand and create new jobs, the General Plan intent is to attract new light manufacturing uses because they are more compatible with adjacent residential neighborhoods and produce twice as many jobs as warehousing and distribution.

As part of establishing a formal economic development program, the City will develop a business-attraction-target study. Prior to completing that study, the City can focus on sectors identified by the Los Angeles Economic Development Corporation as strong competitors in the regional economy. Building on the presence of Vons, the City should consider food products manufacturing. Finally, the City should consider directly marketing to the desired type of manufacturing firms in surrounding cities where the land is being converted to residential and mixed-use developments.

The City should interview existing manufacturers to understand the unique needs of these local businesses. Typically, manufacturers have benefitted from active local and regional workforce training programs. Existing manufacturers, however, can identify the specific benefits and challenges of operating in the Northwest Industrial District. The City can then address these challenges to improve the value of this El Monte business location.

Plan for Businesses

The Northwest Industrial District is already fully developed, yet has significant infrastructure needs: rehabilitation and resizing of sewer, water, and drainage infrastructure are required; roadways need rehabilitation, and in some cases extension or reconfiguration; and Superfund cleanup and brownfield remediation are required. The Northwest Industrial District could benefit from a Master EIR and master plans for water, sewer, drainage, and transportation so that cumulative impacts can be identified, addressed in capital improvement plans, and fees assessed.

Beyond ensuring that infrastructure is suitable and environmental cleanup efforts are underway, the City can provide economic development assistance to attract businesses to the Northwest Industrial District. The California Enterprise Zone and the federal Empowerment Zone programs provide a variety of tax credits and other incentives to businesses that invest in designated zones or hire residents from these zones. The California Recycling Market Development Zone provides incentives for businesses engaged in recycling. The City should continue to monitor its eligibility for these and similar programs and seek inclusion when feasible.

Creating the Physical Environment

Creating a modern industrial park will require significant infrastructure and environmental improvements. The Land Use Element and Community Design Element establish the following strategies to achieve the economic, environmental, and other planning objectives of the District:

- ***Transportation.*** Improve transportation through addressing freeway egress and access at Baldwin, completing the Baldwin Avenue grade crossing, and improving internal circulation within the District.
- ***Emerald Necklace.*** Green the San Gabriel River through Emerald Necklace projects, including linear parks, bicycle trails, and walking paths, and green infrastructure within Flair Park.
- ***Superfund Site/Brownfields.*** Clean up the Superfund site and address brownfield remediation of industrial sites to reduce their liability and secure future private investments in the District.
- ***District Design.*** Create a distinct image of a modern industrial park through streetscape improvements, parks, landscaping, and state-of-the-art industrial building and site designs.
- ***Infrastructure.*** Create comprehensive master plans and integrated environmental documentation for needed sewer, water, drainage, transportation, and other infrastructure improvements.

Selling the Northwest Industrial District

The City should work with its economic development partners, especially the San Gabriel Valley Economic Partnership and the Los Angeles County Economic Development Corporation, to actively market the area to potential new businesses. The City should also develop ties to industrial real estate brokers to help market the area. Finally, new businesses considering an El Monte location will talk to existing business. The City must maintain good working relationships with existing businesses to earn a reputation for being responsive—a message that is also communicated and reinforced to prospective business by its marketing partners.

Goal ED-7

An improved El Monte business environment that promotes growth of manufacturing firms, creates well-paid jobs, and offers opportunities for business relocation and expansion in the Northwest Industrial District.

Policies

- ED-7.1 **Business Expansion and Attraction.** Support the expansion of existing conforming businesses and the attraction of new manufacturing businesses to the Northwest Industrial District.
- ED-7.2 **Business Visitation.** Implement a business visitation program; identify strengths and weaknesses of a Northwest Industrial District business location based on input from business in the area.
- ED-7.3 **Land Use.** Create, maintain, and administer appropriate land use and design regulations to facilitate business retention, expansion, and attraction goals.
- ED-7.4 **Marketing Efforts.** Work with the City’s economic development marketing partners to market the Northwest Industrial District to the region’s existing and prospective manufacturers.
- ED-7.5 **Incentive Programs.** Participate in state and national economic incentive programs that can lower costs for manufacturers in the Northwest Industrial District; offer incentives only to business attraction targets and only in exchange for performance targets.
- ED-7.6 **Infrastructure.** Plan and provide sufficient infrastructure and municipal services to serve the full buildout of the Northwest Industrial District; encourage development that supports the City’s business expansion and business attraction targets.



AUTO DISTRICT

The City has planned the El Monte Auto District to maintain its role as a preeminent place to buy new and pre-owned cars and trucks. While car sales provide important municipal revenues, providing an excellent car-buying experience promotes overall economic development by improving the public image of El Monte.

For most consumer spending, the City loses sales tax revenues to other jurisdictions. New car and truck sales, however, attract significant spending from outside the City. The sales tax revenues that the City gains through new car sales exceeds the leakage for other consumer spending. The City lost several auto dealerships during the Great Recession. Regardless, a significant and healthy auto presence remains in the Valley Boulevard, Peck Road and Interstate-10 area. The City should continue to support its remaining dealerships.

Types of Business

The City's vision for the Auto District focuses on dealerships for new cars and trucks. The City also visions the district providing a range of ancillary services necessary to support the district's primary role of selling new vehicles. Although the City has not yet elaborated a full list of appropriate ancillary services, these might include rental car agencies, auto parts, and after-market customization services.

In addition to new auto sales, the General Plan visions the Auto District providing an auto show atmosphere and hosting several auto shows each year. Venues and businesses that support the auto show theme would also be appropriate for the Auto District. Auto shows can include design competitions that will not only attract industry watchers and the press, but a significant portion of consumers interested in purchasing automobiles. The City could also sponsor a year-round showroom for the latest technology in automotive, truck, and recreational vehicle design.

Plan for Businesses

The City's interest is to increase the sales of new cars and trucks, thereby increasing sales tax revenues for the City. Auto dealers have a clear stake in selling more cars, too. However, too often businesses prefer to prevent increased competition, not always appreciating the economic value of agglomeration. When making major purchases, consumers prefer to shop around and compare different products from different manufacturers and different retailers. By increasing the number, variety and convenience of dealers located close to one another, the City can improve the Auto District's overall appeal as a place to car-shop.

The City will partner with auto dealers to create a local business association. Working with this association, the City will help market the El Monte Auto District, creating a new brand and brand image for the district. The City will also work with this association to better identify the types of supporting services that would improve the district's appeal and enhance the El Monte car-buying experience. As appropriate, the City should revise its land use regulations to promote these ancillary services and to phase out services that detract from the new-car-buying experience.

Creating the Physical Environment

Creating the premier place to buy a car or truck will require significant design, infrastructure, and environmental improvements. The Land Use Element and Community Design Element establish the following strategies to achieve the economic environment, and other planning objectives of the Auto District:

- **Land Use/Transportation.** The owners of the auto dealerships will need to acquire and consolidate key parcels within the District. The City will need to improve access into the District and circulation within the Auto District.
- **Design.** Facilitate and encourage quality architecture and site design concepts to facilitate a modern and efficient Auto District that is aesthetically compatible with the surrounding neighborhoods. Landscaping improvements are also needed along the streets that serve the Auto District.
- **Amenities.** The Auto District will accommodate entertainment and recreational land use and activities that will assist in drawing customers and enhance the customer experience.

Marketing

While the City will benefit from increased auto sales and the attraction of new dealers, the existing dealers and landowners in the district have a stake in the expansion and branding of the district. Each new dealer represents increased local competition but also provides an increased draw, bringing more potential buyers to the district. Because existing dealers and landowners will benefit from the district's growth, they should have a voice in the district's development.

El Monte will facilitate creation of an auto district business association, represented by key auto dealerships, supporting services, and long-standing businesses in the district. Working with this association and a regular business visitation program, the City can help create a unique joint marketing plan for the district. It can be as simple as signage to create a unified brand image and a Web site presence. It could include common brand images in each dealer's paid advertising or a joint publicity campaign. Finally, it could include a common paid advertising campaign.

Goal ED-8

Existing auto sales and services firms will prosper and new firms will locate in the Auto District, increasing sales tax revenues for the City.

Policies

- ED-8.1 **Business Associations.** Work with existing auto dealerships and ancillary businesses to create a formal business association for the Auto District.
- ED-8.2 **Marketing Efforts.** Work with a formal business association to brand and market the Auto District to customers throughout Southern California.
- ED-8.3 **Partnerships.** Work with the City's economic development marketing partners and industry experts to market the Auto District to potential new auto retailers.
- ED-8.4 **Supporting Land Uses.** Identify, plan for, and attract ancillary uses that support auto dealers and their customers and create a premium car-buying and servicing experience.
- ED-8.5 **Business Environment.** Make needed infrastructure, street-scape, design, and parks improvements to the Auto District specified in the Land Use and Community Design Elements to support reasons for locating and expanding in El Monte.
- ED-8.6 **Land Regulations.** Revise land use regulations to minimize or eliminate discretionary regulatory actions for new-car retailers and to preclude used-car dealers in the Auto District.
- ED-8.7 **Model Signage.** Create model signage regulations to create a unified image of the auto district, both from the freeway and within the Auto District itself.
- ED-8.8 **Business Associations.** Plan the district to enhance the customer experience of buying a car and improve the public image of El Monte to residents, businesses, and visitors.

8 Public Services and Facilities Element

Introduction

Vision El Monte... a safe City that provides residents, visitors, and businesses a safe and secure place to live, work, and play; a quality environment that offers clean water, clean air, and proper wastewater and stormwater practices; a City of exemplary community services, offering cultural, educational, and human service programs for residents; and a fiscally strong City, with proper investment in facilities and infrastructure.

PROVIDING QUALITY SERVICES

The Public Services and Facilities Element is about ensuring that adequate services—public safety, environmental services, community services, and infrastructure—are in place to support quality of life in El Monte. This Element’s overarching goals are to help El Monte:

- Ensure excellent public safety—providing police and fire safety services to the community.
- Create a healthy urban environment—providing healthful water, stormwater, and sewer management.
- Support a full range of public services—providing quality community services, recreation, education, and health programs for residents.
- Protect the City’s investments—implementing a regular program of capital improvements, maintenance, and repair of essential infrastructure.
- Engage the community—participating in the planning, design, implementation, and monitoring of programs and services.

PURPOSE OF ELEMENT

The backbone of a community is its public services and facilities. In fact, quality of life is often dependent not only on schools, parks, libraries, and police and fire services, but also on physical infrastructure—circulation, water, sewers, flood control and drainage, and waste systems. Although these services are often taken for granted because they are not readily seen by the public, El Monte must proactively plan for their provision to meet the needs of its growing and changing population.

The Public Services Element therefore covers five interrelated areas of public services and facilities. These include: 1) public safety programs; 2) environmental services; 3) infrastructure; 4) community, social, and health services; and 5) neighborhood improvement. Parks and recreation programs are addressed within the Parks and Recreation Element. Circulation issues are in the Circulation Element.

RELATED PLANS AND PROGRAMS

The Public Services and Facilities Element is related to other elements of the General Plan and to the City’s budgeting process. The need for infrastructure, community services, and public safety are determined by the location, type, and intensity of development in the Land Use Element. The provision and location of public services and facilities is also a key consideration in the Circulation and Public Health and Safety Elements.

The goals and policies set forth in this Element are also a fundamental part of the City’s capital improvement plan, which allocates funding on a periodic basis to maintain and improve physical infrastructure essential to quality of life in the City. Based on the needs contained in the capital improvement plan, the City charges service fees, developer impact fees, and taxes to provide and maintain infrastructure.

Every year, the City adopts an annual budget that provides for the funding of a wide variety of programs and activities. The Public Services and Facilities Element and the implementation plan (Appendix A) clarify priorities for services that are folded into the annual budgeting process. The consolidated plan provides greater detail on the services funded, specific objectives for different programs, and planned expenditures.

Consolidated Plan

The Consolidated Plan is a document mandated by the federal government of cities receiving federal grants for the expenditure of monies for housing and community development needs.

EL MONTE SPEAKS

The General Plan Vision calls for a “vibrant and safe community with a high quality of life where people can access community facilities and services.” The direct link between quality of life and quality of community services is clear. And the Public Services and Facilities Element works to achieve the General Plan vision by creating and maintaining quality public services and facilities for residents, businesses, and visitors.

City outreach programs and community workshops helped identify what residents and businesses regard as the most important ways to achieve the City’s vision. These efforts, along with extensive interviews with City staff and officials, reflect the consistent desire to accomplish the following:

- **Public Safety.** Continue to protect residents, businesses, and visitors to El Monte through the provision of exemplary and responsive police services, fire protection, and other public safety services to minimize personal injury or damage to property.
- **Environmental Service.** Continue to ensure that adequate water, sewer, solid waste, and other environmental service programs are implemented in compliance with state law and standards for exemplary public health.
- **Infrastructure Investment.** Protect the City’s financial investments in its water, sewer, roadways, parks and recreation, and other public facility infrastructure through sound fiscal management and proactive planning.
- **Community Services.** Develop responsive community service programs that meet the diverse needs of all segments of the community and support the development of high-quality schools, libraries, and community centers.
- **Neighborhood Planning.** Engage residents, businesses, and stakeholders in the planning of public services and facilities for the community and each neighborhood, setting of priorities, and implementation of programs.

In summary, a great community is one where the public sector, in partnership with the private sector, provides the fullest range of public services and facilities to serve residents, business, and visitors. Figure PSF-1 shows the vital connections between these basic services and facilities and the community they serve.

Public Services and Facilities Context

Like aesthetics, public services and facilities can distinguish a community as a more desirable place to live. We often take for granted that police and fire services will respond in time of emergency; that our water is safe to drink; that refuse is disposed of and recycled in a safe manner; and that the stormwater system, sewers, and roadways continue to provide high levels of service. Though easy to overlook, the absence or deficiency of these basic community building blocks is an obstacle to a City's growth and success.

PUBLIC SERVICE COMPONENTS

The following summarizes the key community building blocks discussed in this element. Please refer to other elements of the General Plan for additional discussions and programmatic initiatives.

Police Safety

El Monte considers public safety a top priority. The City's commitment to providing safe and nurturing neighborhoods begins with timely and effective response to emergencies. Through its community policing program, the police department is engaged with and responsive to our city.



The Public Services and Facilities Element strives to continue El Monte's tradition of putting people first and creating a safe environment. To that end, fundamental goals of this element are to:

- Ensure that public safety functions have the highest levels of facilities, staffing, and funding necessary to fulfill their mission.
- Provide exemplary levels of public service with the highest standards of professional care and excellence.
- Continue to work with youth and children to offer meaningful educational, cultural, vocational, and community service alternatives.

Fire Safety

The Los Angeles County Fire Department provides fire prevention and suppression, paramedic response, and hazard mitigation services. The Red Cross and other nonprofit organizations feed, shelter, and connect us to vital information during disasters.



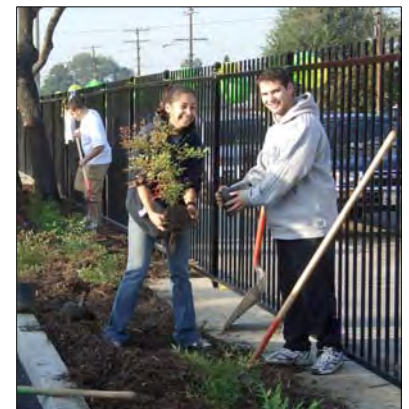
The Public Services and Facilities Element strives to continue El Monte's tradition of maintaining a fire-safe environment for residents, businesses, and visitors. To that end, fundamental goals of this element are to:

- Ensure the safe handling, storage, transportation, and disposal of hazardous materials and wastes in El Monte.
- Provide the highest level of emergency medical service response according to state and national standards.
- Work in partnership with the community to keep residents, businesses, and visitors safe from fire and safety hazards.

Environmental Services

City provides a wide range of waste management services that are designed to divert or recycle refuse before it enters the landfill, properly dispose of hazardous waste and materials, and keep streets clean. Our stormwater management programs help reduce pollution and clean contaminants that may affect the groundwater. Meanwhile, working in partnership with other water companies, our water system is designed to provide an adequate and continuous supply of clean and healthful water. This requires a continued commitment to exemplary environmental services, as evidenced by:

- Sensitivity to the importance of environmental management as an essential component of ensuring a high quality of life for El Monte.
- Continued investment in the physical infrastructure needed to provide water, waste management, and storm/wastewater management.
- Investment in technology, people, equipment, and facilities necessary to provide exemplary levels of community services.



Tree-Planting Day

Tree planting is just one of the many activities El Monte residents participate in to improve our neighborhoods and environment.



Children's Day Parade

El Monte's Children Day's Parade is one of the most cherished celebrations in the community.

Infrastructure

In many cities, one of the greatest unfunded liabilities is infrastructure. Infrastructure includes the roadways, sidewalks, water and sewer pipelines, public facilities (including parks), utilities, drainage facilities, lighting, and trees, among others. Jurisdictions must, through proactive capital planning and financing, ensure that sufficient infrastructure is in place, regularly maintained, and coordinated into capital improvement budgets.

El Monte is committed to maintaining its financial investment in physical infrastructure. Fundamental goals are to:

- Complete an inventory of water, sewer, and roadway infrastructure, including streets, sidewalks, trees, and other appurtenances, and prepare a five-year capital replacement plan.
- Encourage the development of financing plans (e.g., user fees, benefit assessments, etc.) and ensure that new development projects pay their own way to finance infrastructure improvements.
- Ensure that all public facilities remain in or are improved to exemplary condition through a long-term revitalization plan financed by the community, new development, and other funding sources.

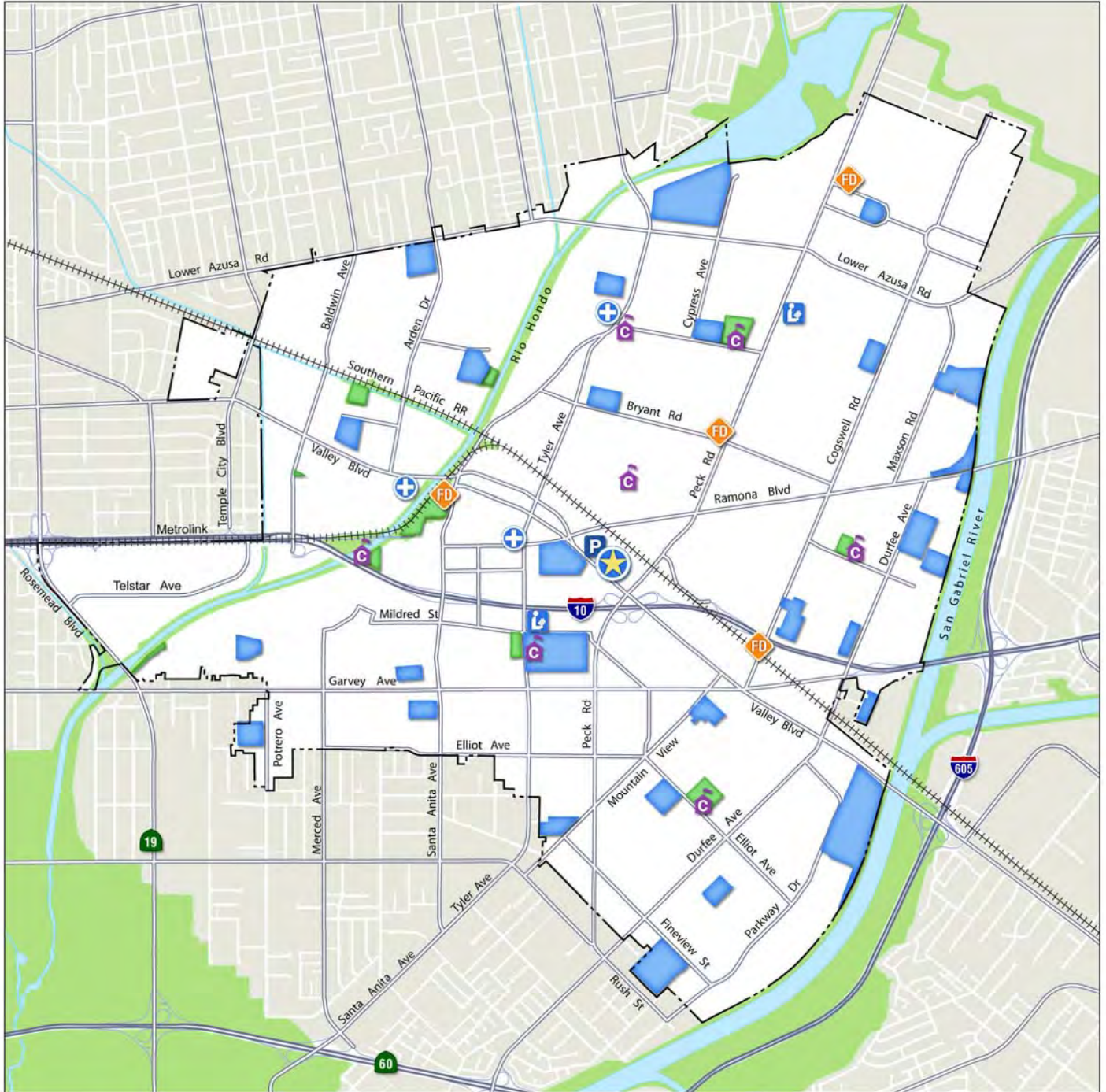
Community Services







Community services enhance quality of life by enriching individuals through educational, recreational, health, social service, and other family services. The provision of health and social services supports the needs of residents of all income levels. The Community Services Department is responsible for providing and coordinating a range of programs for residents of all ages. The County of Los Angeles also provides a wide range of health and social services as do numerous nonprofit groups.

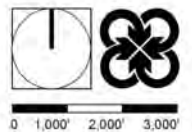
El Monte is committed to providing or facilitating the provision of a full range of community services. Fundamental goals are to:

- Provide or support the provision of a range of community services that strengthen, nurture, and support children, youth, adults, seniors, and families in meeting their needs.
- Support quality education for children, youth, and adults to increase their opportunities for personal achievement, career advancement, and contribution to community.
- Support the availability of adequate health care facilities and services through land use policies, financial assistance where feasible, and responsive programs.

Figure PSF-1 Public Facilities



-  City Hall
-  Police Station
-  Fire Station
-  Library
-  Community Center
-  Medical Facility
-  School
-  Park



Public Services and Facilities Element

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Goals and Policies

Putting into action El Monte’s vision of first-rate facilities and services is what the Public Services and Facilities Element is all about. Each topic is introduced with a summary of key planning information, followed by a goal statement and policies to guide the implementation process. Appendix A offers specific implementation steps and programs.

PUBLIC SAFETY

Providing safety and security is a City’s most fundamental responsibility—without adequate public safety from crime, little else matters. In carrying out this responsibility, the police department’s active community involvement is essential. It is in this context that the El Monte Police Department mission is to materially improve the quality of life in the community, strive to provide a safe environment, and promote security in partnership with the community utilizing courtesy and respect.

This mission is accomplished through programs that suppress crime, improve traffic safety, work with the community to solve problems, and remain active in schools. The following text, goals, and policies reflect the City’s commitment to maintaining a safe community for residents.

Crime Suppression

The police department’s fundamental charge is to provide a safe City for residents, businesses, and visitors through the enforcement of laws. To that end, the police department enforces local, state, and federal laws, performs investigations and makes arrests, and responds to all City emergencies. The police department’s main station is located at 11333 Valley Boulevard. The police department also commands an air-support unit office at El Monte Airport, where helicopter support is provided to surrounding communities.



El Monte Police Department Mission Statement

“The members of the El Monte Police Department are committed to improving the quality of life in the City of El Monte. We will strive to provide a safe environment and promote security. This will be done in partnership with the community utilizing courtesy and respect.”

Crime Prevention

Since most crimes are committed by people less than 25 years of age, effective crime prevention is essentially a youth-building effort. The police department works with schools, local businesses, and citizen groups to involve young people in education, career building, and community service. The police department



works with schools to prevent gang involvement through job placement, training, and counseling. The police department provides counseling to residents referred by local schools, court/probation officers, and Department of Children and Family Services for mental health, school-related, and family problems. These programs, in conjunction with City recreation and educational programs, are just a few examples of El Monte's commitment to investing in youth.

The El Monte Police

Department was the recipient of the 2005 James Q. Wilson Award, which recognizes law enforcement agencies nationwide for exemplary community policing programs.

Community Policing

The El Monte Police Department takes pride in establishing and maintaining a partnership with residents and schools to create a safe and nurturing place for families, children, youth, and seniors. The police department has developed collaborations with personnel from other City departments, including Code Enforcement, Public Works, and the City Manager's office, to ensure public safety, reduce the crime rate, and restore and maintain neighborhoods of the community. This has resulted in one of the most innovative community policing programs in the country.

The Neighborhood Improving and Maintaining Public Awareness and Community Teamwork (IMPACT) program is a key part of the community policing program. The City has been divided into more than 60 different reporting blocks. Officers are assigned to an 8- to 10-block report district, where they become involved with residents to build trust and cooperation.

Traffic Control

The police traffic unit patrols more than 150 miles of roadways, enforcing vehicular laws, providing pedestrian and bicycle safety education, enforcing parking, and patrolling roadways to reduce speeding. The police department staffs an interdepartmental traffic committee that periodically tours the City to evaluate requests for traffic control enhancements (e.g., stop signs, red curbs, speed humps), meets with stakeholders and the public, and recommend a wide variety of traffic-related safety improvements, including sidewalks, traffic lights, crosswalks, and other improvements.

School Safety

The police department actively supports its safe school programs and has 5 officers dedicated to El Monte public schools. Police school resource officers conduct hundreds of home visits per year to resolve issues that may extend from school back to a student's home. Officers provide student counseling and guidance, family counseling, mediation, and function as liaisons between the police department and schools. In addition to teaching classes on subject matter such as drugs, resource officers provide campus safety and training for teachers and administrators, mentor students, and participate in school activities and sports programs.

Special Emergency Response

The El Monte Police Department's SWAT Team was formed in 1996. SWAT was formed to provide protection to the El Monte public from unforeseen and potentially violent incidents within the community. SWAT also provides mutual aid to law enforcement agencies in the San Gabriel Valley area. The mission of SWAT is to provide a quick response to specialized emergency situations involving law enforcement public safety incidents that require personnel, coordination, equipment and training beyond the scope of regular patrol forces. SWAT is available if situations require immediate resources or tactical personnel.

Park Safety

The El Monte Police Department routinely patrols parks and other public places. The Emerald Necklace Safety and Security Task Force was created in response to community-based research in El Monte, which identified safety and security in park areas as the most pressing concern. The task force leads river clean-up and homeless sweeps, where agencies connect river dwellers to social service agencies. The task force also implements a security plan to ensure safety and security along the river. This work allows students safe and easy access to after-school recreational opportunities.

Goal PSF-1

A safe City for residents, visitors, and businesses, working in partnership with schools, civic organizations, residents, and the business community.

Policies

- PSF-1.1 **Resources.** Supply the EMPD with adequate staff, state-of-the art equipment, new technology, and resources necessary to provide acceptable response times and support for police services.
- PSF-1.2 **School Programs.** Collaborate with El Monte schools to reach youth through high quality after-school/summer programs, child-care programs for parents, diversion programs, and other assistance.
- PSF-1.3 **Community Involvement.** Continue partnerships with residents, community organizations, and schools to encourage neighborhood and community-oriented crime-prevention programs.
- PSF-1.4 **Prevention.** Support and strengthen gang prevention programs as a means to provide meaningful educational, cultural, vocational, and community service alternatives to young people.
- PSF-1.5 **Traffic Safety.** Continue, evaluate, and improve the City’s traffic safety program, focusing on traffic law enforcement, accident prevention, and safety for motorists, bicyclists, and pedestrians.
- PSF-1.6 **Neighborhood Programs.** Continue to support, promote, and improve the City’s neighborhood improvement, citizen volunteer, and crime-prevention programs.
- PSF-1.7 **Emerald Necklace.** Improve the safety of Emerald Necklace visitors and residents along the rivers through the coordination of police patrol activities with the Emerald Necklace Safety and Security Task Force.
- PSF-1.8 **Funding.** Seek to raise additional funds for police services outside of general fund revenues through special assessments, fees, taxes, and other means to allow for permanent revenue sources.

FIRE PROTECTION

Ensuring adequate fire protection saves lives, provides residents a sense of security and safety, improves property values, and reduces insurance costs for homeowners and the business community. Responding to fires and emergencies as quickly as possible can minimize loss of life and property. However, preventing fire incidents in the first place is the best strategy.

Fire Suppression

The Los Angeles County Fire Department's (LACoFD) Battalion 10 provides fire and emergency safety services from four locations in the City. In the event of a large-scale emergency, additional Battalion 10 resources would respond from the cities of Rosemead, Temple City, and San Gabriel. The fire department strives to respond to emergencies within five minutes of notification, one minute quicker than the time recommended by the National Fire Protection Association.

For purposes of underwriting fire insurance, communities are classified with respect to their fire defenses, physical characteristics, and capability of preventing and responding to fire. Additionally, the Insurance Service Office (ISO) evaluates municipal fire protection efforts through a rating scale of 1 to 10, with 1 being the highest rating. The ISO rating consists of three components—fire dispatch, fire department operations, and sufficiency of water supply and infrastructure. The City maintains an ISO rating of 3, which is typical for cities in the southern California area.

Fire Prevention

Fire prevention services focus on educating the community about the benefits of safety practices and identifying and eliminating hazardous conditions that pose a threat to life, the environment, and property. The fire department conducts safety inspections and issues permits for major plants that manufacture, use, and store hazardous materials and explosives. The department also conducts annual fire/life safety inspections in all public, private, and parochial schools and colleges, child day-care centers, medical facilities, group homes, and organized church and school camps.

The Fire Prevention Section also has the responsibility of reviewing fire safety plans for many businesses. The department performs nonstructural fire safety plan review and approves architectural plans for various complex occupancies; provides plan review service for all structures requiring an automatic fire sprinkler system, fire pump, or on-site hydrants; and reviews plans for all structures requiring a fire alarm or smoke management systems. The department also provides a wide variety of public outreach efforts designed to improve public awareness of fire prevention.

Fire Department Mission Statement

"To educate the community about the benefits of proper safety practices and identify and eliminate all types of hazardous conditions which pose a threat to life, the environment and property."



Fire Services

El Monte is served by Los Angeles County Fire Department, headquartered out of Station 166.



Hazardous Materials

Safe handling, storage, transportation, and disposal of hazardous materials and wastes are critical. In El Monte, many residential neighborhoods are close to business areas. The County Fire Department is responsible for administering the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (CalARP), the Aboveground Storage Tank Program, and the Underground Storage Tank Program.

The department also permits and inspects businesses that handle, treat, transport, and dispose of hazardous wastes and provides 24-hour emergency response to hazardous materials incidents. The department administers and enforces the CalARP Program at high-risk facilities that handle regulated substances. CalARP staff review and approve risk management plans submitted by these businesses and conduct site inspections to verify compliance. The Site Mitigation Unit reviews and approves assessment and mitigation work plans for sites contaminated with hazardous substances.

Emergency Services

The fire department also conducts emergency medical service response. The City's paramedic squad is stationed at Fire Station 166 on Santa Anita Road. The National Fire Protection Association advocates standards for responding to emergencies in order to protect life and property. The LACoFD does not have an officially adopted emergency response time standard, though fire staff have a policy to respond within five minutes, which is a recognized standard of the National Fire Protection Association.

LACoFD also offers a community emergency response team program that educates people about disaster preparedness for hazards and trains them in basic disaster-response skill such as fire safety, light search and rescue, team organization, and disaster medical operations. Using the training learned in the classroom and during exercises, members can assist others in their neighborhood or workplace in an emergency when professional responders are not immediately available.

For emergencies, the department strives for an eight-minute response time. If required, injured patients are transported to nearby medical facilities for additional treatment. El Monte does not have a hospital, but is served by Arcadia Methodist Hospital in Arcadia and the Greater El Monte Community Hospital in South El Monte. Both facilities operate emergency rooms and accept patients from the surrounding cities. Kaiser Permanente, a fee-for-service hospital, is located in Baldwin Park. Other medical facilities are located throughout El Monte.

Disaster Planning

Please refer to the Public Health and Safety Element for more in-depth goals and policies on disaster planning.

Goal PSF-2

An excellent level of fire and emergency services with appropriate response times necessary to protect the health and safety of residents and minimize damage to structures and personal property.

Policies

- PSF-2.1 **Service Quality.** Establish and maintain response times for fires and emergency response services that are consistent with professional industry standards set forth by the National Fire Protection Association.
- PSF-2.2 **Resources.** Provide adequate staff, fire stations, training facilities, up-to-date equipment and technology, and City infrastructure to support and achieve established industry standards set forth by the National Fire Protection Association.
- PSF-2.3 **Hazardous Waste.** Protect residents and the business community from hazardous wastes through education, monitoring, and enforcement of proper use, storage, handling, and disposal of hazardous waste.
- PSF-2.4 **Community Education.** Continue to expand and improve community outreach and education programs, including bilingual and trilingual outreach, for disaster preparedness, emergency situations, and safety hazards.
- PSF-2.5 **Program Expansion.** Develop and expand local chapters for each of the Los Angeles County Fire Department's established organizations within El Monte, including the Community Emergency Response Team.
- PSF-2.6 **Program Evaluation.** Periodically monitor, evaluate, and modify the Citywide disaster management plan to remain prepared in the event of a large-scale natural disaster or emergency situation in El Monte.
- PSF-2.7 **Funding.** Seek to raise funding for fire and police services, where necessary, outside of general fund revenues through special assessments, fees, taxes, and other means to allow for permanent revenue sources.



Public Works Yard

The City's public works yard is the central site for public works, environmental services, and maintenance operations.

ENVIRONMENTAL SERVICES

The City's Public Works Department is responsible for providing a range of environmental services that are essential for quality of life. The City's water, sewer, and storm drain network support the provision of community services. These systems must be maintained to ensure that residents and businesspeople can reliably turn on a tap, run a washing machine, use water for industrial processes, or travel about in the community. The City, working in partnerships, provides environmental services for solid waste management, drainage, water, and sewer services.

Solid Waste Management

A key part of El Monte's vision is to create an environmentally sensitive community that is clean, beautiful, and manages its limited resources. With the City's environmental legacy comes the responsibility to manage solid waste, both to reduce the volume of landfill waste and to beautify the City. In response to California's historic solid waste legislation, requiring cities to reduce the amount of solid waste diverted to landfills by 50 percent by 2005, El Monte has developed an extensive waste management program that achieves state-mandated reductions and diversion goals.

The City of El Monte's waste management efforts for residential neighborhoods include the Curbside Residential Recycling Program, Multi-Family Residential Recycling Program, and the Green Waste Program for tree trimming and landscaping products. For commercial and industrial businesses, the City offers a commercial and industrial business recycling program that focuses on recycling high-value byproducts, such as aluminum, glass, and metals, as well as construction and demolition debris. The City also supports oil recycling programs as well.

Regulations to protect public health and our environment continue to change as our understanding of environmental impacts improves. Many everyday products contain hazardous ingredients that can lead to groundwater contamination or air pollution. Items include electronic or e-waste (e.g., computers, televisions, radios), universal or u-waste (e.g., batteries, fluorescent bulbs), and a variety of other household hazardous wastes (e.g., paints, solvents, cleaners). The City's household hazardous waste collection center provides a place to drop off these materials.

The City of El Monte continues to strive to improve its solid waste management program through active involvement of the community.

Stormwater

Water quality has special meaning for El Monte. The Rio Hondo and San Gabriel River flood control channels surrounding El Monte are fed by six washes that emanate from municipalities throughout the region. Rainwater that flows down a gutter typically carries trash, litter, silt, automotive chemicals, and other contaminants into the storm drain system. Storm drains are designed to carry only stormwater, and typically are not equipped with filters or systems to clean contaminants. Without these filters, the contaminated water eventually flows into the ocean.

The regional water quality control board is responsible to implement the National Pollutant Discharge Elimination System (NPDES) goals to clean up water resources by reducing the amount of stormwater runoff. Under the NPDES Stormwater Permit issued to the County of Los Angeles and its co-permittees (including El Monte), the City requires most new development projects to incorporate best management practices to minimize pollutant levels in runoff. The Public Works Department enforces NPDES requirements adopted in the El Monte Municipal Code.

To reduce the amount and concentration of pollutants entering the rivers, the City implements and continually refines its programs to reduce the total maximum daily loads of contaminants that enter the channels. The City maintains 233 storm drains and six underpass pumps on a regular basis. These drains and catch basins are essential in alleviating flooding during periods of heavy rains. The City of El Monte is also called on to assist in cleaning up hazardous spills on City streets so that they do not enter the storm drains or percolate into drinking water aquifers.

Wastewater

Wastewater collection facilities that serve the City are owned, operated, and maintained by the City Public Works Department. The City maintains 125 miles of pipeline and seven pump stations. El Monte is one of 17 jurisdictions that are signatory to the Joint Outfall Agreement. The agreement provides for a regional interconnected system of facilities and a cooperative agreement to own, operate, and maintain facilities collectively. The Sanitation Districts of Los Angeles County treat wastewater at the Whittier Narrows Water Reclamation Plant, located south of the City, and then recycle the water for irrigation and groundwater recharge.

As is the case with all physical infrastructure, wastewater lines deteriorate over time and require periodic maintenance, repair, and replacement. In order to prevent costly repairs, adequate maintenance is essential. The City's wastewater plan identifies approximately 25 miles of wastewater mains that are in need of replacement, either due to inadequate size or

deteriorated conditions. The City's Environmental Service Division is responsible for performing periodic maintenance of City-owned sewer lines and drainage facilities. Wastewater line repairs and improvements are funded as part of annual capital improvement plans.

Although state and federal law regulate treatment plants, power generation, potable water, and drainage systems, little has been done to regulate sewer collection systems. State law now requires all jurisdictions in California to develop and implement a sewer system management plan to maintain and improve wastewater collection systems, minimize infiltration and inflow from sewer lines, and provide adequate sewer capacity, while minimizing the number and impact of sanitary sewer overflows. The Environmental Services Division is responsible for developing and implementing the plan.

Water Provision

Three major water companies supply the majority of water to El Monte. The City's water system serves 20 percent of the City's land area, comprising 3,342 connections that serve 22,446 residents. The San Gabriel Valley Water Company (SGVWC) is based in El Monte and provides water service to customers in El Monte. California American Water (Cal-Am) provides water service to 1,000 customers west of the Rio Hondo Channel, such as the Northwest Industrial District and Flair Business Park. Eight smaller mutual water companies serve the remainder of El Monte.

The City is one of the only southern California cities almost completely surrounded by two rivers—the Rio Hondo and San Gabriel rivers. Before their conversion into concrete-lined channels as part of regional flood control projects, the City of El Monte's habitat was lush riparian woodland. Today it is a large, mostly residential suburb that depends on groundwater supplies to meet its needs. In compliance with state and federal environmental laws, the City's drinking water meets or surpasses all applicable health and safety requirements.

Southern California's frequent droughts underscore the importance of water conservation. Typically, conservation programs have focused on reducing the unnecessary use of water through drought-tolerant landscaping or the replacement of water-inefficient appliances. Cities are now employing more creative approaches. Although the costs of infrastructure are still prohibitive, the City could pursue the recycling of wastewater from the Whittier Narrows Area for irrigation purposes. Green infrastructure can also be installed to help replenish groundwater resources, minimizing the need to purchase water from other sources.

Goal PSF-3

High quality service levels for waste management, stormwater, wastewater, and water production in El Monte, sufficient to serve current and future residents, visitors, and the business community.

Policies

- PSF-3.1 **Recycling.** Divert waste from the landfill in levels that meet state mandates and support sustainable practices through a comprehensive program of source reduction and recycling.
- PSF-3.2 **Hazardous Materials.** Ensure that hazardous materials and waste are recycled and disposed of in a manner that is safe for the environment, residents, and visitors in El Monte.
- PSF-3.3 **Stormwater.** Continue to require and enforce the implementation of best management practices for existing public and private entities and new development to minimize stormwater runoff.
- PSF-3.4 **Wastewater.** Maintain a wastewater system adequate to serve the needs of the community and protect the health and safety of all residents, businesses, and institutions.
- PSF-3.5 **Green Infrastructure.** Investigate and pursue, wherever feasible, the use of trees, swales, and other green infrastructure to help conserve water and replenish the aquifer.
- PSF-3.6 **Water Provision.** Continue to provide sufficient quantity of municipal water service that meets or exceeds state and federal health standards for drinking water.
- PSF-3.7 **Water Conservation.** Require the incorporation of best management practices, where feasible, to conserve water in public landscaping, private development projects, and public agencies.
- PSF-3.8 **Investment in Facilities.** Ensure that adequate investments continue to be made in repairing, rehabilitating, and upgrading City infrastructure to serve current and future customers.
- PSF-3.9 **Public Education.** Engage and inform the public and business community in a variety of venues regarding the importance of waste management, water quality, and waste management services.

INFRASTRUCTURE

Physical infrastructure, if not properly maintained and improved, can be one of the greatest liabilities facing communities. Furthermore, proper infrastructure management practices are the key to implementing the vision of the City and achieving fiscal stability. Infrastructure includes roadways, sidewalks, water and sewer pipelines, public facilities, utilities, drainage facilities, lighting, and trees. Through proactive capital planning and financing, El Monte must ensure that sufficient infrastructure is in place, regularly maintained, and coordinated into the budget processes.

Infrastructure Planning

Proper maintenance of infrastructure requires that programs be in place. The City should prepare and periodically update master plans for its water, sewer, and roadway infrastructure. The City prepares an urban water management plan, yet additional information must be known about the condition of the infrastructure and requirements for repair or replacement. State law will soon require all cities to prepare a sewer system management plan, and the City has completed its first comprehensive sewer inventory. The City operates a pavement management system that tracks the condition of pavement, replacement needs, and costs and timing for repair.

Significant efforts need to continue in infrastructure planning. This includes the funding of a water, sewer, and drainage infrastructure master plan; a parks and recreation master plan that addresses actual needs and deferred maintenance at each park; a community forest master plan; and a public buildings master plan for the civic center, police department, and other public facilities. To implement the City's vision for different areas of the community—Flair Park, Northwest Industrial District, corridors, and Greater Downtown—the City will also need infrastructure master plans.

Once these plans are prepared, they must be integrated into a formal capital improvement plan so that annual budget allocations can be made and the public clearly understands the relationship of the improvements to the goals set forth in the City's Vision. Finally, the City's responsibilities not only pertain to its ability to construct new public facilities and infrastructure, they also include the responsibility to maintain infrastructure in good working order over time. Simply put, routine preventive maintenance is more cost-effective than asset replacement. For example, the cost of replacing one square foot of pavement is at least five times the cost of slurry sealing the same segment annually for seven years.

Infrastructure Financing

Maintaining adequate funding requires that financial reserves be factored into rate structures for services. El Monte is committed to maintaining an operating reserve to provide working capital for operations and maintenance costs, a rate stabilization reserve to guard against unanticipated economic consequences, and a capital project reserve for replacing or upgrading existing facilities. The optimal amount of financial reserves will be maintained in accordance with the level of depreciation, deferred maintenance, and replacement and recapitalization needs.

The City will need additional funds to invest in its infrastructure. The Northwest Industrial District needs significant improvements to its internal and external network of roadways and drainage systems. Upgrades in water, sewer, and drainage infrastructure are needed to facilitate the construction of the El Monte Gateway, a project that is critical to the financial health of the City. According to the City's sewer study, approximately 10 percent of all sewer lines may require replacement. Flair Park also requires significant roadway improvements.

Financing mechanisms will need to be implemented to pay for the incremental impacts of housing, commercial, and industrial development and deferred maintenance that have accumulated over the past 30 years. These include traffic mitigation fees, benefit assessments, grants and loans from the federal government, redevelopment tax increment, bonds, and even special taxes or general funds if needed. In other cases, the City may need to update and monitor its development impact fees to ensure that they are accurately tied to the cost of needed improvements.

The City has implemented several tools to finance infrastructure upgrades. In 2007, a capital projects fund was established to be used to fund improvements to roadways, parks, public facilities, and other infrastructure. In 2006, the City established a sewer enterprise fund to finance costs to comply with State Water Resources Control Board mandates, and the additional costs of maintaining and repairing the sewer system. The City has also amended the Water Authority Enterprise Management Agreement to provide a minimum level of \$500,000 for capital improvements.

As El Monte develops, additional financial policies and programs will be necessary to provide a modern and efficient infrastructure system that will support the economic revitalization of the community and maintain it in sound fiscal condition. This will include the development of adequate operating reserves within individual enterprise funds, rate stabilization reserves to guard against unknown contingencies, and other best management practices. The following policies provide guidance for continued reinvestment in El Monte's public facilities and infrastructure.

Goal PSF-4

Well-managed network of infrastructure evidenced by rigorous capital improvement planning, preventive maintenance, and equitable financing.

Policies

PSF-4.1 **Resources.** Provide resources for technology (e.g., computerized tracking systems), staffing, and other tools necessary to automate and modernize the process of maintaining, monitoring, and protecting the City’s investment in its infrastructure.

PSF-4.2 **Master Plans.** Prepare comprehensive master plans for all major infrastructure (e.g., roads, water, sewer, and public facilities) and ensure that findings are explicitly tied into capital improvement plans, the annual budgeting process, and the City’s Vision.

PSF-4.3 **Fair Share.** Require development to pay the full cost of improving water, wastewater, road, parks, or other infrastructure necessitated by their projects, unless findings are made that the fair share requirement should be waived due to overriding public benefit.

PSF-4.4 **Fee Structures.** Review development fees, impact fees, and monthly service charges on an annual basis to ensure that adequate revenue is collected to fund the operation and maintenance of existing facilities and construction of new facilities.

PSF-4.5 **Benefit Assessments.** Require the formation of benefit, maintenance, or community facilities districts for large projects, specific plan areas, or neighborhood areas that desire or require additional maintenance, facilities, or levels of service.

PSF-4.6 **Financial Reserves.** Adopt a reserve policy that allows for the full recapitalization of infrastructure in compliance with guidelines of the Government Officers Finance Association and accepted industry norms for the replacement of infrastructure components.

PSF-4.7 **Specific Plans.** Require that specific plans contain comprehensive infrastructure master plans that detail infrastructure conditions and needs; prepare a financing plan to fund improvements and a cost-sharing arrangement for property owners to pay for infrastructure.

COMMUNITY SERVICES

Community services enhance El Monte’s quality of life, create a safe and nurturing environment for residents of all ages, and promote civic pride. To that end, El Monte supports a variety of community, educational, social, and health services for residents and the business community. These services are delivered by the City, County agencies, private for-profit business, and nonprofit organizations throughout the community.

Child and Youth Services

Public and private day care centers provide child care services to thousands of El Monte children each day. Working with nonprofit and for-profit entities, public schools are heavily involved in the provision of child care. The El Monte City School and Mountain View School Districts offer Stone Soup Child Care Programs, a nationally recognized organization that partners with school districts, cities, and public and private enterprise to provide quality, affordable child care and after-school services.

El Calvario Community Center, an outreach of the Presbyterian Church, offers youth programs to help build stronger individuals and families in El Monte. The Center’s latchkey program helps youth with basic skills like reading, writing, and math. The Center’s At-Risk Youth program fosters self-esteem and self-sufficiency, develops problem-solving skills, and assists with conflict resolution and goal setting through employment opportunities, leadership development, counseling, and sports activities.

Our Saviour Center, the social service outreach of the Episcopal Church, has served El Monte for more than 20 years. The center provides the Cleaver Family Wellness Clinic, job development and employment training, temporary emergency shelter, food distribution, and parenting instruction. The center operates the Kids Campus Youth Center, a state-of-the-art facility equipped with a computer lab, game room, gym, art room, digital lab, and learning center.

The Boys and Girls Club of San Gabriel Valley operates a community center serving the Mountain View neighborhood of El Monte. Its mission is to inspire and enable all young people, especially those from disadvantaged circumstances, to realize their full potential as productive, responsible, and caring citizens. The Boys and Girls Club offers a variety of services, including education and career development, sports/recreation/fitness, health and life skills, and character and leadership development.



Recreation Facilities

Kids Campus Youth Center offers a wide range of recreational programs for our youth.

Family and Adult Services

The City of El Monte supports adults, families, and seniors. This includes the support for or provision of mental health services, social services, income support, housing assistance, and family counseling. A wide array of public, private, and nonprofit organizations provide these support services for families and adults in El Monte.

The Jack Crippen Senior Center is the primary service agency for aging, health care, and City services for seniors residing in the City of El Monte. The center is strategically located just south of Downtown, where the majority of senior housing is located in the community. The center provides a wide range of support services, activities, and classes for seniors, including financial and legal planning seminars, health care, an AARP Driver Safety Program, and various enrichment classes for seniors. The City also provides transit services for senior residents as well.



Senior Services

Jack Crippen Senior Center is the primary City-funded facility for senior services.

The County of Los Angeles' Department of Public Social Services administers programs from Flair Park. This office provides a range of services to El Monte residents, including food stamps, Medi-Cal, Cal-Works, Child Care, and elder care. A wide variety of income-support services are provided to eligible individuals. The County also operates its Children's Medical Care Center, providing services that include child insurance, preventive care, medical care, child care, and foster care. This location serves residents in El Monte and the San Gabriel Valley.

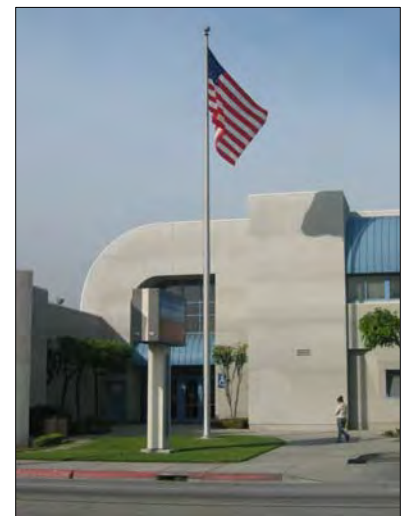
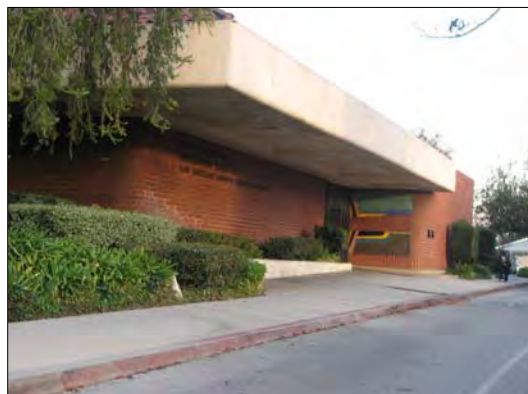
Education

The El Monte community is served by three public school districts. Mountain View School District operates 10 schools serving 8,400 primary and elementary age students in southern El Monte. Founded in the 1880s, the El Monte City School District operates 16 kindergarten through 8th grade schools with an enrollment of 9,700 students. Established in 1901, the El Monte Union High School District operates six high schools serving 7,000 students, and a community day school. El Monte also is home to many fine private schools providing K–12 education to its youth.

Like all public school systems in California, the City of El Monte public schools face several important issues in addressing student needs. As a result of the Williams Settlement, the State of California earmarked funds for school districts to further equal access to instructional materials, safe and decent school facilities, and qualified teachers. Many of the school districts in El Monte have prepared master plans to upgrade and modernize facilities to address overcrowding, future enrollment growth, curricular needs, health and safety, and other program/code requirements.

The El Monte-Rosemead Adult Education Center, Rio Hondo College, and other adult educational institutions play a critical role in education today. Adults may experience many job changes over their working years that require a wide range of skills. Rapid changes in technology and work processes, the reality of both parents working, and later retirement ages point toward the need to train and retrain working people. These institutions continue to play a vital role by offering a wide range of coursework and on-the-job training in a number of professions.

The City supports lifelong learning through two public libraries operated by the Los Angeles County Library. The El Monte Library is a 12,000-square-foot facility with more than 100,000 volumes and the Cesar Chavez Self-Improvement Collection for Job Training and Career Development. The Norwood Library features a 10,000-square-foot facility that houses more than 90,000 volumes. Both libraries offer adult and teen programs, summer reading programs for children, facilities for events, and many publications in English, Spanish, Chinese, and Vietnamese.



Education

The El Monte-Rosemead Center offers one of the largest adult education centers in the San Gabriel Valley.

Health Services

Health and social well-being is fundamental to residents' quality of life. Yet our health and well-being is affected by many institutional, personal, and cost factors; some are within our reach, others are not. El Monte is denoted by higher levels of preventable diseases, including diabetes and respiratory conditions, among all age groups. The City is just beginning to understand the relative health conditions of El Monte residents in comparison to surrounding communities in the region.

These adverse health conditions are created by the environment (air pollution), land use planning (including the lack of parks and recreational outlets), household incomes, educational levels, and lifestyle choices. Other factors include access to services, typically measured by the availability of full-service hospitals, supportive clinics, and emergency medical services; healthy lifestyles, evidenced by the appropriate level of exercise, nutrition, and preventive care; and the affordability of health care services.

El Monte is within 15 to 30 minutes of several large hospitals, including Arcadia Methodist Hospital in Arcadia, Kaiser Permanente in Baldwin Park, and Greater El Monte Community Hospital in South El Monte. Nonprofit and government agencies assist in meeting local health needs. The El Monte Comprehensive Healthcare Facility offers personal health care and limited acute and rehabilitative treatment on an outpatient basis only. Alta Med Health Services provides primary care, obstetrics and gynecology, family medicine, an HIV clinic, and other services.

Many of these local hospitals create benefit plans that set forth programs to benefit the communities they serve. As the City's goal is to improve the health and welfare of its residents, and as resources for health services are limited, the City will strive to work with each hospital within Service Planning Area 3 to increase access to services and benefit from health prevention programs. This will require unprecedented levels of cooperation with surrounding health care providers and potential restructuring of the roles of individual city departments, or creation of new partnerships.

As with communities throughout the greater San Gabriel Valley and Los Angeles County, one of the greatest concerns is the limited access to trauma facilities. Federal and state reimbursement policies for services provided at emergency and trauma rooms have led to many trauma facilities closing throughout the county. The two closest trauma care facilities are the LA County-USC Medical Center in Boyle Heights (13 miles west) and the Pomona Valley Hospital and Medical Center (16 miles east). These facilities are insufficient in size and proximity to cover all San Gabriel Valley cities.



Health Fairs

City-sponsored health fairs offer residents the opportunity to learn how to stay healthy.

Creating Effective Partnerships

The City, libraries, school districts, health care providers, business, and nonprofit groups play an important role in delivering services in El Monte. Opportunities for partnership are numerous. One such concept is the development of joint use facilities located near residents, such as schools. Joint-use facilities can provide park, recreation, educational, and public services for students during school hours and for residents during after-school hours. Joint-use facilities may include parks, libraries, gymnasiums, auditoriums, health clinics, performing arts space, and other uses.

Creating effective partnerships is also an important part of providing a more comprehensive system of community services. Because of the extent and range of human services, no single entity has the expertise to provide the full range of services. Instead, numerous agencies fill the gap. This uncoordinated approach lends itself to service deficiencies, unnecessary duplication of services, and the loss of opportunities to leverage resources. The City's 2005–2009 Consolidated Plan reiterates the importance of coordinating service providers to maximize service delivery.

The Community Services Department currently provides a variety of social services, focusing primarily on recreation, leisure, and senior services. However, the City has the opportunity to facilitate a more integrated approach that can address a range of social-service, educational, employment, and related needs. This requires the City to serve not only as a direct service provider, but also as a facilitator and coordinator of services. This role offers the opportunity to coordinate the effective delivery of a greater range of community services needed by residents of all ages.

Goal PSF-5

A comprehensive array of quality social and human services, educational opportunities, and cultural services that enrich the lives of El Monte children, youth, adults, and seniors.

Policies

PSF-5.1 After-School Care. Support private, nonprofit, and public community service organizations that coordinate or provide child care, English translation, after-school programs, recreational activities, and other community services.

PSF-5.2 Family Services. Continue to support El Monte families through the direct provision of services, enhanced coordination of service

providers, and expansion of partnerships with nonprofit, for-profit, and government service providers.

PSF-5.3 **Senior Services.** Coordinate the provision of a wide variety of senior services through the Jack Crippen Senior Center; establish working partnerships with senior housing developments in the City that will allow greater cross-utilization of senior services.

PSF-5.4 **Education.** Support the efforts of public and private schools to modernize facilities, provide quality educational materials, and ensure qualified instruction that will equip residents to make productive contributions to society.

PSF-5.5 **Library Facilities.** Work with the Los Angeles County Library system to upgrade and modernize local libraries to meet the changing needs of residents and the business community.

PSF-5.6 **Joint Use Facilities.** Actively work with school districts to make schools available to the community, including opening ball fields, libraries, auditoriums, and other amenities when school is not in session for recreation and community events.

PSF-5.7 **Health Care.** Partner with local health service providers, public schools, community service groups, faith-based organizations, and other groups to promote healthy lifestyles and increase the quantity and quality of health care services to residents.

PSF-5.8 **Partnerships.** Seek to expand the role of the Community Services Department so that it is not only a direct service provider, but also a facilitator, collaborator, and coordinator with other social, health, and educational providers within the City.

9 Cultural Resources Element

Introduction

Vision El Monte A community of diverse cultures and peoples, who share common values of family and service to the community, and who share the vision that El Monte, a city of rich cultural history, represents a place of hope, opportunity, and achievement for the future.

El Monte has a diverse population and a rich history. For over seven generations, immigrant families have brought knowledge and traditions to the city and region from around the globe. Tongva, Spanish, Mexican, American Pioneers, and the Asian Pacific peoples: all have contributed to El Monte's history. These influences have created a multicultural city in the San Gabriel Valley with a unique focus on community.

This Element celebrates El Monte history and culture and seeks to define and shape the community's future through:

- ***Built environment***—imbuing the city's infrastructure and built environment—crosswalks, sidewalks, intersections, greenways, street lights, and signs—with reminders of the City's culture and heritage.
- ***Natural environment***—reclaiming the City's environmental and cultural legacy by the restoration, preservation, and maintenance of its trees, rivers, and landscape amenities.
- ***Preservation of heritage***—preserving, enhancing, and renewing any remaining buildings of historic significance or extant traces of city fabric that are significant locally and statewide.
- ***Contemporary culture***—imagining, creating, and supporting powerful events for celebrating children, family, and leaders of the community, past and present, all of whom leave an imprint.

PURPOSE AND FUNCTION

The Cultural Resources Element is not required by state law. However, the people of El Monte recognize that affirming their diversity and history can enhance quality of life in the City and guide future development. Therefore, this element is intended to celebrate El Monte's story and provide direction on how to bring the cultural values, heritage, and meaningful lives of residents into focus in the City on a daily basis. This element also guides the City's vision for future development, provides a unifying spark for its citizens, and establishes an aesthetic feel and spirit specific to the City.



This element recognizes that cultural resources add richness to community life, provide meaning and relevance to our diverse past, and orient us toward a common future. This identity may lie in the reflection of a spirit of community in the built environment, the restoration of our environmental heritage and legacy, the creation of meaningful public spaces for civic gathering, and the imagination for powerful events that celebrate children, family, and seasons of life. This element is designed to define a unique, positive, and powerful cultural identity and a special focus on creating a city where youth and community values are celebrated.

RELATED PLANS AND PROGRAMS

This element incorporates and distills research done for the cultural resources index and through community outreach. Moreover, the Cultural Resources Element embraces the work and knowledge of a wide range of organizations and groups in El Monte, such as the El Monte Historical Society, La Historia, Tongva Tribal Council, Chamber of Commerce, Amigos de los Rios, and other organizations. Finally, numerous individuals provided a history of traditions and memories that enrich this element.

Cultural resources do not exist in a vacuum, and this element is closely linked to others in the General Plan. The preservation of historic structures and creation of a matrix of city landmarks is an important consideration in the Community Design Element. Expanding recreational and cultural opportunities, such as along the Emerald Necklace, is fundamental to the Parks and Recreation Element. The Circulation Element addresses key infrastructure components that double as cultural interpretive corridors. Even the Land Use Element guides land use that respects and builds on past land use policies within the community.

EL MONTE SPEAKS

Fundamental to this element is the recognition and appreciation that El Monte has a great story to tell. It is a story of a colorful past and a vibrant present. It is not limited to historic buildings and monuments, but also includes oral traditions, art, and community events. It embraces both the built and the natural environment. Cultural history exists in historic structures and in the hearts and minds of El Monte’s residents. Residents have expressed a desire to share their story, reconnect to their past, and build upon its richness to define their future.

As part of the General Plan update, the City conducted extensive surveys of the community that included schools, City officials, residents, historical groups, and businesses. Local historical groups surveyed included the El Monte Historical Society, La Historia, Tongva Tribal Council, and Chamber of Commerce. Hundreds of residents were surveyed about what constitutes a cultural resource. The City also held a public cultural resources workshop to communicate the results of the outreach process.

The survey was carefully designed to elicit responses on what makes El Monte special and what constitutes a cultural resource. Recognizing that people of different backgrounds, age levels, and experiences have different perceptions of what constitutes a cultural or historical resource, the survey parameters were deliberately left wide open. This inductive process drew a passionate response from residents of all ages and resulted in a living document called the El Monte’s Cultural Resources Index.

Eight categories of cultural resources were established to structure the input received from the hundreds of participants in the process. However, the index is much more than a list of significant places, features, and buildings. It represents a dynamic process, reflecting the collective identity and values of the City and its residents, and should be updated over time.

The following cultural resources index categories are listed below and defined on the following pages.

- Historic Structures
- Infrastructure, Urban Fabric, and Traces
- Characteristics Establishments and Economic History
- Key Landscape Features and Natural History
- Oral History
- Monuments, Public Art, and Landmarks
- Contemporary Culture



Historic Structures

Buildings of relevance and significance to the history of the City, regardless of whether they are eligible for official registration with the federal or state government, provide a historical context for how the City has developed.

Historic Structures

The Santa Fe Trail Park is a monument to El Monte as the end of the Santa Fe Trail, which started in Missouri.

- 1. Conestoga wagon
- 2. State historical marker
- 3. The Osmond house and original jail



Infrastructure

Railroads, utilities, and public transportation systems have had a huge impact on the fabric of the City and are part of its history, and should be reevaluated as critical features in the City.

Infrastructure

As the transit hub of the San Gabriel Valley, El Monte is defined by its transportation infrastructure.

- 4. El Monte Airport, a bustling hub for aviation enthusiasts
- 5. Peck Bus Shelter, with a sculpture of the river
- 6. Regional MTA Bus Hub, the busiest on the west coast
- 7. An El Monte bus, which runs on natural gas



Urban Fabric/Traces

Some traces of historic settlements and cultures are only partially preserved in the contemporary urban fabric, or preserved as fragments of street patterns, as no complete historic districts exist.



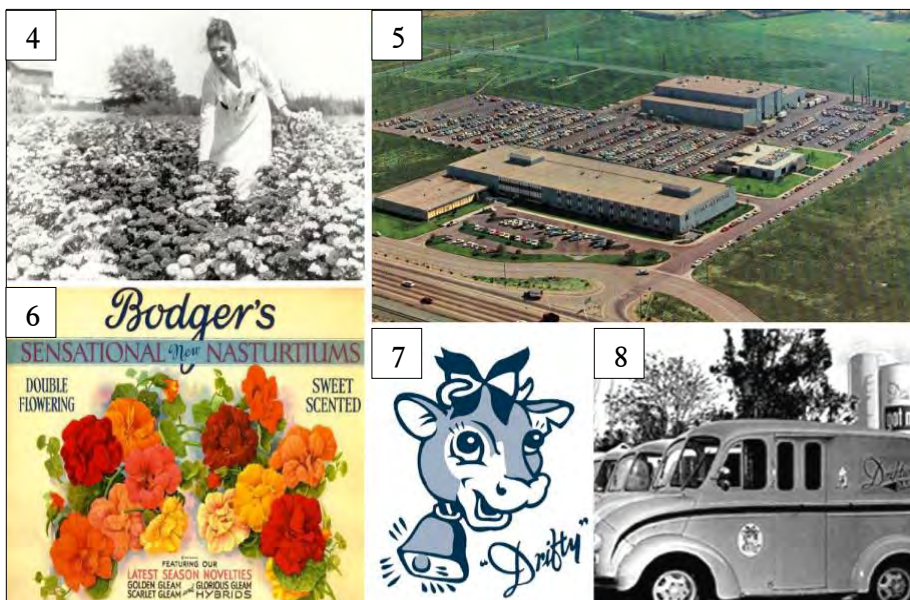
Urban Fabric/Traces

El Monte has a rich agricultural past evident in structures, street patterns, and other forms.

1. Rurban Homesteads, a depression-era federal demonstration project with subsistence farming
2. Pumpkin Fields, representing the bounty of the agricultural industry
3. Original period architecture

Characteristic Establishments/Economic History

There are many entrepreneurial ventures, individuals, companies, and industries whose special products and services are specific to El Monte and its history and that continue to be identified with the City.



Characteristics Establishments

El Monte's economic history is defined by many prominent and world-renowned businesses.

4. Bodger Seed fields
5. Sargent Fletcher facility
6. Bodger Seed package
7. Driftwood Dairy mascot
8. Driftwood Dairy trucks

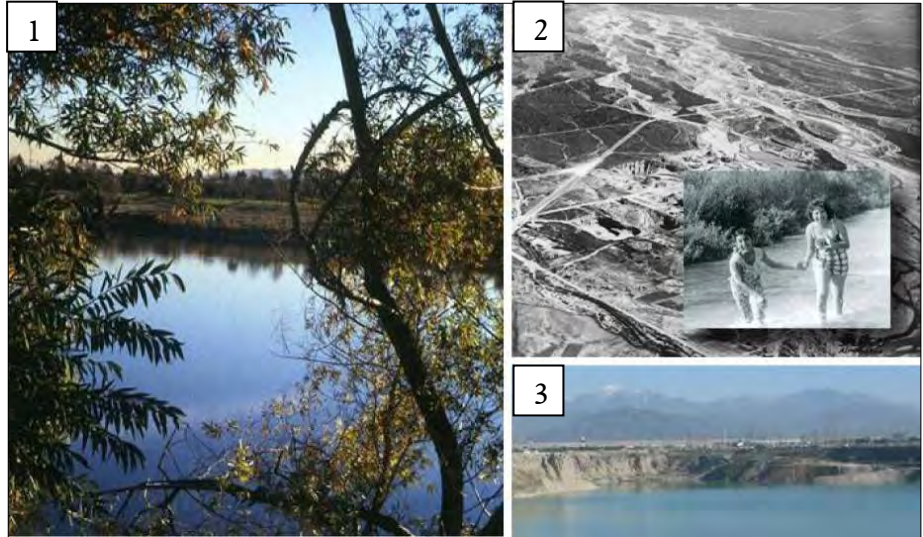
Key Landscape Features/Natural History

Landscape features characteristic of El Monte’s past, present, and future, such as the rivers and the mountain perspectives, are relevant and unifying forces for diverse cultures and development in the City.

Cultural Landscape

Located at the convergence of two braiding rivers, the San Gabriel and Rio Hondo, El Monte’s history is tied to the rivers.

1. Peck Water Conservation Park
2. San Gabriel and Rio Hondo River © UCLA Geography labs
3. Hanson Quarry, location of past mining activities and future jewel of the Emerald Necklace



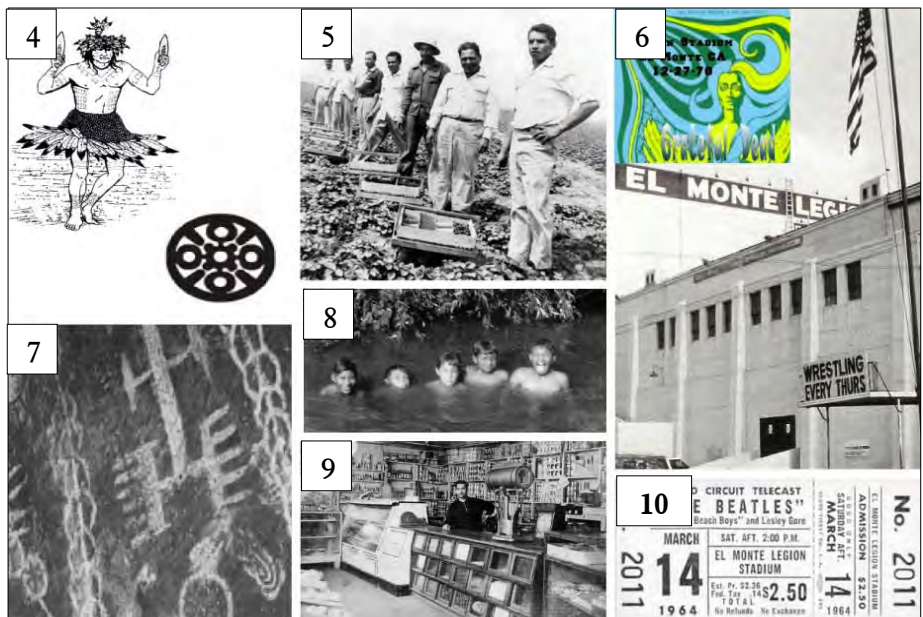
Oral History

Famous or unique events or places in El Monte’s history are preserved largely in collective memory and remain in the hearts and minds of residents but are not marked or recorded in the built fabric of the city.

Oral History

Stories are an integral part of El Monte’s past that remain in the collective memory of residents.

4. Tongva Tribal Dance
5. Berry pickers
6. El Monte Legion Stadium
7. Tongva petroglyph
8. Historical photo of river recreation
9. Grocery store
10. Concert ticket from Stadium



Monuments/Public Art/Landmarks

Commemorative plaques and public artwork throughout the City testify to the significance of a historic event, person, building structure, or establishment no longer in existence.



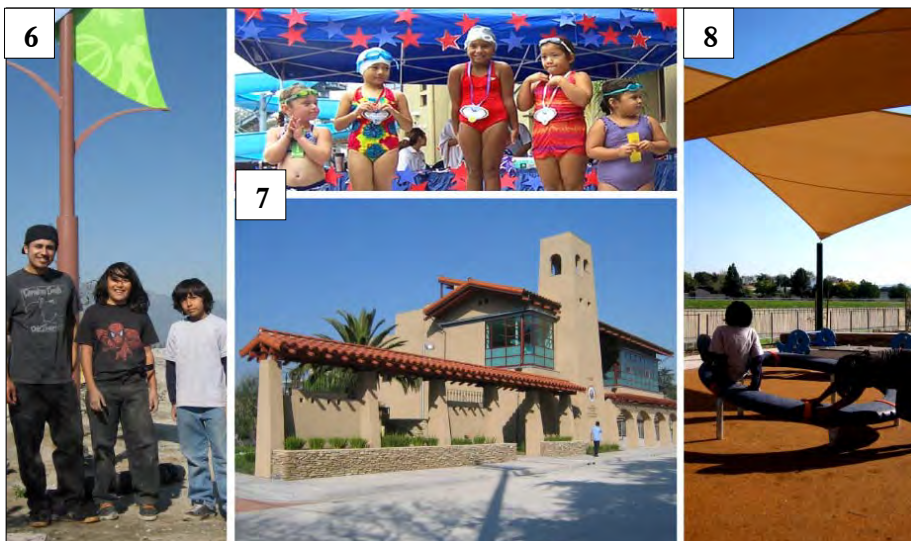
Monuments

El Monte's landscape is defined by historic and modern monuments to its past and future.

1. Water tower
2. Metrolink public art
3. Gay's Lion Farm
4. Marker for the First Presbyterian Church
5. Statue of Liberty at City Hall

Contemporary Culture

Yearly events and celebrations, special public places, and institutions throughout the City, including civic buildings and parks, that give a special quality and identity to the life in the City—especially from the perspective of the City's younger residents.



Contemporary Culture

El Monte's contemporary culture is represented by many different symbols, reflective of its past and future.

6. Emerald Necklace banner
7. El Monte Aquatic Center
8. Rio Vista Park

Cultural Resources Element

CULTURAL RESOURCES INDEX CATEGORY

Historic Resources

- **End of the Santa Fe Trail – State**
- **Santa Fe Trail Historic Park/Osmond House & Jail – State**
- El Monte Community Center Complex/El Monte Historical Society Museum/Grace Black Auditorium/Jack Crippen Senior Center* – Local
- Tony Arceo Memorial Park Bandshell – Local
- Rurban Homesteads/Wye Street – Local
- El Monte Theatre/Old Valley mall – Local
- El Monte High School Manual Arts Building - Local
- El Monte Masonic Lodge – Local
- El Monte Cemetery/Savannah Pioneer Cemetery*** – Local

Monuments & Landmarks

- Veterans' Memorial/City Hall
- Statue of Liberty/City Hall
- Gay's Lion Farm Statue at: El Monte High School/Metro Link Station – Gay's Lion Farm Silhouette/Valley & Peck
- Historical society – 1st Protestant Church, Bronze Plaque

Characteristic Establishments/Oral History

- Willow Grove Inn
- Riding Stables – Charros
- Swanee River Ballroom
- Crawford's Country Store
- Lexington School – 1st Public School in El Monte
- Broger's Seed Company
- Sunshine Dairies/Driftwood Dairies
- Walnut Farms
- Turkey, Pig, Rabbit Farms
- OH Kruse Grain Mill
- Japanese settlements
- Tumbleweed Theatre
- El Monte Legion Stadium
- Mr. J's Night Club/Santa Fe Inn
- El Monte RV
- Ball Glass/Saint Gobain Containers
- Aerospace/Aerojet, Sargent Fletcher
- Costa Azul
- El Monte Drive-in Theatre
- Agriculture: Vegetable and Fruit Farms

* These items are determined as having both historic and cultural value

** These sites are potential cultural resources

*** Outside contemporary city limits

Infrastructure

- Southern Pacific Railroad
- Ramona Boulevard Red Line
- River San Gabriel and Rio Hondo
- Freeways
- Water Companies/Water Tower
- "Municipals"

Urban Fabric/Landscape Features

- End of the Santa Fe Trail
- Old Main Street/Old Valley Mall – Well
- Hick's Camp/River Camp/Wiggin's Camp
- Medina Court/Costa Azul/Our Lady of Guadalupe Church
- La Mision Camp/Creek
- Canta Ranas Camp/Las Flores Camp/Granada Camp/Chino Camp
- The Wye Street/Rurban Homesteads
- Rancho period – San Francisquito, El Monte Township
- Gay's Lion Farm
- Watershed Ecology – washes, creeks, and mountain views
- Hanson & Rodeffer Quarries**
- Riding Stables – Charros

Contemporary Cultural & Civic Resources

- El Monte Community Center*/El Monte Historical Society Museum*/Grace Black Auditorium/Jack Crippen Senior Center*
- Tony Arceo Memorial Park
- Tyler Library/Norwood Library
- El Monte Aquatic Center
- La Historia Museum
- The Women's Club
- Old Main Street/Old Valley Mall
- Pioneer Park/Fletcher Park
- Peck Water Conservation Park
- Future Teen Center
- American Legion
- Chinese Historical Society of Southern California
- Riding Stables – Charros
- Medina Court/Our Lady of Guadalupe Church
- Rio Hondo & San Gabriel Rivers
- Water Shed Ecology – washes, creeks, and mountain views
- Masonic Lodge
- El Monte Trolley Station
- El Monte Airport

Cultural Resources Context

Many families have chosen El Monte because the City is a place of hope and promise, opportunity and achievement. The City's population reflects myriad waves of folks who risked their lives to make their way to California and El Monte to find a better life. Another common thread is the importance of family and shared sense of community that connects diverse populations throughout the City. Residents share a desire to create unique and wonderful opportunities for their children and families.

Driving from one end of the City to the other today, few would grasp the richness and diversity of the population and the important cultural milestones the City and its people have experienced. The built environment is relatively homogenous from street to street. But the City is and has been home to a diverse population, world-renowned businesses, and rich historical eras and events. In such an environment, the challenge is to recreate in a meaningful way “odes to the people, places, and events” that are of critical importance to El Monte's residents.

To that end, the best place to start is the beginning. Over El Monte's eventful history, seven eras are apparent, each leaving an imprint on El Monte today. This section traces El Monte's history through these eras:

- ***Prehistory.*** The Tongva culture that lived along the San Gabriel and Rio Hondo Rivers and the Catalina Islands.
- ***Mission and Rancho Period (1770s to 1840s).*** The Spanish mission settlements of early California, and later Mexican government.
- ***Early California Settlement (1860s to 1900s).*** The pioneers who settled in El Monte and saw its expansion into a township.
- ***Garden City of the Valley (1900s to 1930s).*** The development of the agricultural industry in El Monte.
- ***Emerging Cultures (1910s to 1950s).*** Chinese laborers, the Mexican-American barrios, Japanese immigration, and cultural assimilation.
- ***Industrial Eras (1940s to 1970s).*** World War II industry and the suburbanization of El Monte.
- ***Contemporary El Monte (1980s to present).*** Urbanization and defining a new direction.

PREHISTORY – THE TONGVA

El Monte’s early history is not confined to the present city boundaries. El Monte has a special natural setting, as a fertile island between the Rio Hondo and the San Gabriel River, and one of the most diverse ecosystems in the San Gabriel Valley. In fact, the term “el monte” means “wooded place.” This oasis attracted settlers and visitors throughout history, and the rivers continue to shape and characterize the City to this day.



Photos courtesy of the Tongva Tribal Council

The Tongva peoples brought the first culture to the Los Angeles region. *Tongva* means people of the earth. The Tongva are also referred to as the Gabriele o/Tongva or Gabrielino/Tongva tribe. They occupied the land from the San Gabriel Mountains to the southern Channel Islands from as early as 7000 BC to the time of Spanish settlement more than two centuries ago (1770s). Major village sites were established near El Monte (Houtngna), Azusa (Azuksangna), Covina (Weniingna), La Puente (Awingna), and Whittier (Sejatngna).

The Tongva derived their sustenance and culture from the rivers. They traveled throughout the watershed, using reed canoes for hunting, fishing, and gathering, and they venerated the rivers in ritual bathing ceremonies. The Tongva sustained themselves on a wide variety of ecosystems. The basin prairie provided deer, pronghorn antelope, elk, and migratory birds. The mountains offered autumn harvests of pine nuts. The rivers provided fish and medicinal herbs from riparian plants. But the Tongva’s primary food was acorns from the oak woodlands, which they tended like orchards, pruning, weeding, and even using controlled burning to clear underbrush and fertilize the trees.

Today, there are 300 enrolled members of the Gabrieleno/Tongva Council of San Gabriel and an estimated few thousand that still live in California. In El Monte, the Tongva have established a Young People’s Village (Youth Center at 4528 Baldwin Avenue in El Monte).

MISSION PERIOD INFLUENCE

Mission Period

From 1770 to 1821, Spanish missionaries and soldiers used the El Monte area as a camp. In 1771, just south of present-day El Monte, the first Mission San Gabriel Arcangel, or La Mision Vieja, was established on the banks of the Rio Hondo as a stopping point between the missions in San Diego and Carmel. Severe flooding, along with hostility between Spanish soldiers and a local village, eventually forced the mission to move to its present location in the City of San Gabriel in 1775.

Many Tongva were brought in to live at the mission and required to abandon their native traditions. They became Catholic converts, laboring to maintain and expand the mission by learning to farm in the European style. They tilled land and dug irrigation trenches to plant wheat, corn, and vegetables. Others were trained to tend cattle, butcher meat, and tan hides. Women were responsible for feeding the mission community, making soap and candles, and weaving rope. Fed by the waters of the San Gabriel River and the labor of the Tongva, the mission became the most productive agricultural center in California by 1815.

Rancho Period

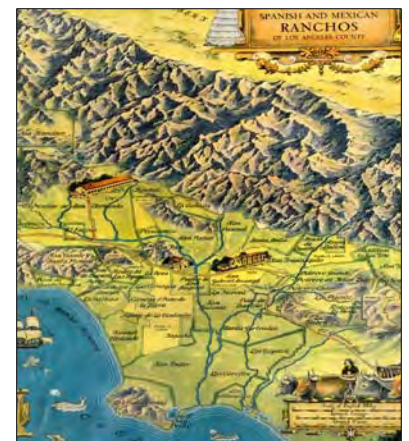
In 1821 the area now constituting El Monte became part of the Mexican Republic. The mission era came to an end with a decree from the Mexican Congress that stated missions were to be reduced to parish churches. Included in this law was a provision that the missionaries be offered posts as priests, mission buildings be converted to Native American pueblos, and Native Americans receive enough land “for their support and wellbeing.” However, the officials charged with overseeing the missions divided the land into private *ranchos* and valuables were sold off, decimating the wealth of the missions in a decade. The Tongva who had become dependent on the missions for survival subsequently lived on the fringes of society.

Although the mission era had formally ended, the area now constituting El Monte was still an important stop along the Santa Fe Trail, an ancient route that originally terminated in Santa Fe, Mexico. Traders and merchants continued to use the trail, exchanging American manufactured goods for furs and other items. Traders sent caravans to Missouri as part of this international trade. One of the City’s state historical markers is in the Santa Fe Trail Historic Park in downtown El Monte.



El Monte’s History

Pictured is a relief depicting El Monte’s early history as the end of the Santa Fe Trail.



Spanish and Mexican Ranchos

El Monte was part of the original Spanish and Mexican Ranchos.

EARLY CALIFORNIA SETTLEMENTS

El Monte played a significant part in California's early pioneer history. The area was the location of the first encampments along the extension of the old Spanish trail from Missouri to Santa Fe. On January 13, 1847, California became part of the United States with the signing of the Treaty at Cahuenga. By the 1850s some began to refer to El Monte as the "end of the Santa Fe Trail," as it became the western extension of the trail that originally ended in Santa Fe, New Mexico.



By midcentury, pioneers traveling from the Midwest were drawn to California by the Gold Rush and the prospects of riches. Although few found such riches, the El Monte region offered abundant land, fertile alluvial soil, and water for agriculture. The first pioneer family to arrive in El Monte from across the United States—the Thompsons of Iowa—settled here in 1851 after a 14-month journey. Subsequently, the charismatic Captain Johnson of Lexington, Kentucky, led another group of pioneers to El Monte in 1852 and established a settlement named after his home town.



The area of El Monte was designated a township in 1866 by the state legislature in an effort to organize the state into smaller, more defined governmental units. In 1868 the township's name was changed from Lexington to El Monte. Valley Boulevard was an extension of the Santa Fe Trail, and was used throughout the 1870s by the Butterfield Stage, which connected Los Angeles to Riverside. El Monte boasted the stagecoaches' first official stop—the Thompson family's Willow Grove Inn.



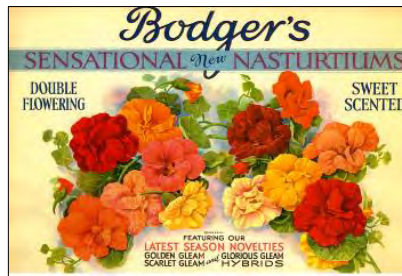
El Monte grew exponentially when the Southern Pacific Railroad built the first tracks through the city in 1873. In 1876, the first weekly newspaper was founded, the *El Monte Herald*. Main Street was paved in 1906; and one year later, the Pacific Electric Red Cars were serving as public transportation for the town. The Red Cars traversed the city from east to west along the Ramona Boulevard corridor. El Monte was incorporated in 1912.

GARDEN CITY OF THE VALLEY

Burgeoning Agriculture

El Monte's successful early small farms cultivated fruit, hops, cotton, castor beans, grain, honey, wool, and bacon. The turn of the century saw continued bounty from the land. In the early 20th century, El Monte was known as the "Garden City of the Valley." Walnuts, fruit, berries, vegetables, and flowers grew in abundance and supplied areas across the country. With the rich alluvial soils of the rivers, El Monte was a fertile place to grow anything. The official logo of the City of El Monte included walnuts.

Bodger Seed, Ltd., leased large swaths of land in southern El Monte to grow flowers. The brilliant-colored rows became a regional draw and an international legend as these products of California horticulture were exported to Europe. Local farmers claimed that anything would grow that you put in the ground. Orchards, groves, and a growing dairy industry began to replace field crops. The thriving agricultural industry required more water than was locally available, thus began the importation of water.



Roaring Twenties to Depression

The renowned Gay's Lion Farm—the Disneyland of the 20s and 30s—opened to the public in 1927 with 57 lions. The farm was on the present site of Valley Boulevard and Peck Road. It raised lions for the growing film industry and put on shows for visitors. Hundreds enjoyed the farm and its roaring creatures. Jackie, one of Gay's prize animals, was chosen for the MGM logo, and the local high school adopted the lion as its mascot. Although the farm is long closed, its memory lives on with statues of Jackie at the Aquatic Center and at Valley Boulevard and Peck Road.

During the Depression, El Monte was chosen as the location of a unique federally funded program, an experimental subsistence program called Rurban Homesteads. The government purchased a walnut farm east of Peck road and subdivided it into 100 single-acre lots. Each lot offered a home with enough land to produce vegetables and raise livestock. The project was successful and repeated across the country. Some of the original Rurban Homesteads and the layout of the visionary development are still visible along the The Wye in the northeast quadrant of the City.



***Mexican-American
Barrios***

Medina Court, the last of the City's original Mexican-American barrios, has provided El Monte with a long line of civic and business leaders, establishing its reputation as a "Gateway to the American Dream" for generations of new Americans.



EMERGING CULTURES

The Chinese first came to the greater El Monte area during the construction the Southern Pacific Railroad. Many Chinese remained in the El Monte area and ran trucks for the burgeoning agricultural industry. However, the Chinese Exclusion Act of 1862 largely reduced the Chinese influence, forcing many Chinese immigrants to leave their homes in the San Gabriel Valley, although some stayed in the area. Johnson Sting, a native Chinese, owned the largest asparagus farm in southern California. Today, Chinese is the fastest growing ethnic group in El Monte.

Japanese immigrants came to California in the late 19th century as unskilled farm workers. Like Mexican immigrants, they were segregated in public schools by racial covenants on property deeds and lived separate and distinct lives from other American residents in El Monte. By the 1920s, many Japanese assumed the trucking farms formerly held by the Chinese. A large number of Mexican Americans worked on their farms. However, the internment of the Japanese Americans during World War II caused them to lose their farms and literally removed this community from El Monte.

The Mexican Revolution of 1910 displaced large numbers of Mexican citizens and brought waves of immigrants into California over the following decades. Many of these immigrants found work in El Monte in the dairy, walnut, and berry farming industries. They brought with them great knowledge of agriculture and a strong equestrian tradition—the Charros legacy—that is still strongly felt in certain parts of the city. By the 1930s, Mexican immigrants constituted 20 percent of El Monte's population.

City ordinances required that Mexican immigrants live in designated areas; thus nurturing a unique Mexican American culture for more than 40 years. Approximately nine barrios were established in El Monte, such as Hicks Camp, Wiggin's Camp, Garvey Camp, Chino Camp, La Granada, and Medina Court. Houses were small wooden or even cardboard structures, usually with two or three rooms. Most families had an outhouse, although a few people had plumbing. Families had gardens and tended animals. Each barrio had its own stores, churches, and cultural establishments.

The barrios were a unique part of El Monte's history that continues to leave an imprint on community life. Although most of the barrios were demolished between 1953 and 1970, many of the residents stayed in the area to raise families and start businesses. The one remaining barrio is Medina Court, which was originally established around Our Lady of Guadalupe Church. Medina Court has provided El Monte with a long line of civic and business leaders, establishing the neighborhood's reputation as a "Gateway to the American Dream" for generations of new Americans.

WORLD WAR AND INDUSTRIAL ERA

World War II brought dramatic changes to El Monte. It brought the defense industry, harkening a shift from agriculture to industry. Aircraft parts factories and manufacturing began to emerge. Dairies and agricultural uses gave way to modern industry. Some of the best-known companies included Sargent Fletcher and Navcom.



Local workers produced parts for small planes, bombs, and other aircraft. At this time the industrial area now called Flair Park was established, as well as the northwest industrial area where Ball Glass opened to produce glass containers of all varieties.

The City of El Monte continued to expand as a suburb of the greater Los Angeles Region. To accommodate this population and reduce the threat of flooding, the Army Corps of Engineers cemented the river channels to allow for housing and industry within the flood plain. The quarry industry adjacent to El Monte to the north began in 1950 and still remains today. Much of the present freeway system was also established during this time. Much of the natural landscape was permanently replaced by flood control channels, freeways, quarries, and industrial uses, leaving a legacy of environmental issues.

El Monte's regional popularity increased with the opening of Valley Mall and its integrated music venue that drew international talent for the enjoyment of all—the El Monte Legion Stadium. El Monte RV, begun in 1970, became one of the nation's premier RV rental companies, represented by several hundred travel companies worldwide. Establishment of the Metropolitan Transportation Authority Bus Terminal and Metrolink commuter rail helped establish El Monte as a transit hub of the San Gabriel Valley. As in the rest of southern California, the culture of the automobile took over, and El Monte became a regional destination to purchase cars.

As is the case with early industrialization and suburbanization throughout the southern California region, unintended legacies remain from this era. City leaders today face pollution from past industrial activities, underground water contamination, congestion from an overtaxed transportation system, and public health challenges of modern life in the Los Angeles metropolitan area.



CONTEMPORARY EL MONTE – 1980S TO PRESENT

The City of El Monte has a colorful past, made up of many generations of individuals and families who traveled across the world to settle in El Monte. Although diverse in background, El Monte residents today share a special civic spirit of conviviality based on a belief in family and community. The City celebrates its younger citizens in a series of yearly events designed to delight the young and young at heart: Holiday House, the Art Festival, and Children’s Parade. The Parks Department hosts an excellent set of recreation opportunities for youth, and the state-of-the-art Aquatics Center is a major asset to the health and well-being of residents.



El Monte’s special identity is found in acknowledging and embracing the richness and the inextricable relation between the cultural and natural history of the community. Any time a foundation is dug for a new building in El Monte, the rich alluvial soils the San Gabriel River and Rio Hondo once deposited across the valley floor are unearthed. A critical part of the cultural resources program will be to re-establish a balance between the natural environment that gave the City its identity throughout history as a “wooded place – a meadow between rivers” and future development.

El Monte has taken a leadership role in the Emerald Necklace, a vision for restoring the Rio Hondo and San Gabriel River channels. The City wishes to revitalize its downtown core, beautify and open up its rivers, and strengthen the economy. In this renewal process, the city anticipates future growth, opportunity, and continued celebration of diversity. The strategic position of the city as a central hub where regional bus, Metrolink, highway, and local trolley services converge is a great strength and offers opportunity to develop world class transit-oriented developments.

El Monte will always be remembered for its colorful past and its unique contribution to the history of California. Contemporary El Monte, however, will be defined by its future. Civic leaders have the opportunity to define a legacy that respects and leverages its past. This new legacy will be one that embraces a clean and healthy environment, that recognizes and affirms its cultures and places and imbues the physical and natural environment with reminders, that cherishes its residents and families, and that offers people of all cultures a place of security, and promise and a launching point for realizing their dreams. El Monte is at a pivotal moment in its history and evolution.

Goals and Policies

El Monte is committed to acknowledging, celebrating, protecting, and enhancing its cultural resources throughout the City in a variety of ways. General Plan goals and policies support this commitment. The first goal and policies establish a broad-based cultural resources program. Goals 2, 3, and 4 address the importance of incorporating cultural resources into the built and natural environment. The fifth goal and supporting policies enhance support for the important yearly civic events that the City sponsors. The cultural resources index informs the proposed policies and goals in different ways, serving as useful references, tools, and sources of inspiration for cultural resource policy.

COMPREHENSIVE CULTURAL RESOURCES PROGRAM

Although the land the City occupies is known to have been widely inhabited by the Tongva tribe, there are no material remnants of this living culture. Buildings and structures relating to the period of the first Mission, early settlers who followed the Santa Fe Trail to California, the barrios, and other historical eras have been erased. Much of El Monte's history is alive only in street names, photographs, journals, and collective memories of inhabitants. All told, there are many important memories but relatively few official historical buildings or monuments.

By comparison, peer cities may have a higher concentration of classified historic places and official historic buildings. Citizens of El Monte as a collective are interested in the contemporary relevance of their shared history. In El Monte, the residents in multiple areas are carefully preserving knowledge of historic urban fabric and the associated culture. Examples of this include Barrio History at La Historia, the early settlements and pioneer culture preserved at El Monte Historical Museum, and subsistence gardening history from residents of the Rurban Homesteads.

The guiding principle of the Cultural Resources Element is that El Monte's cultural resources are dynamic and multifaceted, involving many aspects of community life. Unlike other cities with many examples of historic resources, the challenge for a city like El Monte is how to re-create in a meaningful way a contemporary presence of the layers of history that are no longer physically present, but remain in the hearts and minds of residents. This is not a traditional preservation processes but a challenge to acknowledge the importance of people and events in the history in the City in a myriad of innovative ways.



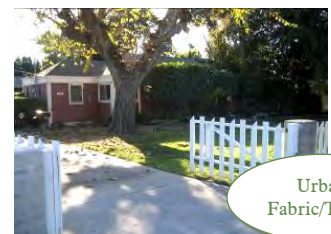
Urban History



Natural Features



Community Events



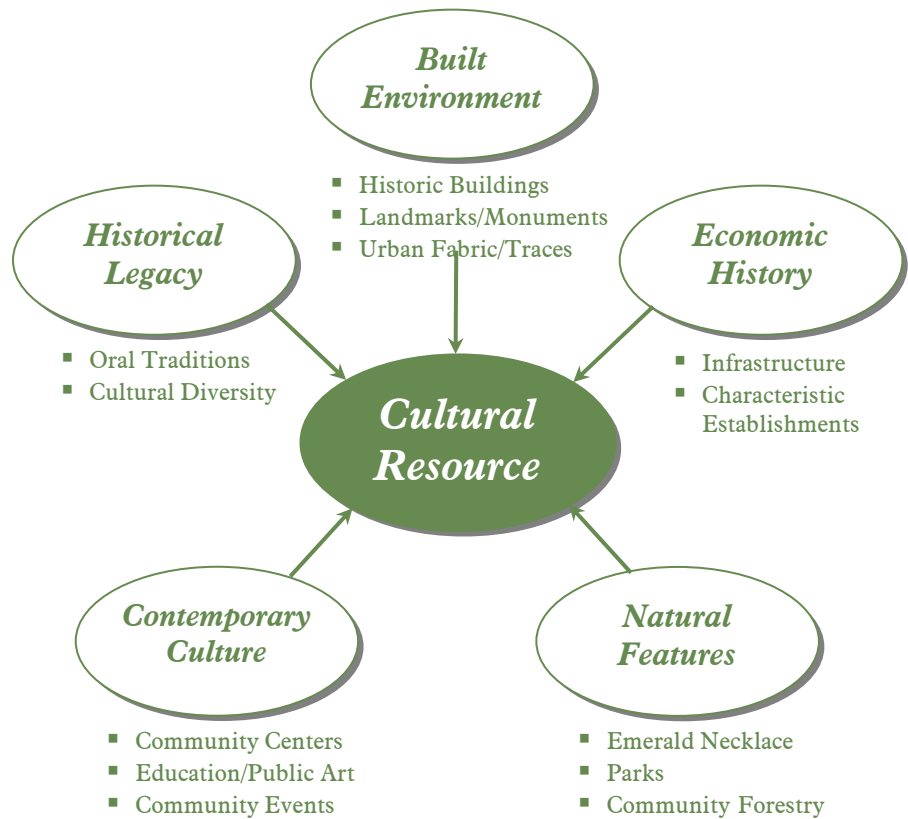
Urban Fabric/Traces



Economic History

Cultural Resources Element

Fundamental to addressing this challenge is understanding the nature of El Monte's cultural resources and the fact that such resources touch every facet of community life, the natural environment, and the built environment. The graphic below shows a broad view of El Monte's cultural resources. The cultural resources index is organized in a similar fashion.



Given that cultural resources involve every facet of community life, and that the City of El Monte now has a cultural resources index, perhaps the most fundamental task is to establish a formal cultural resources program. Such a program would acknowledge the leadership, achievements, accomplishments, and histories of its residents and provide a galvanizing force for the City. The program could also forge a new identity rooted in reclaiming the balance and heritage of El Monte. The following goal and policies provide a starting point for such an endeavor.

Goal CR-1

A multifaceted program for enhancing cultural resources in the City as a means to acknowledge and celebrate the leadership, achievements, accomplishments, and diverse histories of its residents.

Policies

- CR-1.1 Cultural Resources Index.** Ratify the cultural resources index as a living document recording people, places, and events of local significance to the City of El Monte, and establish a protocol for updates and additions.
- CR-1.2 Cultural Resources Map.** Create a cultural resources map capturing the dynamic layers of El Monte's history; locate the original map at a major civic institution and use reproductions throughout the city as appropriate.
- CR-1.3 Cultural Heritage Commission.** Establish a commission to develop and oversee cultural resources programs, including public art programs, annual cultural resources awards, collaborative school curriculum, and special events.
- CR-1.4 Cultural Resources Ordinances.** Update the El Monte Municipal Code to include authorizing ordinances that govern the designation, preservation, and recognition of cultural resources in El Monte and to delineate the roles of commissions.
- CR-1.5 Cultural Resources Plan.** Create a comprehensive cultural resources plan, based on the cultural resource index and map, to imbue the natural and built environment with symbols and improvements drawing from El Monte's rich cultural heritage.
- CR-1.6 Cultural Resources Education.** Inspire public support and recognition of cultural resources through a public education program, including school district curriculum, public art, library corners, displays in local museums, and special events.
- CR-1.7 Government Role.** Fully support the establishment of a cultural resources program and provide funding, staffing, and other mechanisms to maintain the program.

ORAL HISTORY

Telling stories of the City's critical cultural and historical events and places enriches residents' lives and is a source of pride, entertainment, and education. Oral history brings places alive and encourages citizens to consider where their city has been and where it is going. In the rush of modern living, oral histories allow us to pause and reflect. There are many waves of history and cultures that have influenced El Monte, but a few time periods of time stand out for many residents. In citizen surveys, the following key elements were the most commonly cited:

- ***Tongva Gabrieleño Culture.*** This widespread Native American culture used the Rio Hondo and adjoining areas for hunting, fishing, and gathering for thousands of years.
- ***Lexington School.*** This was the first public school in California and El Monte's only public school until 1923. Its story of segregation and desegregation reflect changing values and social activism.
- ***Gay's Lion Farm.*** This lion zoo and training center for Tarzan movies was one of the Southland's biggest attractions before World War II. The lion has become the City's most visible and endearing symbol.
- ***El Monte Legion Stadium.*** First a school gymnasium, then bought by Northrop Aviation before becoming an American Legion Hall, it became a noted venue for sporting events before bringing in live music.





TRACES OF URBAN FABRIC

El Monte's cultural history exists both on the ground and in the collective memory of its citizens. Traces of urban fabric are patterns of streets and urban elements within the contemporary landscape that remain as remnants of earlier settlements of cultural significance.

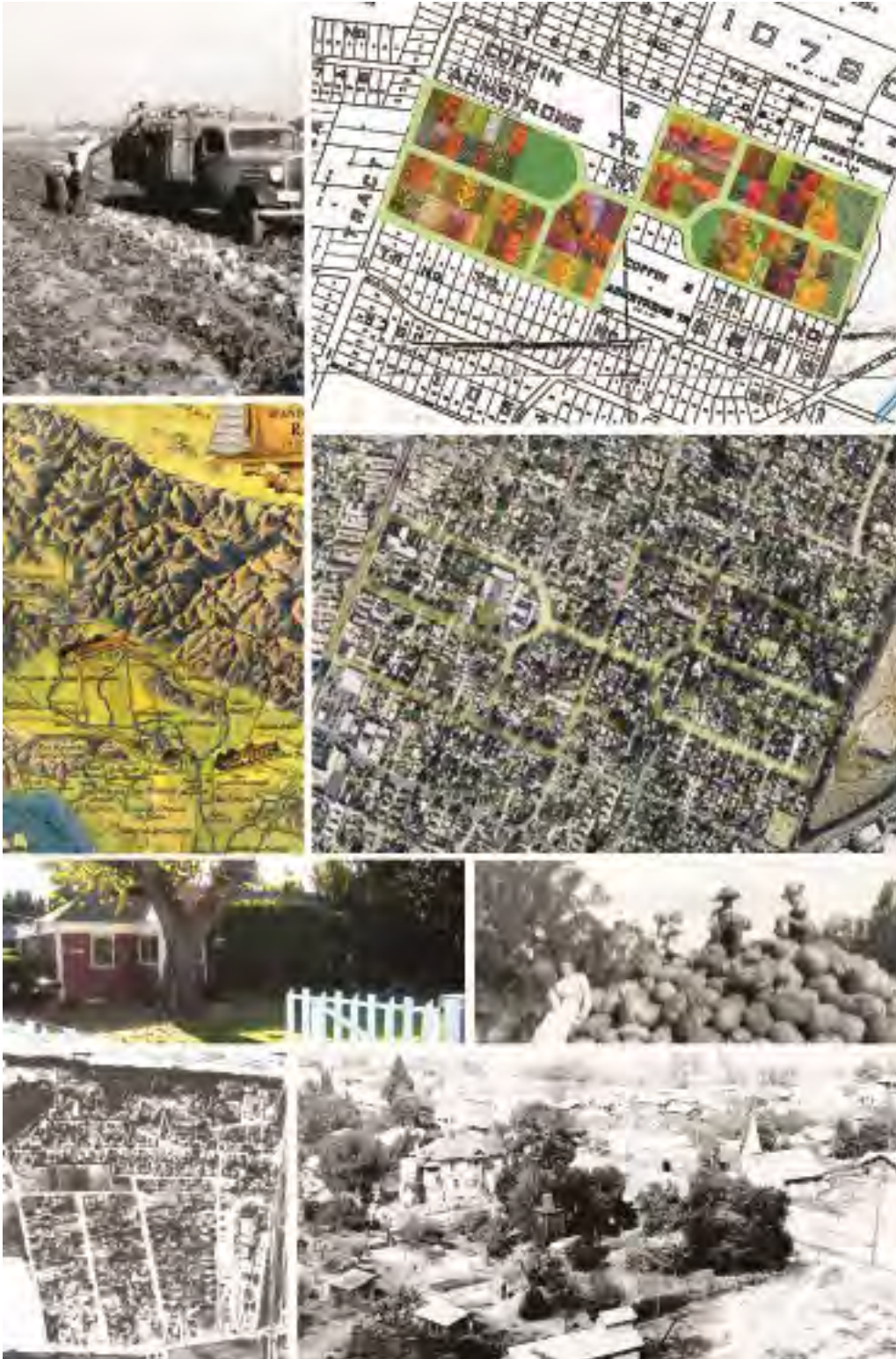
As cities grow and change, physical remnants of street patterns, buildings, and other elements often remain. In many cases, however, change is so pervasive that all traces of a historical event or time period are lost. In the case of El Monte, both conditions are true. Where significant examples in the landscape survive they should be preserved; where they do not, more creative approaches are needed to keep cultural history alive.

The highest ranked traces of urban fabric in the City are noted below. Other aspects of cultural history have been totally erased by modern development, but could be brought back with appropriate markers, displays, or symbols.



- ***Valley Boulevard/Valley Mall.*** El Monte's original Main Street and a key route between Los Angeles and San Bernardino, this area is the best known place to enjoy a walkable and relaxed shopping experience.
- ***Streets Named for Pioneers and First Settlers.*** El Monte was first settled by pioneers whose names are commemorated as street names throughout the City.
- ***Medina Court.*** The last of the original nine El Monte barrios, its nucleus was the Lady of Guadalupe Church and it produced a rich legacy of city leaders, workers, and citizens
- ***Rurban Homesteads.*** This Depression-era program encouraged subsistence living in a semiurban setting. The unusual lots, ample open space, and unique street patterns persist.
- ***Hicks and Wiggins Labor Camps.*** These camps were built along the Rio Hondo in the early 1900s. The camps were demolished but their story is indicative of the social and economic life of the era.

Preserving traces of urban fabric can also be a stimulus for the creation of cultural resource districts throughout the City (see Community Design Element). Based on cultural and historic development patterns, several districts have already been identified and could serve as the basis for streetscape improvements, public art, and cultural displays.



Goal CR-2

A community that embraces the rich diversity of residents and the cultural heritage they bring from all over the world by incorporating local cultural history and special places into the fabric of the built environment.

Policies

- CR-2.1 Cultural Districts.** Designate cultural districts based on historical development and cultural settlement patterns. Where little historical precedent exists, evaluate the creation of a district from existing site or urban design characteristics.
- CR-2.2 Historic Overlay Zones.** Assess the feasibility of creating historic overlay zones, as relevant, that contain elements of potential historic significance such as the Valley Mall, El Monte Theatre, Wye Street/Rurban Homestead area, and Medina Court.
- CR-2.3 Cultural Elements.** Develop elements relevant to defining traces of urban fabric: elements may include new gateways, streetscape elements such as kiosks with maps, special street signs, distinct textures for crosswalks or sidewalks, landscaping specific to districts, relevant public art, and interpretive signs.
- CR-2.4 Public Spaces.** Assess the feasibility of creating distinctive public space and walking routes in each district and Citywide, with a central gathering place and an interpretive map of the history of El Monte. An example of this would be the El Monte Historic Plaza between the Valley Mall and Valley Boulevard.
- CR-2.5 Capital Improvements.** Create a plan for making infrastructure improvements (e.g., signage, historical markers, park improvements, public art, and other media) that incorporate relevant images of El Monte's cultural heritage.
- CR-2.6 Cultural Icons.** Develop a program for placement of City symbols on sidewalks, street signs, retaining walls, freeway ramps, crosswalks, and other infrastructure to signify El Monte's unique cultural heritage.

NATURAL ENVIRONMENT

The City of El Monte is one of the few urban places in southern California that has been so influenced by its natural environment. El Monte’s most important natural features—its surrounding rivers—have affected its culture and continue to do so. Known as the “wooded place between the rivers,” El Monte existence and culture have long depended on water. Before the rivers were channelized, seasonal waters deposited rich, alluvial soils along their banks, making El Monte the Garden City of the Valley.

These rivers provided enough fertile soil and water to produce the largest agricultural center in California at the height of the Mission era. The rivers attracted early California settlers and fed the robust walnut, dairy, fruit, vegetable and flower industries that brought fame to the region in the early 20th century. And they were the center of social life for Mexican farm workers, who are responsible in large measure for the present cultural identity of El Monte. In a sense, the Rio Hondo and San Gabriel River have woven the disparate and unique cultures of El Monte’s heritage together.

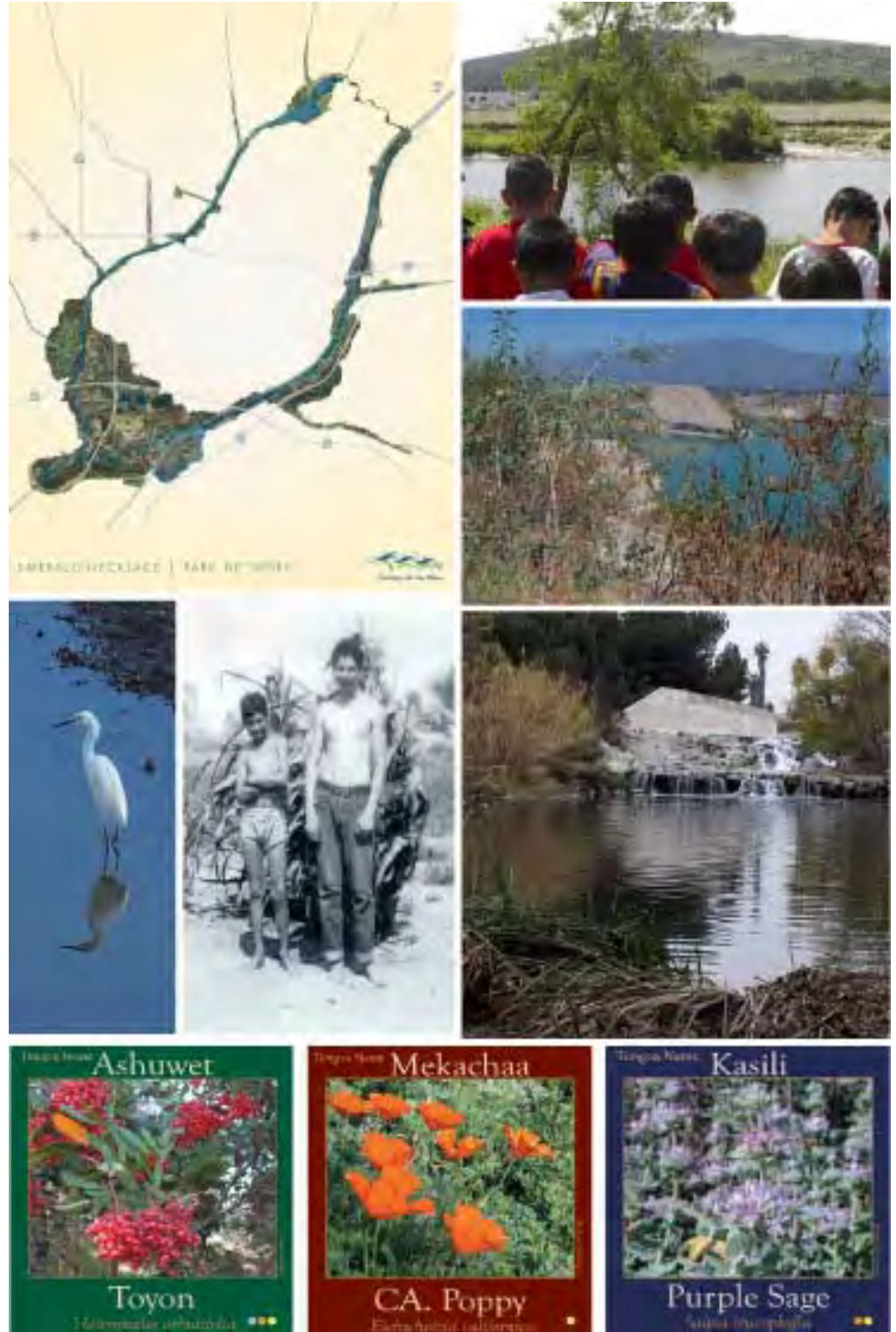
The dream of restoring these rivers has coalesced in the Emerald Necklace Vision Plan (see Parks and Recreation Element), a 17-mile loop of parks and greenways. This is a far-reaching, multibenefit plan was modeled after the Emerald Necklace, designed by 19th century architect Frederick Law Olmstead in Boston. This regional plan will link natural and cultural resources in a truly world-class urban park system, combining habitat restoration, water quality, recreation, open space, and cultural educational opportunities. El Monte’s portion of the Emerald Necklace is the heart of the plan and its cultural aspect is the primary concern of this element.

As mentioned earlier, El Monte’s name derives from its legacy as a meadow and wooded place. The San Gabriel River and Rio Hondo flowing from the mountains fed marshes and provided habitat for rich riparian woodland. Restoring some of this natural environment and integrating it into the modern suburban fabric of El Monte is an important way to evoke the cultural heritage of the community. As further described in the Parks and Recreation and Community Design Elements, El Monte is committed to creating a network of greenways, lush community forests, community and neighborhood parks, community gardens, and linear parks.

El Monte envisions the enhancement of its natural environment as a means to not only improve the environment, but also to tangibly express its cultural and historical heritage as a wooded place between the rivers.



Cultural Resources Element



Goal CR-3

A community that respects and re-creates its natural environmental and cultural legacy through a comprehensive program to restore the natural environment.

Policies

- CR-3.1 Community Forest.** Develop a community forest program that balances indigenous trees and plants and modern requirements for maintenance, water conservation, and aesthetics, as a visual reminder of the City's heritage and natural environment.
- CR-3.2 Landscape Amenities.** Create an integrated network of greenways, medians, parkways, and other landscaped amenities using a consistent and meaningful palette that balances the need for maintenance and cultural significance.
- CR-3.3 Emerald Necklace.** Continue to support, through a cooperative public/private/regional partnership, the realization of the Emerald Necklace Vision Plan (see Parks and Recreation Element for more detail).
- CR-3.4 Cultural Exhibits.** Include cultural exhibits and displays within linear parks, along greenways, and at other recreational facilities of the Emerald Necklace and City parks to acknowledge the unique contributions of people of all backgrounds.
- CR-3.5 Cultural Walk.** Create an El Monte cultural history river history walk linking key sites throughout the City with representative symbols, displays, and information acknowledging each cultural heritage of the city.
- CR-3.6 School Curriculum.** Create an educational packet for El Monte public schools explaining the role of the watershed in the City's historical and cultural heritage, including its historical use, watershed management, and conservation.
- CR-3.7 Yearly Events.** Create a series of yearly events and celebrations fostering youth and family involvement in the preservation, maintenance, and restoration of the cultural and environmental landscape of El Monte.

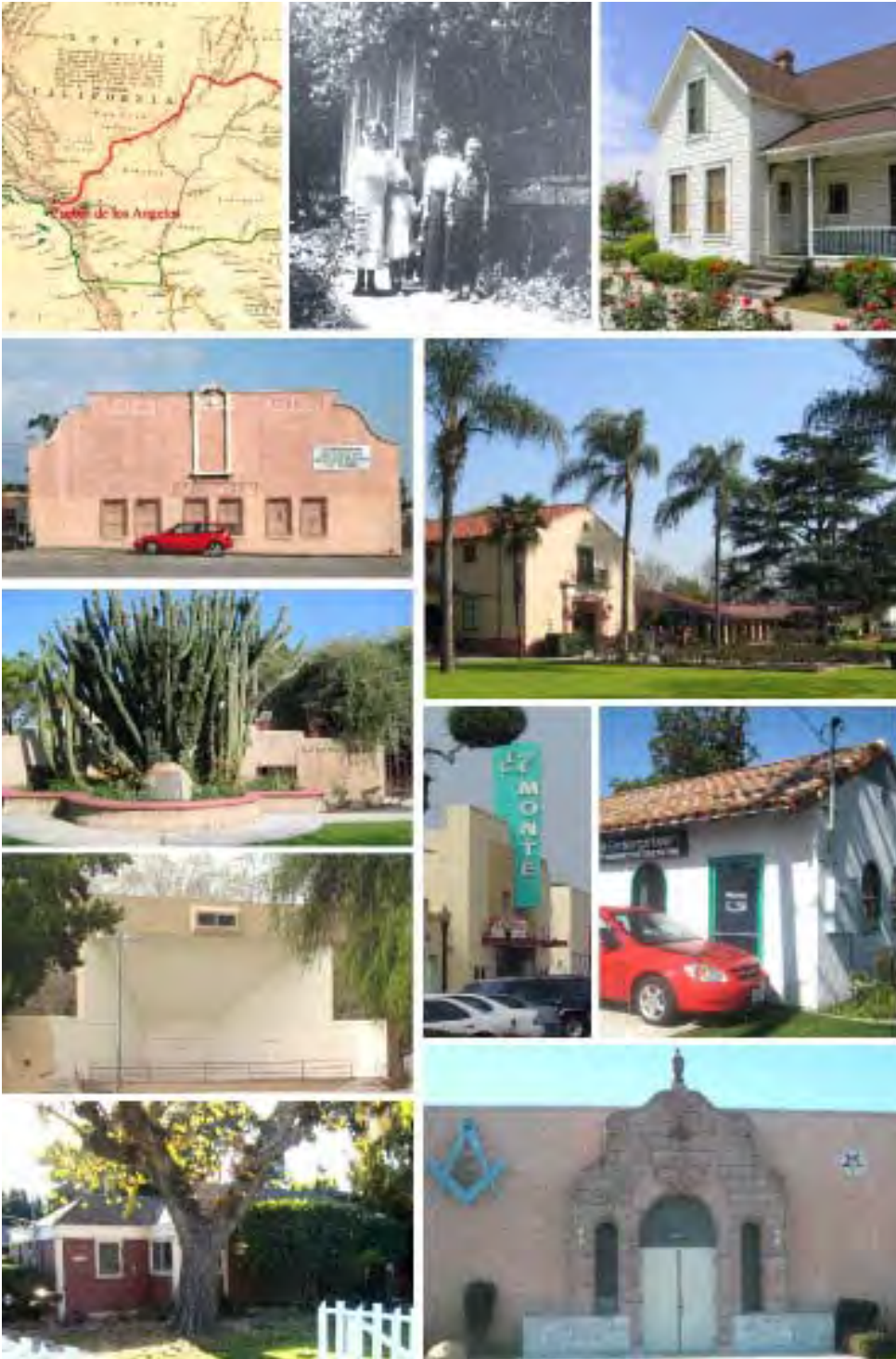
HISTORIC STRUCTURES

Historic buildings remind us how El Monte developed over time. Although many of El Monte's historic buildings have been lost, the city does have some important landmarks, two of which are registered with the state: the Santa Fe Trail Historic Park and the Osmond House/Jail at Pioneer Park. The former is a state historic landmark representing an early southern California settlement by American immigrants along the Old Spanish Trail; the latter is an excellent example of early 20th century vernacular. These structures embody key aspects of the history of the California, the region, and the City and should be preserved, enhanced, and made fully accessible to the broadest number of residents.

In addition to these official landmarks, there are several buildings of significance to the history and culture of the city. Buildings of particular significance to the community include the El Monte Community Center Complex, which contains the beautiful Grace Black auditorium, courtyard, and El Monte Historical Society Museum. This site was originally donated by the Bodger Seed Company. Contemporary buildings of architectural significance such as the El Monte Aquatic Center should be considered for inclusion into a list of buildings of local significance.

Along the Old Valley Mall corridor stands the El Monte Theatre, a wonderful art-deco building with a well-remembered wishing well. Not far from this location, the Manual Arts Building, remnant of the original El Monte High School campus, on Valley Boulevard and the Masonic Lodge on Tyler are candidates for preservation and enhancement. If the original character of buildings such as these can be preserved within a scheme of adaptive reuse, they will give great character to the area and become an anchor for cultural history. Similarly, Costa Azul on Peck, a former Medina Court restaurant and now an Enterprise Rent-a-Car, is a potential candidate for enhancement as a cultural resource.

The Rurban Homesteads were a formative part of El Monte's early history. Any one of the original wood-frame houses of the Wye District could be preserved. In addition, 1920s homes and their original subsistence lots built during the Depression could be purchased and restored as a contemporary subsistence garden and linked to healthy eating and self reliance. Finally, there are wood-frame homes scattered throughout the city from the turn of the century through the early 1940s, whose historic character creates a pleasant complement and anchor among otherwise modern homes.



Goal CR-4

A community that acknowledges, identifies, protects, enhances, and expands its inventory of historic buildings, sites, and resources.

Policies

- CR-4.1 El Monte Historic Register.** Establish an El Monte Register of Historic Buildings and Places and seek listing for appropriate properties to the national and state registers of historic places.
- CR-4.2 Architectural Inventory.** Survey all potentially historic structures and create an architectural period and styles inventory for El Monte as a means to identify potential historic or locally significant structures.
- CR-4.3 Local List of Historic Places.** Create a local list of historic places for properties that do not meet criteria of the national or state Registers but are important to protect in terms of local significance. Tie this to the cultural resources index.
- CR-4.4 Historic Preservation Ordinance.** Adopt a preservation ordinance that would require a special permit to demolish or modify a historic resource.
- CR-4.5 Preservation and Rehabilitation.** Promote the preservation, rehabilitation, restoration, and reuse of older structures through the Mills Act and other programs.
- CR-4.6 School Curricula.** Link El Monte's Register of Historic Places and national and state monuments to multidisciplinary school curricula (literature, art, and social studies), with a living history component to include guest speakers and local field trips.
- CR-4.7 Adaptive Reuse.** Encourage the adaptive reuse of buildings of historical significance to serve meaningful contemporary uses while preserving the character, spirit, and original identity of the structures.

COMMUNITY LIFE

El Monte’s culture is embodied not only in the built and natural environment, but also in the varied expressions of community life. Cultural resources in community life are expressed in many different ways—through stories and traditions that are carried down for generations and preserved in museums; through visual and performing arts that express our thoughts, concepts of beauty, and personal growth; and through community events that provide reminders of our collective and diverse heritage and provide opportunities for El Monte residents to come together.

Arts in Community Life

Visual and performing arts create meaningful educational experiences. A well-rounded arts program in school can improve school performance, help improve social skills among youth, nurture creative thinking, and help students relate better to their schools and community. Arts can reach at-risk children and youth by giving them a way to express themselves, develop talents, and improve self-esteem. The arts are also as a unifying force in communities, by expressing and communicating the challenges and aspirations faced by all of humanity, regardless of culture or background.

El Monte is expanding opportunities for displaying its cultural resources. In addition to its most prominent monuments and landmarks—the Gay’s Lion Farm Statue, Statue of Liberty, and Veterans Memorial—the City has adopted a street banner program, is encouraging public art, and has begun to place historical markers and displays in key areas of the City. The school district also supports arts in its curriculum. The goal is to help foster a community where artistic expression and cultural diversity can flourish, and where City leaders support the arts as a part of civic life.

Celebrations in Community Life

Yearly events and celebrations also bring forth and reinforce a spirit of identification, shared history, and destination for a community. Such celebrations are also powerful uniting forces for residents. El Monte’s residents have rich heritages from places all over the globe and have brought to the City a panoply of traditions and experiences. Yet certain values are shared regardless of culture. El Monte has therefore made it a priority to develop, perpetuate, and inspire the creation of powerful and imaginative events for celebrating children, family, the seasons of life, and other common values among El Monte residents.



Cultural Resources Element

The City of El Monte sponsors a wide variety of events for residents to celebrate holidays, the community's cultural heritage, or just socialize with close friends and neighbors. The Holiday House has been a tradition for over 30 years and draws 15,000 residents annually. During the summer months, the Concert in the Park series draws 2,500 residents to each event. El Monte also celebrates its commitment to youth through its annual Children's Day Parade and Festival, attended by 10,000 residents. Other seasonal events are held throughout the year, such as the Veterans Day Parade, Fourth of July events, and many others.



Education in Community Life

Cultivating an understanding of El Monte's cultural resources is a key way to appreciate and to personally connect to our rich heritage. We all learn from our past and it is our past that helps inform future decisions. As many of El Monte's cultural resources are preserved through stories and pictures, the City values the role education can play in remembering the contributions of El Monte residents and community leaders. In many ways, education can make relevant El Monte's historical and cultural heritage and allow residents and leaders today to draw upon the lessons it offers.



The City's museums offer opportunities for cherishing El Monte's past. The El Monte Historical Museum documents the community's history as a destination for pioneers traveling on the Santa Fe Trail, focusing on events since 1849. The La Historia Society Museum pays tribute to the City's Latino history, commemorates the nine original barrios in El Monte, and highlights contributions from the City's diverse cultures of Latinos, Chinese, Japanese, Tongva, and American pioneers. The City's growing Asian population is represented by the Chinese Culture Center in Flair Park, which includes a 60,000-square-foot facility for library uses, performing arts and conventions, festivals, and classes. In addition, the Chinese culture is also represented by the number of temples and churches that have been developed along corridors, like Lower Azusa Road.

Taken together, the goal is to help foster a civic environment where cultural expression and diversity can flourish, and where local government and City leaders legitimize and promote cultural resources as an essential component of civic support, funding, and decision making.



Celebrating El Monte in the Built Environment

- *Banners*
- *Monuments/Fountains*
- *Street Signs*
- *Posters*
- *Murals/Public Art*
- *Landscape Features*
- *Creative Walls*
- *Landscape Features*



Goal CR-5

A community that celebrates the diversity of El Monte neighborhoods and recognizes people for their hard work, vision, and leadership in defining and shaping the City's past and future community.

Policies

- CR-5.1 Community Events.** Support events of community-wide significance that represent and promote the City's varied cultural influences and community values.
- CR-5.2 Museums.** Working with partnerships, strive to financially support all museums in the City in order to preserve El Monte's unique history and culture and provide accessible and adequate venues for residents of all ages to appreciate these resources.
- CR-5.3 Gateways and Signage.** Preserve existing traces of the City's historic urban fabric throughout residential, commercial, industrial, and open space areas by creating a network of cultural districts, markers, and streetscape symbols.
- CR-5.4 Interpretive Signage.** Expand the public display of historical and cultural displays, commemorative plaques and public art works testifying to the significance of historic events, persons, buildings, or establishments no longer in existence.
- CR-5.5 Story of El Monte Art and Cultural Resources Program.** Develop a program for creating and placing interpretive historical markers at significant and visible sites in El Monte using interpretive categories from the index.
- CR-5.6 Art and Public Places.** Support an art in public places program through creating a cultural resources/public art map, establishing a public arts commission, creating a public arts master plan, and sponsoring and placing public art in El Monte.
- CR-5.7 City Regulations.** Use incentives, land use regulations, design guidelines, and other City policies to integrate the creation and display of art and cultural resources into every aspect of the community.

10

Public Health and Safety Element

Introduction

Vision El Monte... a safe community, where our residents are safe from natural hazards, where our natural environment and watershed is clean and healthful; where neighborhoods are protected from the pollution of cars and industries; and where we can live in a peaceful residential neighborhood away from the noise of industries, cars, and other uses which detract from a quality living environment.

CREATING A SAFE COMMUNITY

El Monte's fundamental goal is to provide a safe and secure place to live. Without a safe environment, little else really matters. The City has been making significant strides to achieve this goal. El Monte's goals are to:

- ***Protect residents from natural hazards***—minimizing the dangers from earthquakes, flooding, and other natural disasters.
- ***Provide a safe transportation system***—making our roadways safe for motorists, pedestrians, and bicyclists.
- ***Clean our natural environment***—furthering healthful air, proper management of hazardous wastes, and clean groundwater.
- ***Plan for emergency response***—protecting our city from manmade and environmental hazards through effective emergency planning.
- ***Minimize noise***—minimizing noise from roadways, railroads, and industries to help provide a quiet and peaceful living environment.

PURPOSE OF ELEMENT

Protecting health, personal property, and life from natural and man-made hazards and health risks is a fundamental responsibility of the City. The occurrence of natural disasters in Southern California makes effective public safety programs of great importance. Our understanding of the natural environment also underscores the importance of clean and healthful air and water. This Element assesses the natural and man-made hazards in El Monte and sets forth responsive goals and policies to address those hazards.

The Public Health and Safety Element identifies where public and private decisions must be sensitive to conditions that pose a potential threat to public health and safety. It addresses earthquakes, flooding, watershed management, hazardous materials, transportation safety, air and water quality, and health issues such as noise. This Element describes community hazards and provides policies for decision makers to minimize, to the extent feasible, any social, economic, and environmental impacts.

RELATED PLANS AND PROGRAMS

The Public Health and Safety Element builds upon many federal, state, and local laws. Some of the more notable laws include the California Environmental Quality Act (CEQA), California Seismic Safety Codes, and the California Building Code. These laws, in concert with the El Monte Municipal Code (EMMC), regulate and/or influence land use and intensity of development in El Monte. These laws and regulations also help protect our health, safety, and welfare by ensuring that proper safety analyses are undertaken, and that sound construction practices are followed.

The Public Health and Safety Element is related to other General Plan elements. Land uses identified in the Land Use Element are influenced by the location of potential hazards. Emergency evacuation routes and the location of critical facilities are influenced by the Circulation Element. The Public Services and Facilities Element addresses the provision of police and fire response to minimize personal injury and property damage from disasters. In addition, the Parks and Recreation Element provides programs that will improve the natural environment and public health.

Public Safety

The topic of police and fire service is addressed in the Public Services and Facilities Element

EL MONTE SPEAKS

Quality of life is what makes a city a desirable place to live. Quality of life surely involves the provision of park and recreational opportunities, strong neighborhoods and quality housing, a vibrant economy and well-paying jobs, good education, convenient transportation, and beautiful architecture. Yet the critical aspect of quality of life that makes this possible is safety.

El Monte understands the importance of public safety and health. As the hub of San Gabriel Valley, public health and safety have always been important issues. Over the past 50 years, El Monte has seen tremendous housing, commercial, and industrial growth and, with it, complex planning issues that affect the health and safety of residents. Flooding hazards, traffic congestion, and environmental pollution all pose challenges.

As El Monte envisions its future, public safety will remain a concern. We desire an environment safe from natural disasters. We desire to drive, bicycle, and walk safely along our streets. We want to know that our air is safe to breathe and our water is safe to drink. Prioritizing these issues will help El Monte achieve its vision. City outreach programs and community workshops help identify what residents regard as important priorities.

A safe El Monte will consist of the following:

- Emergency planning and preparedness for earthquakes, flooding, climate change and other natural disasters that can lead to personal injury, property damage, and loss of life.
- Transportation safety, so that residents are confident that they can safely drive to work or other daily activities, and children can safely walk or bicycle to school.
- Clean environment, in which our air is safe to breathe, our water is of high quality, and our hazardous wastes are disposed of properly to safeguard people, wildlife, and the environment.
- Responsive police and fire services, to create a safe community for all ages and protect our residents and businesses from harm. (This topic is addressed in the Public Services and Facilities Element.)
- Neighborhoods that are reasonably free from the adverse impacts of noise from streets, trucks, commercial and business activities.

The following section presents goal statements and policies to improve the public health and safety of the El Monte community.

Public Health and Safety Context

El Monte’s fundamental mission is to protect public health and safety. When we think of “public safety,” most people think of police, fire and paramedics, who are the first to respond to emergency circumstances. However, the City, the county, and state governmental agencies are charged to help protect us from environmental and man-made hazards. The following highlights the issues addressed in this Safety Element. Each topic will be described in greater detail, followed by responsive goals and policies.

SEISMIC HAZARDS

Southern California is prone to periodic earthquakes, mostly recently the Whittier Narrows, Northridge, and Landers quakes. While no earthquake faults have been found in El Monte, residents clearly experience the groundshaking effects from such events. Most of the City is underlain by a shallow water table, is subject to liquefaction or the settling of soil during an earthquake, and therefore will materially experience the movement caused by an earthquake.

El Monte protects the community from seismic hazards through the enforcement of modern building technologies, land use, and appropriate construction practices. El Monte is committed to continued vigilance in ensuring that residents and businesses are safe from seismic events. To maintain and improve public safety, this Element will focus on protecting residents from potential damage from earthquakes through proactive planning, enforcement of building standards, and emergency preparedness.

WATERSHED MANAGEMENT

El Monte’s location is at the convergence of the San Gabriel River and the Rio Hondo River watersheds, which are fed by six washes and two creeks. Although these once meandering rivers were channelized to reduce damage caused from flooding in the past, our understanding of watersheds has evolved. More than simply flood control, the City now envisions the Rio Hondo River and San Gabriel River as vital, healthy watersheds, which takes into account a number of mutually supportive goals.

Supported by the Recreation and Open Space Element, the goals of this Element are to:

- Better manage the San Gabriel and Rio Hondo watersheds to improve the beneficial users of the rivers.
- Improve water quality through the cleanup of the Superfund site, reduction of urban runoff, and implementation of green infrastructure.
- Continue to maintain excellent protection from dam inundation and improve the City’s drainage system to prevent urban floods.
- Protect water resources and restore habitat for wildlife and birds through proper watershed management practices.

AIR QUALITY

El Monte is acutely aware of how air pollution impacts children, families, and people with health conditions. Unhealthful air has been linked to diminished lung capacity, higher frequency of asthma, and in extreme cases cancer and shortened lifespan. Air quality is a complex issue and is affected not only by our transportation network, but also by certain industrial activities. Although the federal Clean Air Act has helped to reduce pollutants, the region has not achieved state and federal air quality standards, and thus air quality remains a critical concern for El Monte.

Supported by the Land Use and Recreation and Open Space Elements, the goals of this Element are to:

- Reduce and eliminate, wherever feasible, conflicts between mobile and stationary sources of air pollutants and sensitive land uses, with priority given to existing sensitive land uses.
- Concentrate housing along major corridors to reduce the use of automobiles, reduce vehicle emissions and improve air quality, and promote a more compact form of residential development.
- Create a community forest along all major roadways and on public lands, and encourage the planting of trees on private property as a means of filtering air pollutants in El Monte.

TRANSPORTATION SAFETY

El Monte is defined by its extensive network of roads, freeways, railroads, and transit that offers convenient travel modes for residents, workers, and visitors. While a benefit to the local economy, these transportation modes also pose considerable threats to public health and safety in El Monte. Safe routes to school have also become a critical concern to families. In comparison to other cities, the City has a higher rate of accidents involving vehicles, pedestrians, and bicyclists. The rate of transportation-related accidents and personal injury underscores the importance of this issue to El Monte.

Public Health and Safety Element

In conjunction with the Circulation Element, the goals of this Element are to:

- Implement safe routes to schools, sidewalk improvements, street lights, crosswalks, enforcement of traffic laws, and reduction of traffic speeds where appropriate.
- Advocate for the improvement of all street-railroad crossings, including the implementation of full-grade separations, at every intersection of the railroad and local streets.
- Ensure that new development complies with the provisions of the El Monte Airport Land Use Plan so as not to endanger residents and business community.

HAZARDOUS WASTES

Hazardous waste management has become more important to El Monte. In the past, heavy industries produced significant levels of hazardous wastes. As a result of that, the City is still dealing with impacts related to the cleanup and remediation of groundwater contamination at the Superfund site. Certain industries still pose risks due to emissions and proximity to residential neighborhoods. Hazardous wastes are also generated by the use and disposal of everyday products, including solvents, batteries, paint, oil, and electronic equipment.

In conjunction with the Public Services and Facilities Element and the Land Use Element, the goals of this Element are to:

- Expedite, through active participation with the San Gabriel Basin Water Quality Authority, the full cleanup of the Superfund site situated over a large portion of El Monte.
- Discourage siting of businesses that use, store, or transport hazardous materials and waste near sensitive land uses unless mitigation measures comply with Los Angeles County Fire Department standards.
- Cooperate actively with federal, state, county, business, and other entities to effectively manage hazardous materials and wastes to protect the health and safety of residents.

EMERGENCY RESPONSE

Natural and man-made disasters (such as earthquake, flooding, fire, and hazardous waste spills), cause significant property damage and loss of life. During those times, the City's state of emergency preparedness makes all the difference in how effectively the City responds. While we cannot fully insulate ourselves from disasters, maintaining a state of readiness is the key to minimizing damage to property, personal injury, or loss of life.

CLIMATE CHANGE

The City of El Monte recognizes that climate change affects public safety and disaster management. According to California's Fourth Climate Change Assessment, continued climate change will have a severe impact on California. Key climate hazards identified for the Los Angeles region most relevant to the City of El Monte include: extreme heat, drought, air quality, severe storms and wind, and inland flooding. In addition, El Monte residents could be subject to smoke and disruption to regional systems due to wildfires, and regional impacts due to sea level rise. A discussion of climate vulnerability findings along with the City's climate adaptation goals, policies, and actions are provided in this Public Health and Safety Element.

Fire safety is of growing importance in California due in part to climate change. As a result, state law requires that general plans in high-risk areas, generally at the wildland urban interface, address wildfire risks. In addition, SB 1035 (2018) requires regular updates to the Safety Element chapter of the General Plan to address new information regarding flood and fire hazards, as well as climate change adaptation and resilience. State law also requires local governments to identify and evaluate evacuation routes (AB 747, 2019) and to identify residential developments in hazard areas that do not have at least two emergency evacuation routes (SB 99, 2019). The City of El Monte does not have high risk wildfire areas, but is still impacted by wildfires in the region due to smoke and possible disruptions to transportation, electricity, water emergency response, and other systems.

Goals and Policies

Public health and safety involves three different scales—natural hazards, the man-made environment, and personal safety. This Element addresses the first two topics, while police and fire safety issues are addressed in the Public Services and Facilities Element. Each section begins with a discussion of the issue, provides El Monte’s goals with respect to public safety, and follows with policies to further each goal. Appendix A contains a detailed implementation plan.

SEISMIC SAFETY

Earthquakes represent a major concern for all cities in southern California. The City of El Monte lies entirely within the flat, alluvial plain of the San Gabriel Basin, which was formed by historical streams from the San Gabriel Mountains. The basin serves as a natural groundwater reservoir for rainfall and runoff from the highlands. The San Gabriel Basin is predominantly covered by alluvial valley sediments, dominated by unconsolidated to semi-consolidated alluvium deposits that overlie relatively impermeable rock. The primary native soil is sandy loam, silt, and clay loam derived mainly from granitic rocks, schist, and anorthosite.

Although no known earthquake fault crosses El Monte, a dozen active and potentially active earthquake faults impact the City. These include the San Andreas, San Gabriel, Newport-Inglewood, Palos Verdes, Whittier, Santa Monica, Sierra Madre, Puente Hills Blind Thrust, Raymond Hill, Workman Hill, and the Clamshell-Sawpit Canyon faults. These faults can produce earthquakes that could cause significant property damage and loss of life. Recent earthquakes affecting El Monte include the Whittier Earthquake of 1987 (magnitude 5.9); Landers Earthquake of 1992 (magnitude 7.3); and Northridge Earthquake of 1994 (magnitude 6.7).

Primary geologic hazards from earthquakes include ground shaking, ground failure, and surface rupture. Ground shaking causes the most damage (it is the primary cause of collapsed buildings) and has the potential for the greatest loss of life. Ground failure involves the loss of cohesion of soils (liquefaction), which may cause cracking or failure of foundations. Surface rupture occurs when movement on a fault breaks through to the surface. In other cases, the slow movement of faults can deform curbs, streets, buildings, and structures. Although no fault crosses El Monte, the City may have secondary hazards due to its geology and soil conditions.

How are earthquakes measured?

Earthquake strength is measured by its magnitude and intensity. Magnitude refers to the energy released at the epicenter or source of the earthquake. Intensity refers to the strength of shaking produced by an earthquake at a particular location and its effect on people, structures, and the natural environment.

Slope Stability

Slope stability is determined by a number of factors, including the slope, vegetative cover, wildfire, bedrock, soil, precipitation, and human alteration. Although landslides can be induced by seismic activity, the City's terrain is relatively flat and the vast majority of El Monte is not located in an area where landslides are a hazard. According to the California Division of Mines and Geology, only the far northeastern corner of the City (bordering Arcadia) contains overlapping areas where earthquake-induced landslides and liquefaction could potentially occur based on local geological, geotechnical, and groundwater conditions. Other areas of steep slopes are beyond the northern boundary, where deep quarries are in Irwindale.

Liquefaction and Seismic Settlement

Liquefaction occurs during moderate to great earthquakes, when ground shaking causes water-saturated soils to become fluid and loose strength, much like quicksand. Liquefaction is often responsible for damage to bridges, buildings, buried pipes, and underground storage tanks. Seismic settlement is when soil is compacted in response to ground shaking. Localities susceptible to liquefaction-induced damage are underlain by loose, water-saturated, granular sediment within 40 feet of the ground surface. Due to soil conditions and historical water table levels, El Monte is entirely in an area with a potential for permanent ground displacement, as illustrated in Figure PHS-1.

Expansive and Compressible Soils

Expansive soils swell when wet and shrink when dry. If the soil is on a slope, the top layer of soil can creep downhill or even cause a landslide. Poorly consolidated or highly compressible soils have low bearing capacities and are liable to differential settlement. Soil compression is an increase in stress from construction, foundation, or other means that results in a deformation and relocation of soil particles, and expulsion of water or air from void spaces. Younger soils, which include textured silty and sandy soils, contain less compacted sediments and are more susceptible to settlement. Based on soil types in the City, compressible soils may be present and a hazard for buildings in El Monte.

Ground Subsidence

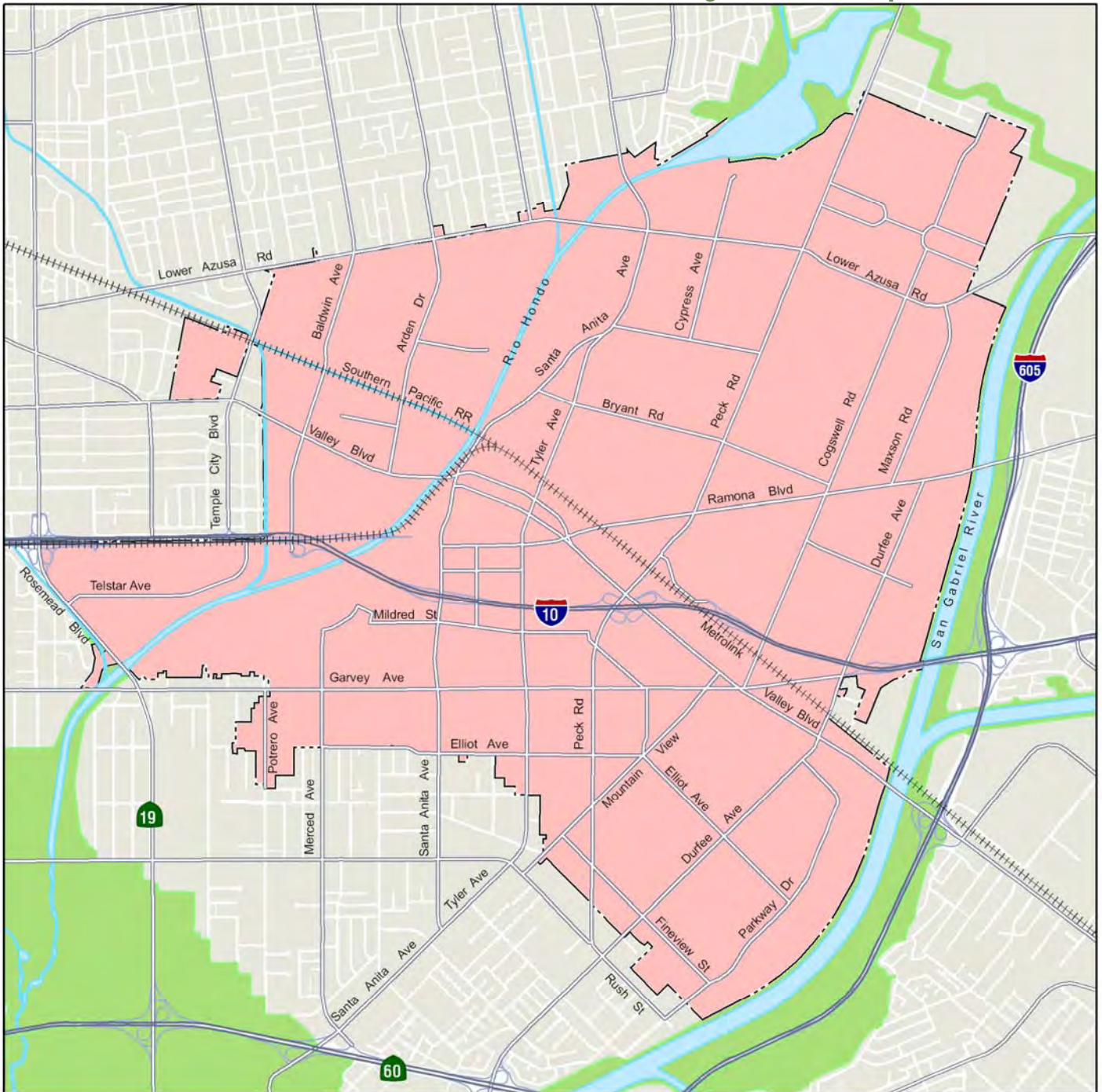
Subsidence related to human activities is typically the result of the withdrawal of subsurface fluids such as oil and groundwater, oxidation of organic materials such as peat and coal, and by hydroconsolidation (from excessive irrigation) of loose, dry soils in a semiarid climate. Subsidence can affect structures sensitive to slight changes in elevation or slope such as highways, pipelines, sewers, and railroads. The current groundwater level in El Monte is 30 to 50 feet below historical levels, which indicates that a potential exists for subsidence. Subsidence could be regional in nature or may be focused along the boundary of a groundwater basin or a buried structural feature. On the basis of the information cited above, the potential for subsidence-related ground fissures or cracking within the City is low.


Soil Erosion

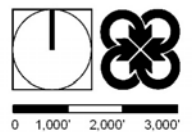
Soil erosion is a natural process driven by water and wind. Soil erosion may be a slow process that continues relatively unnoticed, or it may occur at an alarming rate causing serious loss of topsoil. The rate and magnitude of soil erosion by water is controlled by rainfall intensity and runoff, soil erodibility, slope gradient and length, and vegetation cover. The City is mostly built out, relatively flat, and with no hillsides that would be subject to substantial soil erosion, landslides, and mudslides. A very small portion of El Monte in the far northeastern corner bordering Arcadia contains areas where earthquake-induced landslide could potentially occur. Thus, soil erosion is not considered to be a pressing public health and safety issue.

Although we cannot prevent earthquakes, their destructive effects can be minimized through proactive planning, building regulations, and disaster preparedness. El Monte protects the public from earthquake damage through planning, building regulations, inter-jurisdictional coordination, and public education. The City's Hazard Mitigation Plan outlines the course of action to be taken in case of a seismic event. The City is responsible for adopting and enforcing a variety of building codes and regulations to ensure that buildings are constructed and/or retrofitted according to the best available building practices. El Monte participates in multi-jurisdictional efforts to help coordinate emergency response and planning. The City also provides public information to residents and businesses.

Figure PHS-1 Liquefaction Hazards



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



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Goal PHS-1

Adequate protection from seismic and geologic hazards, to ensure public health and safety, infrastructure, and City facilities and services are maintained.

Policies

- PHS-1.1 **Building Codes.** Ensure that new and retrofitted buildings comply with the most recently adopted City and state building codes governing seismic safety and structural design to minimize the potential for damage, personal injury, and loss from earthquakes.
- PHS-1.2 **Geotechnical Study.** As necessary, require detailed geologic, geotechnical, or soil investigations in areas of potential seismic or geologic hazards as part of the environmental and/or development review process.
- PHS-1.3 **Structural Hazards.** Mitigate structural hazards related to seismic events through appropriate methods such as excavating and refilling land with engineered fill, ground improvements, structural design, and other appropriate mitigation.
- PHS-1.4 **Critical Structures.** Encourage Caltrans, Southern Pacific Railroad, and local utility companies to regularly inspect and strengthen (if needed) bridges, elevated roadways, freeways, utilities, and other infrastructure susceptible to failure during an earthquake.
- PHS-1.5 **Critical Facilities.** Ensure that police and fire stations, emergency operations centers, communications centers, reservoirs, medical facilities, and other essential structures and facilities remain safe and in a state of readiness for seismic events.
- PHS-1.6 **Public Education.** Work with local schools, businesses, residents, and community organizations to ensure that adequate information on how to be prepared for hazards is available and routinely distributed to the community.
- PHS-1.7 **Emergency Response.** Periodically conduct simulated emergency response drills to hazards, concentrating on interagency coordination needed to ensure that services will be available to the community with minimal delay and overlap of services.

WATERSHED MANAGEMENT

El Monte is at the convergence of the San Gabriel River and the Rio Hondo River watersheds. These rivers are fed by six washes and two creeks, which originate in the mountains and entered urbanized areas below the foothills. Historically, these wide, shallow rivers flowing from the mountains created a fertile alluvial plain and riparian woodland. Major storms during the early 1900s led to the implementation of flood control dams, debris basins, and river channels. During the 1950s to the present, quarry operations further altered the natural landscape.

Today, our understanding of watershed management has greatly improved beyond the important function of reducing the potential of flooding. Watersheds are very important because they provide critical services that sustain and protect us: they supply drinking water from the San Gabriel Valley Basin; they sustain habitat for plants and animals in places such as Peck Water Conservation Park; and they provide areas of natural beauty and support recreational uses, such as in the Whittier Narrows Area.

The City of El Monte envisions the Rio Hondo River and San Gabriel River as vital, healthy watersheds, taking into account the mutually supportive goals of improving water quality, restoring habitat for wildlife and birds, providing ample parks and recreational opportunities along the banks of the rivers, and ensuring adequate flood control and safety for residents.

El Monte: A History Tied to the Rivers

El Monte has a unique and historical connection to watershed management, located at the convergence of two major watersheds that are fed by the San Gabriel Mountains.



Flood Hazards

El Monte is framed by two major dams and reservoirs that protect the community from floodwaters from the San Gabriel Mountains. The Santa Fe Dam and Reservoir is on the San Gabriel River 2 miles northeast of the City; the Whittier Narrows Dam is 3 miles south of the City of El Monte. The major threat from dams or reservoirs is flood inundation in the rare case of structural failure or breach. Figure PHS-2 shows the potential inundation zones that could result from dam failure or breach.

Most of El Monte lies in a potential inundation zone. In the unlikely event of a dam breach or failure, waters would reach six feet in depth at the City's northeastern boundary in fifteen minutes from dam failure and decrease to two feet in central El Monte before rising to seven feet near Whittier Narrows in three hours from dam breach. The Office of Emergency Services outlines similar scenarios. Upstream inundation from the Whittier Narrows Dam could occur if the dam could not release water downstream, and water flows along the six washes flowed unimpeded into the dam.

The actual potential and severity for flooding due to dam breach is very remote and depends on the speed of inundation, location and nature of the dam failure, and topography. The damage associated with flooding could also be reduced by the containment effects on the floodwaters, if any, of the Irwindale gravel pits that border El Monte. However, in the absence of definitive evidence, it would be most appropriate for planning purposes to assume that the gravel pits do not significantly mitigate the threat or potential damage resulting from a flooding event.

The Cobey-Alquist Floodplain Management Act encourages the planning, adoption, and enforcement of land use regulations to protect from flood hazards. The City of El Monte has adopted a floodplain management ordinance and maintains Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). The FEMA FIRM maps for the City of El Monte were last updated in 2008. According to the General Plan Environmental Impact Report, the City of El Monte is classified as No Special Flood Hazard Areas (NSFHA), or Zone X, meaning that no part of the City is in a 100-year flood zone. However, according to the City's Hazard Mitigation Plan (HMP), human-caused and natural changes to the environment have changed the dynamics of storm water run-off since then. The City's maintains its participation in federally backed flood insurance programs by reviewing each building permit and land use



Santa Fe Dam

The Santa Fe Dam and Reservoir is located to the north of El Monte and protects the City from flood waters from the San Gabriel Mountains.



Flood Control Channels

El Monte is encircled by flood control channels built by the Army Corps of Engineers that provide a high degree of safeguarding against flooding.

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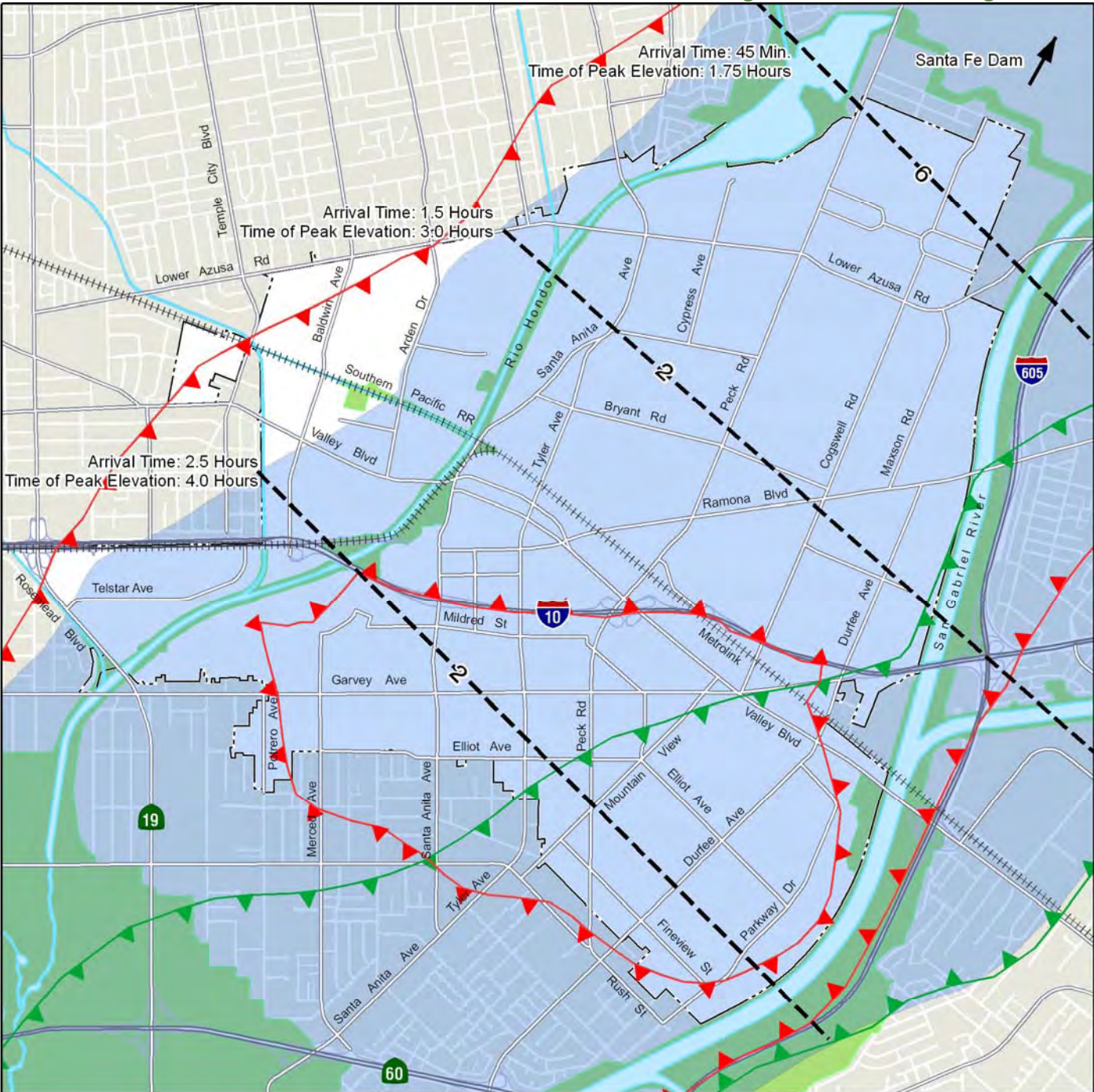
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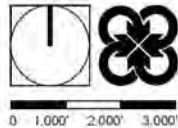
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Figure PHS-2 Flooding Hazards



- OES Dam Breach Scenario 1
- OES Dam Breach Scenario 2
- Army Corps of Engineers Dam Inundation Areas
- Cross Section with Average Overbank Depth in Feet at Cross Section

Source: Santa Fe Dam Emergency Plan Inundation Map (ACE, June 1985), California Office of Emergency Services (DES, 2000)
 Note: The inundation areas shown on this map reflect events of extremely remote nature.



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Hansen Quarry

Hansen Quarry, located north of El Monte, is a spent quarry that serves as water spreading grounds and protection against inundation.

To reduce the amount and concentration of pollutants entering the rivers, the Regional Water Quality Control Board (RWQCB) mandates that cities limit and reduce total maximum daily loads of contaminants from entering the rivers. The RWQCB implements the National Pollutant Discharge Elimination System (NPDES) goals to reduce the amount of stormwater runoff. Under the NPDES Stormwater Permit issued to Los Angeles County and its co-permittees, the City is required to implement local programs to reduce urban runoff.

The Public Works Department enforces NPDES requirements in the EMMC. The City requires most new development projects to incorporate best management practices that minimize pollutant levels in runoff and the total amount of runoff from their projects. The City is also actively involved in educating businesses, residents, schools, and other entities regarding the importance of proper disposal of waste to prevent urban runoff into the Rio Hondo River, San Gabriel River, and other inlets.

Defining Our Future Role in Watershed Management

The Rio Hondo River and San Gabriel River watersheds offer untapped opportunity to enhance beneficial uses of the rivers. Peck Water Conservation Park has been developed for water recharge and park use, but its potential is not fully realized. Its 100-acre lake can enhance compliance with regional stormwater management and provide recreational water uses. Enhancement and restoration of its natural habitat can provide nesting sites for the more than 300 bird species at the park. Restoring this unique park will require bold leadership and multi-jurisdictional cooperation.

El Monte has taken a leadership role in the development of the Emerald Necklace Accord, which has been signed by 10 participating agencies. The accord affirms the Rio Hondo and San Gabriel watershed as a precious, invaluable recreational and environmental resource. The accord commits agencies to foster greater dialog and work together to develop a sustainable vision for the rivers through a coordinated plan for the preservation of open space in the watershed for the purposes of recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, and protection of water resources.

The following goal statement and policies will take years to accomplish. Yet they clearly articulate El Monte's watershed management ethic that will restore El Monte's unique natural heritage and implement the City's vision for a healthy watershed for generations to come.

Goal PHS-2

A healthy and safe watershed exemplified by the implementation of flood control measures, protection of water resources, and the restoration of the beneficial uses of the San Gabriel and Rio Hondo Rivers watersheds.

Policies

- PHS-2.1 **Flooding.** Work with local, regional, state and federal agencies to implement updated flood control measures, encourage regular maintenance and monitoring of flood control channels, and maintain excellent state-of-emergency preparedness.
- PHS-2.2 **Water Quality.** Improve in-stream water quality through best management practices to meet or exceed Regional Water Quality Control Board standards and National Pollutant Discharge Elimination Systems permitting requirements.
- PHS-2.3 **Water Resource.** Continue to ensure water resource protection through the cleanup of the El Monte Superfund site, cleaning of waters within and entering into the Peck Water Conservation Park, and activities to reduce nonpoint resource pollutants.
- PHS-2.4 **Habitat Restoration.** Restore the quality, quantity, and connectivity of habitat and natural open areas in El Monte with watershed best management practices and restoration of stream channels wherever feasible.
- PHS-2.5 **Green Infrastructure.** Implement green infrastructure projects (e.g., greenways, community forest, linear parks, vegetated swales, miniparks) to help filter stormwater runoff, improve water resources, and restore the health of our watershed.
- PHS-2.6 **Public Education.** Establish and promote public awareness and stewardship campaigns that educate the public about its role in improving water quality, health of the watershed, and El Monte's natural and urban environment.
- PHS-2.7 **Emerald Necklace Accord.** Participate in the Emerald Necklace Accord for the purposes of recreation, environmental education, development and enhancement of trails, native habitat conservation and restoration, water protection, and protection of water resources.

AIR QUALITY

Since passage of the federal Clean Air Act (CAA) in 1970, we have become increasingly concerned about the quality of the air we breathe. For many years prior to the Clean Air Act, El Monte residents observed the brownish haze that obscured views of the San Gabriel Mountains and made it more difficult to breathe during outdoor exercise. In other areas of the City, pollution from nearby industries raised concern as well. Although San Gabriel Valley's air quality has improved since then, air quality remains a concern of El Monte residents, particularly for children and seniors.

Air Quality Setting

El Monte is located within the South Coast Air Basin, a coastal plain with connecting broad valleys and low hills. The region lies in the semi-permanent high-pressure zone of the eastern Pacific. The San Gabriel Valley has frequent periods of extremely hot weather and occasional periods of winter storms, or Santa Ana wind conditions. Although the basin has a semiarid haze, the presence of a shallow marine layer, low average wind speeds, and frequent temperature inversions limit the dispersion of air pollutants. In the San Gabriel Valley, the combination of low wind speeds and low-level inversions produces the greatest pollutant concentrations.

Air pollution consists of different components. Ozone is produced when pollutants from cars, power plants, industrial activities, and other sources react with sunlight. Particulate matter is produced by combustion from motor vehicles, forest fires, and industrial processes. Carbon monoxide is produced by vehicle emissions and other industrial processes. Sulfur dioxide is emitted from power plants and industrial processes that burn sulfur-containing fuels like coal and oil. Lead, produced by leaded gasoline before state and federal automobile emission standards, often originates from utility plants.

Why care about air pollution? All of us live with air pollution today. Many people experience some kind of air pollution-related symptoms such as watery eyes, coughing, or wheezing. Even for healthy people, polluted air can cause respiratory irritation or breathing difficulties during outdoor activities. However, we now understand that unhealthful air has been linked to a number of chronic health conditions, including diminished lung capacity, higher frequency of asthma, and lower immune responses. In extreme cases, air pollution has been linked to cancer and shortened lifespan for people exposed to certain pollutants.

Air Quality Hazards

As an urbanized community, El Monte is surrounded by various industries that produce air pollutants that affect residents and business. This section describes some of the primary sources of air pollution, while the following section describes the regulatory framework.

Mobile Sources of Pollution

Mobile sources produce approximately 80 percent of all air pollutants in the South Coast Air Basin. These include automobiles, trucks, airports, railroads, and buses. El Monte is well served by roads, freeways, rail and airport, and air pollution from mobile sources is a critical concern for the El Monte community. Some of the greatest sources of pollutants are particulate matter, produced by combustion from motor vehicles (particularly diesel) and carbon monoxide, also produced by vehicle emissions. Such pollutants are associated with respiratory ailments and diminished lung functioning.

Stationary Sources of Pollution

Stationary sources (e.g., manufacturers, quarries) can also produce a wide variety of pollutants. The Environmental Protection Agency (EPA) tracks toxic chemical releases and waste management activities reported annually by certain industries and federal facilities. Two dozen businesses in El Monte emit a wide array of regulated pollutants, including chromium, nickel, lead, copper, phenol, zinc compounds, and others. These include manufacturers (e.g., chrome platers, landfills, dry cleaners) and various other smaller yet important sources of air emissions.

Specific Industries and Mobile Sources

El Monte is also situated near several unique stationary sources of air emissions. Surrounding El Monte are the Puente Hills and Montebello landfills, which are known to emit large quantities of methane, carbon dioxide, and other gases. El Monte is also home to several heavy industrial companies and manufacturers that contribute to air pollution. Some industries produce chromium, lead, copper, and other pollutants known to have adverse health effects. In addition, gravel quarries are located to the north of El Monte in the City of Irwindale. Residents have long expressed concern over the unknown long-term impacts of silica and dust.

Regulatory Framework

The CAA sets national ambient air quality standards (NAAQS) for six pollutants: carbon monoxide, ozone, particulates, nitrogen oxides, sulfur dioxide, and lead. The CAA requires designated agencies in any region of the nation not meeting NAAQS to prepare a plan to bring the area into compliance with all national standards. In the Basin, the designated agency is the South Coast Air Quality Management District (SCAQMD).

In 1988, the California Legislature enacted the California Clean Air Act (CCAA). This act established a legal mandate to achieve health-based state air quality standards, which are more health protective than national standards, at the earliest practical date. The CCAA requires regional emissions to be reduced by 5 percent or more per year (or 15 percent or more in a three-year period) until attainment is demonstrated. Each region that did not meet a national or state air quality standard was required to prepare a plan to achieve the 5 percent reduction.

The SCAQMD is in charge of developing the regional air quality plan, with input from the Southern California Association of Governments (SCAG). The SCAQMD is responsible for the overall development and implementation of the air quality management plan that covers the South Coast Air Basin. The SCAQMD also regulates certain stationary sources of pollution. The California Air Resources Board (CARB) regulates mobile sources of air pollutions through state and federal emission regulations.

The CARB is also responsible for identifying, studying, and assessing the risks of various toxic air contaminants known to cause cancer or other serious health effects. The CARB has completed health risk assessments of certain businesses, such as chrome platers, dry cleaners, rail yards, large gas stations, warehouse distribution centers, and freeways. The CARB has also issued recommendations for minimum distances between sensitive land uses and these pollution sources.

The State of California and the federal government have established stringent air quality standards for certain air pollutants—ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead. The state has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect public health and welfare within a reasonable margin of safety. The South Coast Air Basin is in compliance with federal air quality standards for sulfur dioxide and lead, but not for other air pollutants.

Who is Responsible for Ensuring Clean Air?

The federal EPA establishes national air quality standards, enforces the Clean Air Act, and regulates certain emission sources.

The State EPA implements the California Clean Air Act and establishes state air quality standards and monitoring mobile sources of pollution.

The South Coast Air Quality Management District monitors air quality and develops programs to attain air quality standards from stationary emission sources.

Local Programs

The City recognizes that clean and healthful air quality is of fundamental importance to our health and quality of life. The City is committed to ensuring healthful air by reducing or eliminating land use conflicts, making changes to the natural environment, implementing transportation demand management programs, and cooperating with other communities to reduce air pollution and ensure that regulators address issues of local concern.

Land Use

The location and placement of sensitive land uses are not regulated by regional, state, or federal agencies. Thus, the City must take a leadership role. CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* provides siting criteria for sensitive land uses. This guide recommends specific distances between residential uses and high volume roadways, distribution centers, chrome platers and heavy manufacturers, dry cleaners using certain chemicals, and large-volume gas stations. The City will utilize guidelines to assess the potential health risks of certain land uses and mitigations required.

Clean-Burning Fuels

The City is committed to promoting alternative fuels and transportation demand programs to meet SCAQMD air quality improvement goals. El Monte implements specific programs to reduce air pollution from mobile sources, particularly transit. The City currently operates a fleet of 21 vehicles that run on compressed natural gas rather than fossil fuels and 14 hybrid-electric vehicles. El Monte also requires its refuse haulers to operate vehicles that use compressed natural gas or liquefied natural gas, dual fuel vehicles, or other alternative fuel vehicles with similar emission performance standards.

Natural Landscape

A recent study from UCLA's Institute of the Environment indicates that many contaminants that impact water quality are initially airborne. Leafy tree canopies intercept some of these contaminants, preventing them from ever reaching our water resources. Additionally, plants and trees can absorb carbon dioxide and other pollutants and offset high emissions from high traffic routes, such as freeways. The Parks and Recreation Element commits the City to initiating a reforestation program to reclaim El Monte's heritage as a wooded place between the rivers, providing air quality benefits at the same time.

Goal PHS-3

Clean and healthful air through the implementation of responsive land use practices, enhancement to the natural landscape, pollution reduction strategies, and cooperation with regional agencies.

Policies

- PHS-3.1 **Land Use.** As a condition for siting or expanding operations in El Monte, require air pollution emitters to evaluate and fully mitigate the impacts of their operations on schools, homes, medical facilities, child care centers, and other sensitive receptors.
- PHS-3.2 **Sensitive Receptors.** Utilize CARB recommendations to evaluate the siting of dry cleaners, chrome platers, large gas stations, freeways, and other high pollutant sources near residences, health care facilities, schools, and other sensitive land uses.
- PHS-3.3 **Community Forest.** As prescribed in the Parks and Recreation Element, enhance the City's community forest by planting trees along all roadways as a means to help filter air pollutants, clean the air, and provide other health benefits to the community.
- PHS-3.4 **Transportation.** Encourage alternative modes of travel to work and school by maximizing transit service, purchasing alternative fuel vehicles, completing all sidewalks, and creating a network of multiuse trails and bicycle paths.
- PHS-3.5 **Regional Coordination.** Work cooperatively with cities through the San Gabriel Valley Council of Governments to address inter-jurisdictional and regional issues of air quality, including mobile and stationary sources of air pollution.
- PHS-3.6 **Health Risk Assessment.** Require that projects for new industries or expansion of industries that produce air pollutants conduct a health risk assessment and establish appropriate mitigation prior to approval of new construction, rehabilitation, or expansion permits. In addition, require larger residential projects adjacent to the freeway or railroad conduct health risk assessments to confirm appropriate mitigation is in place.
- PHS-3.7 **Quarries.** Work through regional entities to advocate for the continued monitoring of the quarries, development of technologies for measuring air emissions, and the institution of appropriate mitigation if risks are found.

TRANSPORTATION SAFETY

The City of El Monte has a multifaceted transportation network consisting of streets, freeways, rail lines, and bicycle and pedestrian routes that provide a range of choices for residents and businesses. While providing a high level of mobility, these systems also pose potential safety risks to residents, visitors, and the local workforce.

Railroad Safety

The City of El Monte has a long history of involvement with railroads, dating back to the 1870s when Southern Pacific built its first line through El Monte. In 1907, the first Red Cars traveled along Ramona Avenue connecting the area to Downtown Los Angeles. Today, the City is home to several railroad lines that cross through the community and provide freight and passenger service to residents, business, and commuters. Although railroads create enhanced transportation options for El Monte, they can also create significant safety concerns for pedestrians and motor vehicles crossing railroad rights-of-way.

The Alameda Corridor East (ACE) Project is a program to improve railroad access from the Port of Long Beach to Los Angeles and the Inland Empire. Over the past decades, six grade separation projects have been completed in El Monte, with the most recent being Baldwin Avenue, which was completed in 2015. However, five at-grade crossings remain. Although no railroad accidents have occurred to date, a significant increase in rail activity presents a potential safety concern. The City continues to work with the ACE to improve safety by creating grade-separated rail crossings and integrating roadway-rail traffic control systems and roadway traffic management systems that will provide better warning of trains.

Street and Pedestrian Safety

El Monte is largely defined by its extensive roadway network: more than 151 miles of roadways cross the community. The abundance of roads and various right-of-way alignments make vehicle travel the most common form of transportation and greatest safety concern. From 2013 to 2017, approximately 3,041 auto collisions occurred within the City of El Monte, of which 1,081 collisions resulted in complaint of pain and 80 collisions (or approximately 3 percent) were fatal and severe injuries. Signalized intersections experienced the most collisions followed by mid-block locations and non-signalized intersections had the lowest collisions.



Baldwin Avenue Grade Separation

The most recent grade separation was completed in 2015.

Public Health and Safety Element

The City of El Monte Police Department is responsible for patrolling roadways and enforcing traffic safety laws. The department also makes presentations to improve street safety. The City's Traffic Committee, made up of City department representatives, is also responsible for touring the City on a periodic basis to evaluate requests for traffic control enhancements (e.g., stop signs, red curbs, speed bumps), meet with various stakeholders and the public, and recommend public safety improvements.

El Monte is committed to reducing the frequency and severity of pedestrian accidents. In 2012, the City was awarded the Federal Safe Routes to School (SRTS) Cycle II Grant. The federal SRTS programs provide opportunities to communities to improve public safety and increase the number of children walking and bicycling to school through public improvements, education and collaboration with stakeholders. City Staff, in collaboration with the School Districts, identified key pedestrian and bicycle routes within close proximity to the Parkview, Wilkerson, Cherry Lee and Gidley Elementary Schools. Project enhancements were completed in 2018 and included: augmenting accessible pathways to comply with ADA guidelines, installation of new sidewalks, modifying curb ramps, signage and striping, and installation of a new storm water treatment system. The project also integrated traffic calming designs that encourage good motorist and pedestrian behavior around school zones such as bulb-outs with ADA pedestrian ramps that allows the narrowing of the crossing distance at an intersection.

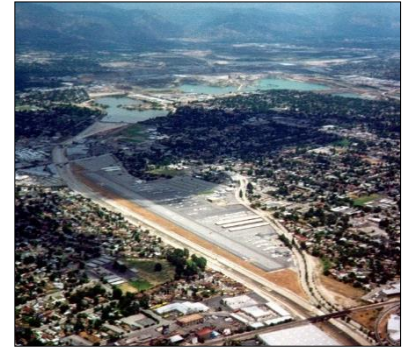
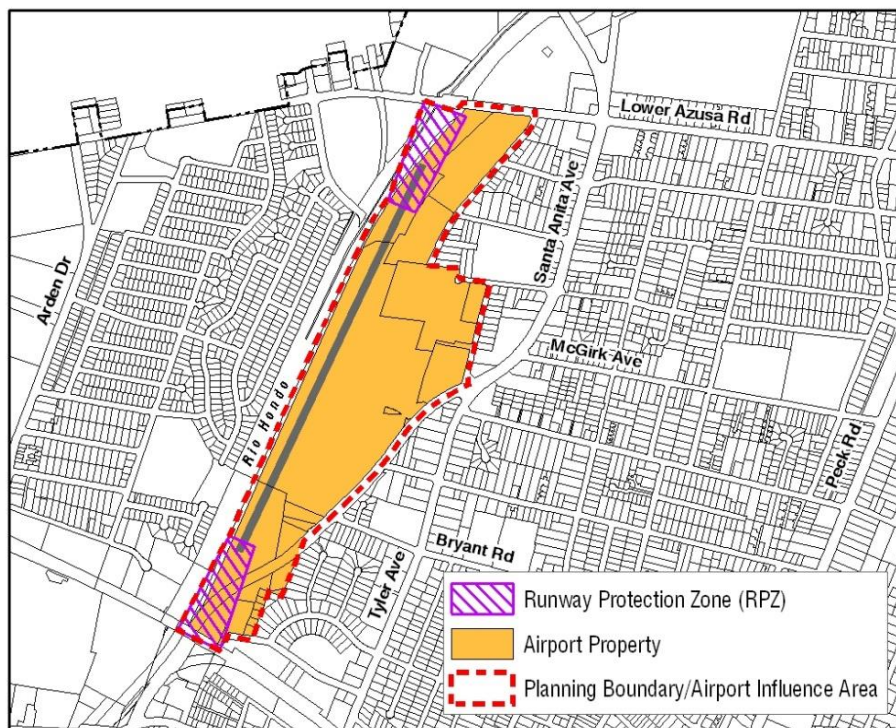
In 2021, the City conducted a Sidewalk Inventory Report that provides a complete inventory and assessment of the City's sidewalks. The Sidewalk Inventory Report resulted with a web-based GIS application database of the City's sidewalk network, which identifies the location and condition of sidewalks and provides the capabilities to process and analyze the recorded data to actively manage, track and update ongoing sidewalk and curb ramp maintenance programs/conditions. In addition, strategies for prioritizing sidewalk repairs and monitoring progress are also included.

The City is also engaged in the El Monte Vision Zero project which considers the safety needs of all modes of transportation throughout the City. By analyzing the activities of vehicles, pedestrians, and bicyclists, recommendations for improvements to the City's overall transportation safety can be realized. In turn, future changes and improvements for safety will benefit travelers with limited mobility and encourage the use of various transportation modes. The El Monte Vision Zero project is anticipated to be adopted by 2022.

Airport Safety

The San Gabriel Airport (formerly the El Monte Airport) is adjacent to the Rio Hondo River and Santa Anita Avenue. The Los Angeles County Airport Land Use Commission has established runway protection zones on either end of the airport, the areas most likely to experience an airplane crash. Within this zone, the Federal Aviation Administration recommends restrictions to development height and type, events that gather people, or activities that could cause or contribute to damages of airplane crashes. The runway protection zones do not extend outside the airport property; therefore, it is not anticipated that land uses would conflict with ongoing aviation operations.

The following goal and policies are intended to ensure safe and efficient travel to work, school, home, and other local destinations.



San Gabriel Valley Airport

The San Gabriel Valley Airport Runway Protection Zone runs parallel to the northerly and southerly portions of the runway, ending generally at the property line abutting the airport.

Goal PHS-4

Adequate protection and safety from the hazards of airway, roadway, and railroad through a balance of land use patterns, project design, improved technology, capital improvements, public education, and law enforcement.

Policies

- PHS-4.1 **Railroad Safety.** Maximize the safety of railroads in the community by pursuing grade-separated crossing as the first priority for reducing street and railroad conflicts; second, by pursuing Jump-Start projects; and third, by use of other technology.
- PHS-4.2 **Pedestrian Safety.** Enhance pedestrian safety by completing sidewalks, identifying areas for crosswalks and signaling, and prioritizing the funding, construction, and maintenance of safe routes to schools, parks, and public facilities.
- PHS-4.3 **Bicyclist Safety.** Improve bicycle safety by creating well-defined bicycle lanes, working with the school districts to educate children about safe cycling practices, and providing information about safe routes to school.
- PHS-4.4 **Streetscape Design.** Develop detailed standards and guidelines for the treatment of public streetscapes to improve safety and walkability. Recommendations should address street trees, street lighting, street furniture, traffic calming, and related items.
- PHS-4.5 **Traffic Safety.** Improve traffic safety on City streets through the use of advanced technology, signal timing, remote sensing at critical intersections, and more frequent sweeps for drivers operating vehicles while under the influence of substances.
- PHS-4.6 **Traffic Safety Committee.** Enhance the role and membership of the Traffic Safety Committee to include public, private, and neighborhood groups to facilitate innovative and proven solutions to reduce the incidence of accidents for all transportation modes.
- PHS-4.7 **Airport Safety.** Maintain runway protection zones identical to the FAA's zone and prohibit land uses, structures, intensification of current land uses, or other activities within that zone that could present potential hazard concerns under FAA guidelines.

HAZARDOUS MATERIALS AND WASTE

Hazardous material is material that, because of its quality, concentration, or physical/chemical characteristics, poses a potential significant hazard to human health or the environment. Hazardous materials include waste labeled as toxic, poisonous, corrosive, flammable, combustible, or irritant. These materials require special methods of storage and treatment; improper disposal or handling harms people and pollutes the ground, water, and air.

Industry

The City of El Monte is home to industries that use large amounts of hazardous materials that pose threats to public health. The EPA identifies more than 20 businesses that are known to release toxic chemicals via air emissions, surface water discharges, releases to land, underground injections, and transfers to off-site locations. The EPA monitors these industrial facilities to ensure that their annual emission concentrations and limits are not exceeded, to protect the health and safety of residents.

Many businesses use underground storage tanks for hazardous materials such as gasoline, solvents, oil, and other chemicals. According to the EPA, 18 leaking underground fuel tanks are located in El Monte and 37 underground storage tank sites are on the Spills, Leaks, Investigations and Cleanups list, which includes aboveground storage tank sites where soil or groundwater contamination has occurred. Safe handling, storage, transportation, and disposal of hazardous materials and wastes are critical.

The County Fire Department administers the Hazardous Waste Generator Program, Hazardous Materials Release Response Plans and Inventory, California Accidental Release Prevention Program (CalARP), and Storage Tank Programs. The department also permits and inspects businesses that handle, treat, transport, and dispose of hazardous wastes and provides 24-hour emergency response to hazardous materials incidents. The department administers and enforces the CalARP Program to ensure that high-risk facilities and substances implement appropriate risk management plans.

Hazardous materials pass through El Monte on local freeways (I-10 and I-605), rail lines, and various major arterials. The City does not have the authority to regulate the transport of hazardous materials. Instead, the U.S. Department of Transportation and the EPA set standards for transporters of hazardous waste, and the State of California regulates the transportation of hazardous waste. Transporters are required to display warning placards to comply with various state and federal regulations.

Superfund Site

Groundwater contamination has long been an issue for the San Gabriel Valley. The San Gabriel Basin groundwater is presently contaminated from the disposal of synthetic organic compounds used primarily as solvents in industrial and commercial activities. The EPA has therefore designated portions of the San Gabriel Basin, including El Monte, as federal Superfund sites for cleanup and remediation. The EPA has established the El Monte Operable Unit (EMOU) covering affected areas in El Monte and has prepared a specific plan of preferred methods for treating groundwater.

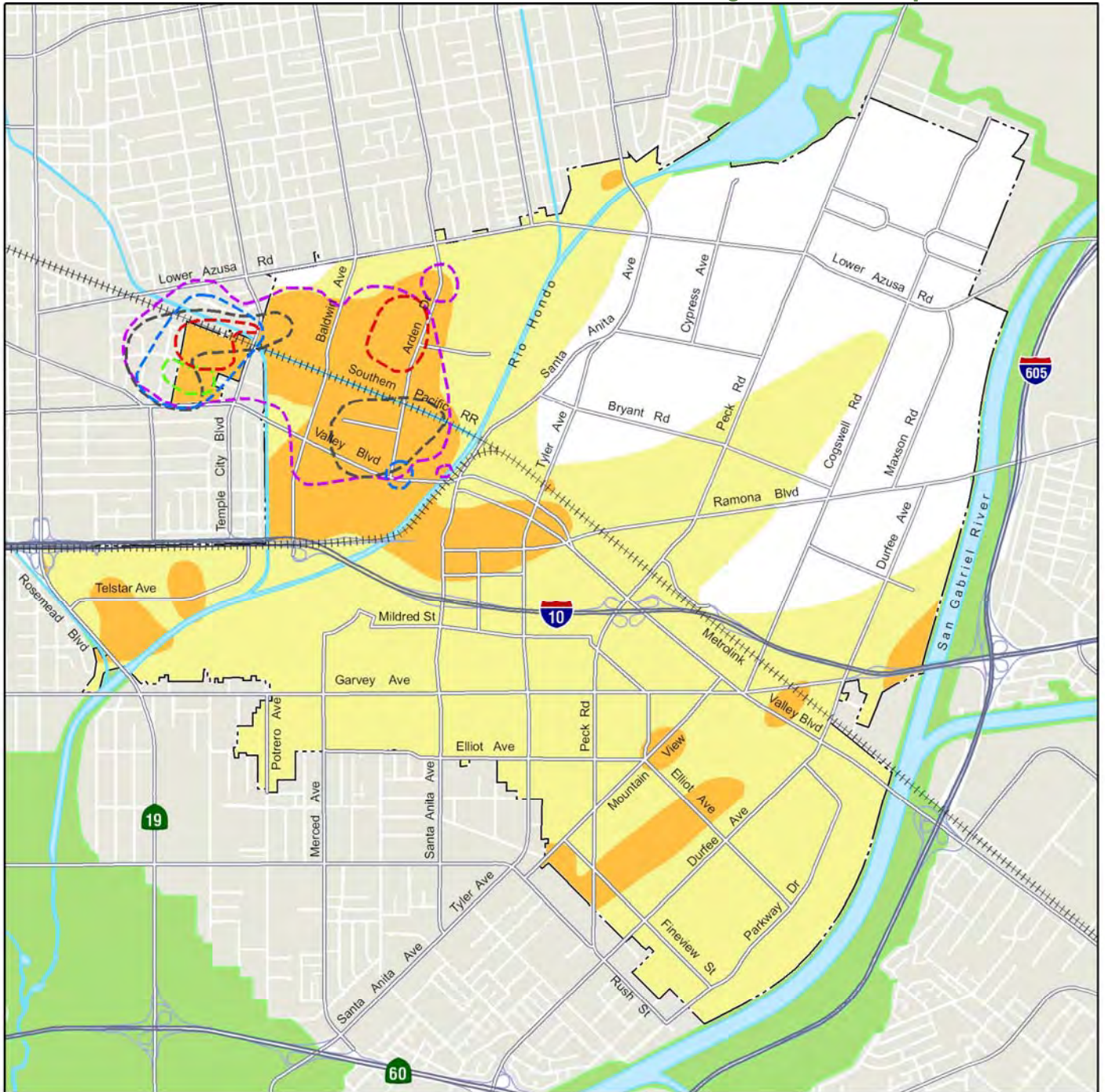
The EMOU investigation phase is complete and remedial objectives are specified in an EPA Interim Record of Decision. This operable unit is characterized by volatile organic compound (VOC) contamination in the shallow zone that is mostly contained in the upper 100 feet of the aquifer. Limited amounts of VOC contamination and perchlorate have migrated into the deeper drinking water supplies. Additional toxic contaminants have been found, including hexavalent chromium, nitrosodimethylamine, N-nitrosodimethylamine, and dioxane.

The San Gabriel Basin Water Quality Authority is responsible to develop, finance, and implement groundwater treatment programs in the Basin. The WQA prepares an annual Basin Groundwater Quality Management and Remediation Plan consistent with the EPA's National Contingency Plan, Records of Decision, and requirements of the Regional Water Quality Control Board. The WQA is working with the EPA, water purveyors, and potentially responsible parties to facilitate the cleanup of groundwater contamination in the most expedited manner possible.

The City of El Monte is committed to ensuring safe and healthful water despite these contaminants. As required by state law, the City regularly monitors the quality of its drinking water supply and it currently meets or exceeds all water quality standards promulgated by the state and federal government. The City also conducts monthly water quality testing to ensure that the water supply remains safe. The City has adequate plans in place to identify any contaminants and remedy the situation.

Figure PHS-3, following the goals and policies, shows the location of the El Monte Superfund site, the primary contaminants involved, and the general extent of contamination. More specific information on the precise location, type, and extent of groundwater contamination and remedial measures can be obtained from the San Gabriel Basin Water Quality Authority and the California Environmental Protection Agency.

Figure PHS-3 Superfund Hazard



Approximate Extent in Shallow Groundwater

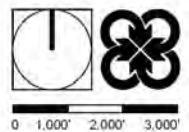
- VOC Above Maximum Contaminant Levels
- Perchlorate isoconcentration contour (4 ppb)
- Hexavalent Chromium Isoconcentration Contour (11 ppb)
- N-nitrosodimethylamine isoconcentration contour (0.010 ppb)
- 1,4-dioxane isoconcentration contour (3 ppb)

Contamination Levels

- Above Detect to < MCL for Volatile Organic Compounds
- Exceeds MCL for Volatile Organic Compounds

MCL = Maximum Contaminant Level
ppb = Parts Per Billion

Source: San Gabriel Basin Water Quality Authority 2003, United States Environmental Protection Agency.



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Managing the production, transport, and disposal of hazardous materials is critical to ensure a safe living environment. As our history evidences, the City recognizes that proper management of hazardous materials and wastes is essential to ensure clean air and healthful water, human health, and a clean environment. Working in partnership with other government entities, the City is committed to ensuring a clean environment through responsive land use policies, expediting the full cleanup of contaminated sites, and taking necessary measures in hazardous waste management and planning to minimize the risks associated with man-made disasters.

Goal PHS-5

A safe and healthy environment that minimizes the public health risks and threats posed by hazardous materials and wastes.

Policies

- PHS-5.1 **Superfund.** Proactively work with the San Gabriel Water Quality Authority, EPA, and state and federal agencies to expedite the full cleanup of the El Monte Operable Unit.
- PHS-5.2 **Land Uses.** Require businesses that store, generate, use, or transport large or toxic quantities of hazardous materials or wastes to comply with county fire department standards.
- PHS-5.3 **Household Hazardous Waste.** Encourage the proper reduction of household hazardous waste and disposal through comprehensive public education, recycling efforts, and collection programs.
- PHS-5.4 **Transportation.** Work with governmental agencies to ensure that transporters of hazardous wastes and materials follow safety guidelines and redesignate truck routes away from neighborhoods and sensitive land uses where spills may occur.
- PHS-5.5 **Air Pollution.** Reduce public exposure to toxic air contaminants through appropriate land use policy, transportation strategies, and prohibition or phasing out of incompatible emission sources.
- PHS-5.6 **Emergency Planning.** Continue to be prepared, through proper emergency planning activities, to respond effectively to disasters related to hazardous materials and wastes.

DISASTER PREPAREDNESS, RESPONSE, AND RECOVERY

El Monte is subject to environmental and manmade hazards that pose risks to life and property—underscoring the importance of effective emergency management. Management of emergencies and disasters consists of three phases: (1) mitigation of potential hazards and event preparedness; (2) response during or soon after the event, and (3) post-event recovery. The City participates in disaster preparedness, response, and recovery as follows.

Intergovernmental Coordination

Emergency response requires coordination of many agencies, including medical, health, fire and rescue, police, and public works. Thus, intergovernmental coordination is essential. The Federal Emergency Management Agency (FEMA) is charged to provide assistance in federally declared disasters. At the state level, the California Office of Emergency Services (OES) performs similar services on a smaller scale by assisting cities in emergency preparedness, response and recovery efforts, public information, and coordination of the statewide mutual aid system.

The Los Angeles County Office of Emergency Management (OEM) is the lead agency for the “Operational Area,” which includes all independent cities and special districts in Los Angeles County. As the Operation Area Coordinator, the OEM employs a set of policies, procedures, and practices to ensure an effective response to a wide array of emergencies, with the most obvious emergency being earthquakes. However, the OEM also is equipped to respond to local and regional emergencies driven by climate change – namely wildfires, drought, heat waves, vector-borne public health emergencies, sea level rise, and urban flooding.

The OEM works with County departments, cities, and partner agencies to increase the capability of the region to mitigate, prepare for, respond to, and recover from all hazards impacting the County, including those exacerbated by climate change. Since the OEM functions as the hub for all activities, they are also responsible for initiating mutual aid services. The City of El Monte participates in mutual aid agreements with other public agencies to meet demands for emergency services, hospital needs, and even protection from terrorism. As the impacts of climate change continue to increase, El Monte and other cities will be more reliant on the leadership of the OEM.

Critical and Essential Facilities and Lifelines

Certain facilities are critical in disaster planning and recovery efforts. Lifelines are services critical to a city's health, safety, and functioning, such as water, sewer, energy, communications, transportation (highways, bridges, railroads, and airports). Essential facilities include police and fire stations, emergency operations centers, generators, communications centers, substations, water supply and transmission infrastructure, and other facilities needed during and after an emergency. The City's emergency operations center is located at City Hall.

Three major hospitals would serve El Monte residents during a disaster. The Greater El Monte Community Hospital is a 117-bed facility with an emergency room just south of the City's border in South El Monte. Arcadia Methodist Hospital is a 450-bed medical facility just minutes north of El Monte. Kaiser Permanente's Baldwin Park Medical Campus is a 172-bed medical facility just east of the City near the juncture of the I-10 and I-605 freeways. The nearest trauma center is Huntington Memorial Hospital, located approximately ten miles northwest of El Monte.

Community Partners

The American Red Cross provides emergency response support to El Monte for situations ranging from a single residential fire to community-wide disaster relief. The Red Cross has an area disaster action team coordinator who responds to emergencies within an hour of notification to estimate the damage and the need for further relief. The Red Cross assists with evacuations, works with school districts to assess damage, provides shelter for families left homeless by a disaster, and provides referrals to affected households that need further assistance from state and federal agencies.

Emergency Planning and Preparedness

The City of El Monte's Emergency Operations Center (EOC) plays a key role in disaster preparedness, response, and recovery activities in the community. The EOC at City Hall is responsible to coordinate emergency response efforts. The Office prepares and updates its natural hazards mitigation plan, which identifies the most prominent threat of natural hazards in El Monte, provides protocols and operations to be followed by City agencies and hazard mitigation plans, addresses and delegates responsibility from local to national government, divides operations procedures into various stages of preparedness and response, and provides appropriate evacuation routes. The contents correspond to the state's Standardized Emergency Management System Multi-Hazard Functional Plan (SEMS).

Public Health and Safety Element


In the event of an emergency requiring evacuation, El Monte residents would have multiple options through the existing City and regional transportation system. The City is served by the I-605 freeway running north-south and the I-10 freeway running east-west. Major arterial highways include Ramona Boulevard running east; Lower Azusa Road and Valley Boulevard running east-west; Garvey Avenue running west; Baldwin Avenue running north; Santa Anita Avenue and Peck Road running north-south; and Durfee Avenue running south. This road network provides multiple routes for access for emergency equipment and the evacuation of residents during disasters. The City is also well served by transit. Transit evacuations are coordinated through the Los Angeles County Sheriff's Department and the California Highway Patrol. In addition, if needed, the City will reach out to the County EOC through the Operational Area Response and Recovery System to request for transit services and buses for evacuation. In the event of an emergency requiring evacuation, the City is prepared to provide instructions to residents through the City's website, social media platforms, and through a push-notification alert system to instruct individuals on which roadways should be used. Routes would vary based on the type of emergency and the area affected.

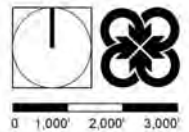
Figure PHS-4 summarizes the emergency planning infrastructure in El Monte, and shows the major evacuation routes and critical facilities.

Figure PHS-4 Emergency Infrastructure



-  City Hall
-  Police Station
-  Fire Station
-  El Monte Airport
-  School
-  Medical Centers

 Evacuation Routes



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Hazard Mitigation

The City of El Monte adopts an updated Hazard Mitigation Plan (HMP) every five years. The purpose of the HMP is to minimize the impact of major hazard events on the community and to maintain eligibility for future hazard mitigation funding from the Federal Emergency Management Agency (FEMA). The HMP includes a risk assessment which details potential natural hazards relevant to El Monte and the probability of their occurrence. Additionally, it outlines a mitigation strategy which details the approach the City should take for mitigating the risk of the identified hazards. The mitigation strategy identifies responsible departments, timelines, and priorities. The HMP adopted in 2017 identified five hazards that pose significant threats to the City: earthquakes, flooding, windstorm, dam failure, and drought. For each hazard area, the HMP includes information on the history, hazard causes, hazard characteristics, and hazard assessment.

The HMP provides valuable information to understand potential climate change vulnerability, since climate change impacts tend to exacerbate existing vulnerabilities. However, it does not specifically address climate change. As such, the 2021 Public Health and Safety Element technical update provides the climate vulnerability assessment and adaptation policies required by state law, and incorporates the latest version of the HMP into the General Plan by reference.

Goal PHS-7

Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recovery, and response.

Policies

- PHS-7.1 **Mutual Aid.** Continue to participate in mutual and automatic aid agreements for the provision of fire, law enforcement, medical response, public works, mass care, and other assistance.
- PHS-7.2 **Essential Facilities.** Ensure, to the fullest extent feasible, that essential structures, facilities, and lifeline services remain safe, structurally sound, and fully functional.
- PHS-7.3 **Multi-jurisdictional Efforts.** Coordinate disaster preparedness and recovery with local, state, and federal governmental agencies to ensure cooperative police and fire assistance from other governmental entities during emergencies.
- PHS-7.4 **Citizen Training.** Prepare residents and business to effectively respond to emergencies by conducting public outreach and educational efforts such as CERT (Community Emergency Response Team) and other efforts.
- PHS-7.5 **Disaster Plans.** Ensure that City emergency preparedness plans are updated regularly with accurate information on natural and man-made hazards, including climate change, and coordinated plans for response.
- a. Develop an emergency shelter plan that includes addressing the need for cooling centers during extreme heat events.
 - b. Educate residents on how to protect themselves from poor air quality during wildfire events affecting the region.
 - c. Coordinate with emergency management service providers to establish backup power and water resources for communications systems, emergency shelters and key facilities in case of power outages.
- PHS-7.6 **Emergency Response Team.** Continue to maintain and update the City's emergency response organization, consisting of representatives from all City departments, local quasi-governmental agencies, private businesses, citizens, and other community partners involved in critical or community services.

PHS-7.7 **Disaster Simulation.** Periodically simulate response to disasters, concentrating on interagency coordination and communication to ensure efficient response with minimal delay and service overlap.

PHS-7.8 **Emergency Services Office.** Dedicate full-time coordinator responsible to implement emergency operations, disaster coordination plans, and other employee safety measures.

CLIMATE CHANGE VULNERABILITY AND ADAPTATION

A requirement to address climate change in Public Health and Safety Elements was added through Senate Bill 379 in 2015, which specifies that local jurisdictions conduct a vulnerability assessment to identify the risks of climate change, and develop a set of goals, policies, and objectives to address the identified risks. To meet this requirement, the City relied on the analysis included in the Southern California Adaptation Planning Guide (SoCal APG) prepared by the Southern California Association of Governments (SCAG, 2020), the Los Angeles Region Report prepared as a part of California's Fourth Climate Change Assessment, the City of El Monte 2017 Hazard Mitigation Plan (HMP), and the Climate Vulnerability Assessment (CVA) currently being prepared by the County of Los Angeles.

According to "California's Fourth Climate Change Assessment" developed by the State of California, continued climate change will have a severe impact on California. Increased temperatures, drought, wildfires, and sea level rise are several of the main concerns related to climate change. Other impacts anticipated from climate change include food insecurity, increases in vector-borne diseases, degradation of air quality, reduced ability to enjoy outdoors, and potential economic impacts due to uncertainty and changing conditions.

Climate change disproportionately affects those with existing disadvantages. Low-income communities and communities of color often live in areas with conditions that expose them to more severe hazards, such as higher temperatures and worse air quality. These communities also have fewer financial resources to adapt to these hazards or to repair damaged structures after a hazard event. For example, low-income populations may not have air conditioning, or may reduce usage out of concerns about cost. Outdoor workers, individuals with mobility constraints, and sensitive populations such as the very young, elderly, and poor, as well as those with chronic health conditions, are particularly at risk to climate change hazards.

The Southern California Climate Adaptation Guide (SoCal APG) prepared by the Southern California Association of Governments (SCAG) in 2020, and the Climate Vulnerability Assessment prepared by Los Angeles County in 2021, are valuable resources for assisting the City's vulnerability and identifying policies and actions to adopt to changing conditions and build resiliency. The SoCal APG describes the range of climate change hazards the SCAG region is likely to face in the coming decades, describes adaptation principles geared to the region, and outlines a general process of adaptation planning. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than

38,000 square miles. The County of Los Angeles Climate Vulnerability Assessment (CVA) addresses both physical infrastructure and social vulnerabilities. In summary, the CVA:

- Examines historic, current, and projected climate impacts to communities including extreme heat, wildfire, sea level rise, drought, and flooding.
- Gathers data on physical infrastructure and social vulnerabilities.
- Analyzes the potential cascading impacts between physical infrastructure and social vulnerabilities.
- Guides priorities for climate adaptation and resilience efforts, policies and programs.
- Informs public health preparedness, emergency preparedness, response planning, and community resiliency.
- Identifies equity implications, including how climate impacts and vulnerabilities are distributed across communities and sub-populations such as low-income rural neighborhoods, populations who are linguistically isolated, populations without housing, populations with limited mobility, and outdoor workers.

Table PHS-1 provides a summary of key climate hazards and anticipated impacts facing the SCAG Region, as well as their relevance to the City of El Monte.

Table PHS-1 Summary of Key Climate Hazards and Implications

Climate Change Hazard	Risk to Southern California	Implications for El Monte
Extreme Heat	The SCAG region can expect longer and hotter heat waves, with continued future warming over the region. The hottest day of the year may be up to 10 degrees Fahrenheit (F) warmer for many locations across the Los Angeles (L.A.) region by late-century.	Due to the City’s high concentration of impermeable surfaces, the urban heat island effect (a condition in which cities are hotter than surrounding areas due to the amount of paving and lack of shading) may become more pronounced. The annual average maximum temperature and the number of extreme heat days (over 100.5 degrees F) in El Monte is projected to rise throughout the century. At a community workshop held to inform preparation of this Element, 56 percent of respondents identified extreme heat as one of the hazards they were most concerned about. In addition, of online survey responses to this question, 74 respondents (20

Public Health and Safety Element

Climate Change Hazard	Risk to Southern California	Implications for El Monte
		percent) reported having a disability that may affect the ability to access an air-conditioned space during an extreme heat emergency.
Sea-Level Rise/Coastal Flooding	Sea-level rise is increasing the risk of coastal erosion and flooding along the California coast. Roughly 1 to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8-10 feet by the end of the century.	Not directly at risk but could be impacted from regional impacts to the economic, housing and mobility systems, and reduced recreational access to beaches and coastal resources.
Wildfire	Wildfire events are projected to be considerably larger, more frequent, and more destructive by mid-century. There remains uncertainty in quantifying future changes of burned area over the L.A. region.	El Monte does not have any areas within wildfire state responsibility area (SRA) or very high fire hazard severity zones (VHFHSZs). However, residents are subject to wildfire smoke and disruption to regional systems. Of 455 survey responses to this question, 161 respondents (46 percent) reported that they experienced health complications due to poor air quality from wildfires, and individuals were unable to attend school or work, or unable to complete daily activities as a result of air quality or power outages due to wildfires.
Drought	The SCAG region can expect more intense and extended duration of droughts, leading to longer water supply shortages. The SCAG region imports approximately 75 percent of its potable water from outside the region.	Same as regional impacts. At a community workshop held to inform preparation of this Element, 17 percent of respondents identified drought as one of the hazards they were most concerned about.
Air Quality	Air quality is expected to worsen with climate change due to higher ground level ozone concentrations and	Data provided by the California Air Resources Board shows that El Monte residents are generally exposed to medium to high levels of ozone and fine particulate pollution,

Climate Change Hazard	Risk to Southern California	Implications for El Monte
	increased particulate matter from wildfires.	which could worsen similar to regional impacts.
Severe Storms/Wind	Severe storms can cause injuries or deaths, cause damage to buildings, fell trees, block roads with debris, and spark fires. Strong winds, such as the Santa Ana winds, are conducive to wildfire outbreaks.	Severe windstorms pose a significant risk to life and property in the City of El Monte by creating conditions that disrupt essential systems such as public utilities, telecommunications, and transportation routes. High winds can cause tornado-like damage to local homes and businesses in and near the community. High winds have destructive impact, especially to trees, power lines, and utility services, and increase fire risks. The City was most recently and severely impacted by windstorms in November and December 2011.
Inland Flooding	Dry and wet extremes are both expected to increase with climate change. By the late-21st century, total rainfall on the wettest day of the year is expected to increase across most of the L.A. region.	The City's HMP identifies the entire city as being at a low level of probability for urban flooding to streets and underpasses from heavy rains. However, the potential for a localized flood event still exists and may increase due to climate change.

Source: Southern California Climate Adaptation Guide, Los Angeles Region Report of California's Fourth Climate Change Assessment, City of El Monte Hazard Mitigation Plan, and County of Los Angeles Climate Vulnerability Assessment presentation of findings.

In addition, the region will face ecological impacts due to climate change. Ecosystems and wildlife will be challenged by the spread of invasive species, barriers to species migration or movement, and direct impacts. Climate change will also impact the spread of vector-borne diseases with consequences for human health. The local economy will be affected as the impacts of extreme heat, extreme weather, sea level rise, wildfire, and drought will have direct impacts on the cost and loss of critical infrastructure, real estate, human health, and productivity. It is anticipated that climate change will cause stressed supply chains and shortages of critical resources, and increased economic inequality, especially in already vulnerable populations including lower-income and marginalized communities.

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Climate change impacts are interrelated, and urban areas are linked to local, regional, and global systems. When one system is affected, others may also be impacted resulting in cascading effects on other sectors that increase risks to residents' health and well-being. For example, disruptions to electricity may also impact communications, water, and transportation systems. Impacts to transportation systems may affect workforce availability, and workforce availability may limit emergency response.

Goal PHS-8

Effective adaptation to increase the community's resilience to climate change impacts.

Objective: Conduct proactive hazard and emergency preparedness planning

Policies

PHS-8.1 **Climate Change Impacts** Coordinate with neighboring jurisdictions, county, regional, state, and federal agencies on climate adaptation, resource management, and risk reduction planning and activities. See also PHS-7.3.

PHS-8.2 **Building Codes.** Ensure that the latest versions of the adopted Building and Fire Codes are adopted and enforced to build resiliency and minimize to the potential for damage, personal injury, and loss from fire, wind, flood and other hazards. See also PHS-1.1

PHS-8.3 **Increased Preparedness.** Promote preparedness for City staff, businesses and residents that empowers them to increase their resilience to hazard related events and a changing climate.

PHS-8.4 **Extreme Heat.** Reduce the impacts of extreme heat on people and the electric grid through measures such as increasing urban tree planting, and implementing cool roofs and pavement materials.

- a. Evaluate landscaping and design regulations and guidelines for effect on providing shade for pedestrians, and amend as needed.
- b. Consider updating the City's Tree Protection and Preservation Ordinance and determine if certain trees should be added.
- c. Provide information on the City website and public counter providing guidance and standards for proper tree pruning to preserve the structural integrity of trees, including the prohibition of tree-topping which weakens tree structures and increases their susceptibility to limb loss during high wind events.

Objective: Coordinate land use, climate, and public facilities planning

PHS-8.5 **Best Available Data.** Incorporate best available data and understanding about the impacts of a changing climate into decision making.

PHS-8.6 **Public Facilities Planning.** Incorporate resiliency measures and adaptation strategies into capital improvement planning and other investment decisions.

- a. Locate, when feasible, essential public facilities outside of at-risk areas, or identify construction methods or other methods to minimize damage if these facilities are located in at-risk areas.
- b. Pursue resiliency measures which may include but are not limited to green infrastructure that reduces flooding, adaptation of stormwater systems, and tree planting for increased shade.
- c. Analyze the vulnerability of transportation assets to climate change impacts

PHS-8.7 **Adaptation Programs.** Design adaptation initiatives and programs to provide multiple co-benefits, including the reduction of greenhouse gas emissions, support for the local economy, enhancements to the natural environment, or alleviating underlying health inequities.

Objective: Effective communications and outreach

PHS-8.8 **Community Engagement.** Commit to ongoing community engagement and dialogue to help identify or refine local information on the needs of vulnerable populations and assets as conditions change.

PHS-8.9 **Build Partnerships.** Build partnerships with public, private and nonprofit sectors to provide services to residents as needed, and foster community connections.

PHS-8.10 **Social Networks.** Collaborate with others to increase social networks and website updates to distribute information on climate change and other threats to vulnerable populations. Include information on actions people can take to reduce exposure and increase resiliency.

Table PHS-2 Climate Change Vulnerability and Adaptation Implementation Actions

Strategy/Topic	Implementation Action
Strengthen Resiliency	<ul style="list-style-type: none"> ▪ Prepare a Climate Action Plan (CAP) that presents a set of community-generated strategies to guide the City of El Monte, its residents, and local businesses in reducing climate change impacts consistent with State goals. ▪ Integrate the results and applicable adaptive policies of the County of Los Angeles Climate Vulnerability Assessment into City planning and emergency preparedness documents where appropriate, as new information becomes available. Documents to review for periodic updates include the: emergency response plans, Hazard Mitigation Plan, Zoning Ordinance, and other applicable codes. ▪ Monitor, evaluate, and adjust plans and implementation strategies as needed as conditions change over time. ▪ Pursue grant and funding opportunities for investments that increase the resiliency and adaptive capacity of disadvantaged communities. ▪ Pursue grant and funding opportunities to provide financial assistance or reduced cost for energy retrofits or installation of other adaptation measures to help protect low-income, senior citizens, and other vulnerable residents against extreme heat events. ▪ Educate, and if possible, provide subsidies, to residential property owners to retrofit properties affected by adverse air quality with air filters, ventilation systems, landscaping or other measures. ▪ Educate residents on how to protect themselves from extreme heat and from additional climate vulnerabilities. Promote greater awareness of the impacts of extreme heat exposure on the most highly impacted populations, such as seniors, people living in poverty, those with chronic conditions, pregnant women, and young children. ▪ Collaborate with community-based organizations to develop or expand urban greening programs.
Emergency Preparedness	<ul style="list-style-type: none"> ▪ Evaluate Los Angeles County emergency evacuation plans and refine as needed to meet local needs. Include provisions for evacuating people that have mobility constraints and identify the role of transit providers in providing evacuation assistance. ▪ Enhance local emergency warning systems to include alerts for high-heat days, including instructions for location of resiliency hubs, shelters and self-care steps.

Strategy/Topic	Implementation Action
	<ul style="list-style-type: none"> ▪ Advocate for a state-wide ranking and notification system for extreme heat days. ▪ Encourage advanced coordination among transit operators to facilitate evacuations during emergency events, and to identify ways for individuals with restricted mobility to reach cooling centers. ▪ Coordinate with electric utilities and emergency management services to establish backup power and emergency grid shutdown protocols that protect the most vulnerable populations.

NOISE LEVELS

Like all highly urbanized areas, the City of El Monte is subject to noise from a myriad of sources. These include roadways, the airport, industry, and industry. The presence of these noise sources is particularly acute because many of the City’s residential neighborhoods are located in close proximity to sources of noise. The major sources of noise in El Monte are:

Roadways

The City major arterials include Valley Boulevard, Garvey Avenue, Peck Road, and Santa Anita Avenue. Secondary Arterials include Lower Azusa Road, Ramona Avenue, Arden Drive, Tyler Avenue and Durfee Avenue. Noise from these roads is bounded by less noise sensitive commercial uses, except for homes along Lower Azusa, Peck, Tyler, and Arden. The City is also bisected by the I-10 freeway, which produces unacceptable levels of noise often exceeding 65 CNEL.

Railroads

The Southern Pacific Railroad passes through the center and northwest portion of El Monte and carries passenger and freight trains. The Union Pacific Railroad (UPRR) also contributes to noise from freight and Metrolink commuter trains. The UPRR heads northwest/southeast through the center of the City. The Metrolink line follows the I-10 freeway until the Rio Hondo River, then heads north to join UPRR. These trains generate noise from locomotive engines and railcars often in excess of 65 CNEL.

San Gabriel Valley Airport

El Monte Airport is located along the Rio Hondo River in north El Monte. This general aviation airport generates noise primarily along the flight path from aircraft landings and departures. Landings and takeoffs occur to the north/south with planes generally flying east over the City. Noise from this general aviation airport, while noticeable, is less than the noise produced from jets at larger commercial airports. Generally, the 2011 General Plan found that no residential uses fall within the 65 CNEL noise contour.

Stationary Sources

Stationary noise sources include a variety of industrial uses, primarily located in the Northwest Industrial District. The primary sources of stationary noise would be from machinery used in industries, heating-ventilation-air conditioning units, generators, and other equipment. Many of these industrial uses have scaled back operations or vacated the area. Still, the level of noise from industrial uses can be significant and impact residential areas located adjacent to them, such as in Arden Village.





Primary noise sources in the City will not go away. The City will utilize the noise/land use compatibility guidelines outlined in Table PHS-3 (Noise/Land Use Compatibility Criteria) in making land use decisions. These compatibility guidelines show a range of noise standards for various land use categories. Depending on the ambient environment, these basic guidelines may be tailored for existing noise and land use characteristics. The matrix defines noise in terms of CNEL and expressed in dB that measure sound intensity. Noise levels occurring during nighttime hours are weighted more heavily than during the daytime.

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Table PHS-3 Noise/Land Use Compatibility Standards

Land Uses	CNEL (dBA)						
	50	55	60	65	70	75	80
Residential-Low Density Single Family, Duplex, Mobile Homes							
Residential- Multiple Family							
Transient Lodging: Hotels and Motels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playground, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Businesses, Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Explanatory Notes

-  **Normally Acceptable:** Specified land use is satisfactory based on the assumption that any buildings involved are of conventional construction without special noise insulation requirements.
-  **Conditionally Acceptable:** New construction should be undertaken only after a detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.
-  **Normally Unacceptable:** New construction should be discouraged, unless a detailed analysis of noise reduction requirements is made and needed insulation features are fully included in the design.
-  **Clearly Unacceptable:** New construction or development should generally not be undertaken.

Source: El Monte General Plan, Noise Element, Figure N-2, Noise/Land Use Compatibility Standards, 1991. Based on Governor's Office of Planning and Research, Guidelines for Preparation of Content of the Noise Element of the General Plans, 1986.

The EMMC sets forth stricter noise standards (Table PHS-4) than the State of California and is preempted by the federal government from establishing stricter noise standards. City noise standards are not to be exceeded by 10 dBA for a cumulative period of one minute in any hour, or by 15 dBA for any period of time (less than one minute in an hour). These standards do not apply to noise that is preempted by State or federal standards. The City also limits the use of power construction tools or equipment to certain timeframes, unless performing emergency work.

Table PHS-4 El Monte Land Use Guidelines for Exterior Noise

Parcel Details	Hours of Day	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Single family Residential	50 dBA	45 dBA
Multiple-family Residential	55 dBA	50 dBA
Residential 150 ft from freeway	62 dBA	58 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: EMMC, Title 8, Chapter 8.36, Noise Control.

The City has no direct control over noise produced by trucks, cars and trains because state and federal regulations preempt local laws. Given that the City cannot control this noise at the source, City noise programs focus on reducing the impact of transportation noise along freeways, arterial roadways, and rail corridors. Site planning, landscaping, topography and the design and construction of noise barriers will be used where feasible to minimize noise from vehicular traffic. Setbacks and buffers can also be used to achieve noise reduction. Where other noise mitigation methods are possible and feasible, the City will consider such methods.

Figure PHS-5 shows the future noise contours in El Monte that may determine the need for mitigation. The following goal and policies set the City’s priorities for furthering a peaceful living environment in El Monte.

Goal PHS-9

Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recovery, and response.

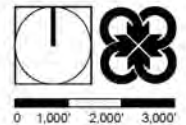
Policies

- PHS-9.1 **Residential Neighborhoods.** Continue to enforce noise abatement and control measures in El Monte, particularly within residential neighborhoods and around noise sensitive land uses.
- PHS-9.2 **Land Use Compatibility.** Require the inclusion of noise-reducing design features in development consistent with standards in PHS-1, Title 24 California Code of Regulations and the El Monte Municipal Code (EMMC).
- PHS-9.3 **Site Planning.** Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.
- PHS-9.4 **Railroad Noise.** Identify and aggressively pursue funding sources and partnerships to provide grade separations, sound walls along train routes, and technology as noise reduction measures.
- PHS-9.5 **Airport Noise.** Work with Los Angeles County Airport Land Use Commission to ensure that noise generated from the airport does not unduly affect adjacent residential neighborhoods.
- PHS-9.6 **Roadway Noise.** Work with Caltrans to install improvements along the I-10 and I-605 freeways to reduce or mitigate the noise impacts from freeways.

Figure PHS-5 Future Noise Contours in El Monte



- | | | | |
|--|---------------------|--|-----------------|
| | Airport Runway | | Roadway 60 CNEL |
| | Airport Policy Area | | Roadway 65 CNEL |
| | 70 CNEL | | Roadway 70 CNEL |
| | | | Roadway 70 CNEL |



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11 Health and Wellness Element

Introduction

Vision El Monte... a community where residents live longer, healthier lives; a city where superior air quality supports respiratory health; a place with a safe and effective transportation system with diverse travel choices; a city that promotes physical activity with a complete network of parks, trails, and open spaces, as well as extensive walking and cycling routes; an environment that provides convenient access to healthy foods; neighborhoods where people feel safe; and a community with affordable and high-quality health care and mental health services.

CREATING A HEALTHY COMMUNITY

The Health and Wellness Element is about improving the health of El Monte's citizens by creating an environment that promotes physical activity, reduces air pollution, provides transportation choices, makes healthy foods easy to get, maintains public safety, and ensures access to necessary medical services. The goals of this element are to:

- ***Improve the overall health of residents***—fostering education, collaborations, and partnerships that promote positive health outcomes; and investing in the mental and physical health of El Monte residents from seniors to small children.
- ***Enhance land use and community design for health***—promoting physical activity, encouraging pedestrian- and transit-oriented development patterns, reducing concentrations of poverty and overcrowding, and beautifying the City.



- ***Create a healthy transportation system***—reducing transportation-related injuries, expanding walking and bicycle networks, providing children with safe access to schools and parks, and promoting active transportation choices.
- ***Increase the amount of parks, trails, and public facilities***—building new parks, improving existing parks and facilities, and supporting recreation programs that help promote physical activity.
- ***Safe and convenient access to healthy foods***—creating an incentive program to increase healthy food choices, promoting distribution of nutritional information at food outlets, increasing healthy food choices at City vending machines and public events, identifying healthy food outlets and supporting farmers’ markets.
- ***Foster respiratory health and improve air quality***—enhancing land use patterns to reduce driving; minimizing residents’ exposure to air contaminants; promoting transit; and walking, cycling and other active transportation.
- ***Increase access to healthcare and mental health care***—encouraging early preventative care, providing transportation and mobile access to health care, and encouraging co-location of new health facilities with health and mental services.
- ***Involve the public in the decision-making process***—encouraging greater participation from citizens by sponsoring events, festivals, and education programs; communicating with residents regarding planning and transportation issues; and fostering social cohesion.

PURPOSE OF ELEMENT

One of the City government’s primary roles is to create a safe and healthy community for El Monte residents. The goals and policies in this element promote a healthy environment by addressing public health issues that have major intersections with planning. Altering land use patterns to increase physical activity, improve air quality, and create a healthy transportation system are all ways to ensure a healthier population. Moreover, providing access to healthy foods, ensuring public safety, and providing health and mental health care services can also help grow a healthier, more vibrant community. The Health and Wellness Element offers policies for moving El Monte towards a healthier future.

EL MONTE SPEAKS

The El Monte community and key stakeholders were deeply involved with the formulation of the Health and Wellness Element. Public input was provided by a Technical Advisory Group and public workshops. The Technical Advisory Group had over 60 members drawn from key El Monte institutions including the school districts; the business community; ministerial; community non-profits; and private, public, non-profit health care providers. City staff from all key departments were also on the committee. The Technical Advisory Group met four times during the course of the development of the Health and Wellness Element to identify key issues, develop policy direction and review the draft Element.

Community members provided additional input at two public workshops. Approximately 150 community members attended the first workshop where they identified key issues facing the community and articulated their vision for a healthy El Monte. The following list summarizes the key issues from the meeting:

- High rates of obesity, diabetes and asthma
- Lack of supermarkets and healthy food stores
- Lack of street lighting
- Unsafe areas of the community
- Lack of programs and activities for youth and seniors
- Lack of park space
- Lack of safe pathways to exercise and walk
- Overcrowding in residential areas
- Too many fast food restaurants
- Lack of sidewalks and bike lanes
- Stray dogs
- Unattractive and blighted areas of the City
- Air pollution, especially near some parks and residential areas
- Too much traffic
- Speeding on City streets, especially in residential areas



Health and Wellness Element

These key issues were used by the consultant team to define potential goals and policies, which were included in the Health and Wellness Element. At the second public workshop, the community responded to the proposed policies and identified their top priorities for the community. The highest priority goals identified by the public at the second workshop were to:

1. Reduce air pollution throughout the City.
2. Increase community facilities and programs in El Monte that promote healthy and active living.
3. Ensure that children have safe access to schools and parks.
4. Continue outreach and public education programs to improve health.
5. Develop land use patterns that encourage physical activity.
6. Facilitate safe, convenient access to healthy foods.
7. Create a high quality pedestrian network so residents can walk and bike safely and comfortably.

The input from the workshops and from the Technical Advisory Group guided the development of the Health and Wellness Element. The goals flow directly from the priorities received from the public and the policies seek to implement the changes desired in critical health areas.

Health and Wellness Context

This section provides background information and existing conditions for El Monte on a variety of topics related to health and development patterns of the City. It includes a discussion of how the built environment impacts health outcomes and the existing health conditions in El Monte.

BACKGROUND ON HEALTH AND THE BUILT ENVIRONMENT

The increased prevalence of chronic diseases in the United States—including diabetes, obesity, heart disease and respiratory illnesses—has been widely recognized as one of the nation’s major social and economic challenges. Recent research has found that people’s environments—where they live and work, how they travel, what they eat and where and when they play, socialize, and are physically active—have a major impact on their health and well-being. Although poor city design is not the single cause of chronic health problems in the United States, there is increasing evidence that it is often a contributing factor. Some examples of the connections between these chronic diseases include:

- Heart disease, cancer, stroke, and diabetes are among the top ten causes of death in California. Limited physical activity and poor nutrition are major risk factors for these diseases.
- Research indicates that separating residential and commercial uses, low-density development, streets constructed primarily for automobiles, and limited transportation choices discourage physical activity.
- Neighborhoods lacking parks and active recreation facilities also have lower levels of physical activity.
- Development policies can also have an impact on access to nutritious food sources. Limited access to grocery stores, farmers’ markets, community gardens and other sources of nutritious foods and high concentrations of unhealthy food sources—such as fast food restaurants and corner stores with limited fresh food choices—can exacerbate poor nutritional intake.
- Physical inactivity and poor nutrition are also a primary risk factor for obesity (the fastest-growing disease in California, along with diabetes), and obesity in turn increases the risk of a myriad of chronic diseases.

Land uses and city design have other health impacts as well. Development patterns and access to transportation choices have been shown to



As a rule of thumb, research has found that a majority of people will not walk further than one-quarter mile or five minutes to a destination and that people are more likely to walk to their destinations in denser environments.

significantly impact the number of miles traveled by automobile, which in turn have been linked to levels of vehicle emissions and traffic accidents. Emissions from transportation sources are strongly linked with respiratory diseases, while automobile accidents consistently kill over 40,000 Americans each year. Poor mental health and social isolation are also associated with a number of factors related to planning, including long commute times, exposure to crime, lack of transportation choices and lack of access to public spaces.

Research also shows that well-designed higher density, walkable urban places; multi-modal transportation systems; and access to recreational facilities increase physical activity and thus promote positive health impacts. Healthy city patterns locate homes and jobs within walking distance of transit, goods and services, schools, parks, and other destinations. As the density and intensity of development increases, so does transit ridership and walking as a transportation mode, while rates of obesity decrease.^{i,ii}

Areas with a mix of land uses (where residential, commercial, and office land uses are located near each other) have been shown to have lower rates of driving and more opportunities to walk, bike or use transit for transportation. In areas with a rich mix of uses, combined with relatively intense development and a high quality walking environment, people are more than twice as likely to get 30 or more minutes of daily exercise as people who live in more auto-dependent neighborhoods without these characteristics. Land uses most strongly linked to walking trips are neighborhood services that include educational facilities, office buildings, restaurants and taverns, parks, neighborhood-scale retail establishments, civic uses, and grocery stores.

Attractive streetscapes with short blocks and well-maintained properties also create a more pleasant environment to encourage people to get out of their cars. These land use patterns reduce the need to drive and increase residents' opportunities to walk or bike for transportation.

OVERALL HEALTH IN EL MONTE

The overall health and wellness of the population of El Monte is analyzed in this section through a number of indicators including:

- Obesity and overweight statistics
- Diabetes
- Heart disease
- Levels of physical activity

This section focuses on assessing health issues that have been linked to environmental factors.

Obesity

Obesity and overweight have significant consequences for health and are significant problems in El Monte. Research has shown that as weight increases to reach the levels referred to as "overweight" and "obese," risks increase for the following:

- Coronary heart disease
- Type 2 diabetes
- Cancer
- Hypertension
- Stroke
- Asthma and many other chronic illnessesⁱⁱⁱ

More than two-thirds (66.8%) of adults in El Monte were either obese or overweight in 2007. ^{iv} This percentage is higher than that of adults in Los Angeles (LA County) and the State as a whole, which had rates of overweight and obesity of 58.1% and 61.3%, respectively. The percentage of adults in El Monte that are obese (37.1%) is considerably higher than adults in California (22.6%) and in the nation (30%). The rates of obesity and overweight are also very high in El Monte. Nearly half (47.7%) of children are either obese or overweight. ^v Of these, 27.9 % are obese compared to 22.9% of children in LA County as a whole. ^{vi} Overall, these trends indicate that El Monte residents are at a higher risk for many chronic diseases.

Overweight is defined as a body mass index (BMI) of 25 or higher.

Obese is defined as a BMI of 30 or higher.

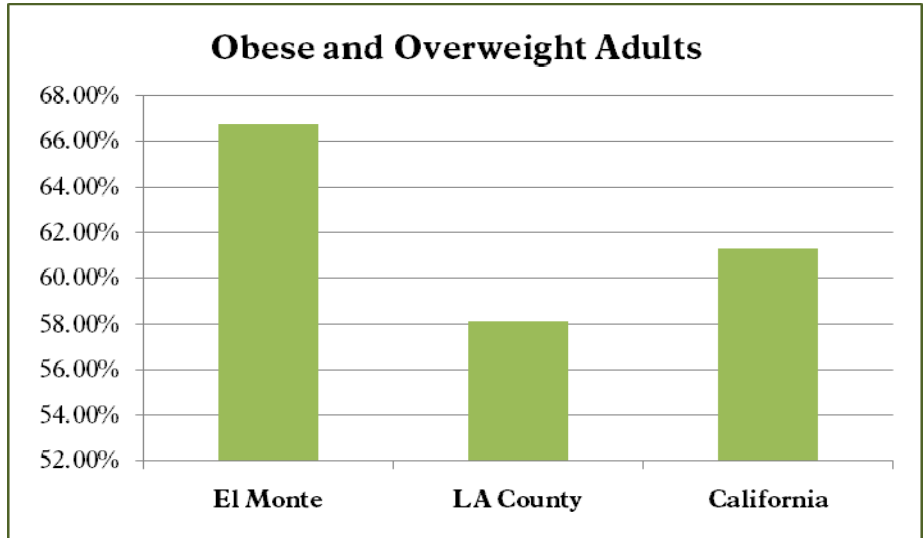


Figure 1: Prevalence of obese and overweight adults in El Monte.

Chronic Disease

As with obesity and overweight, diabetes is associated with an increased risk for a number of serious, sometimes life-threatening, complications. Like obesity and overweight, diabetes appears to be a problem in El Monte as approximately 12.5% of adults were diagnosed with diabetes in 2007.^{vii} This percentage is approximately 50% higher than the County (8.7%), State (8.5%), and national percentages (8.2%).^{viii}

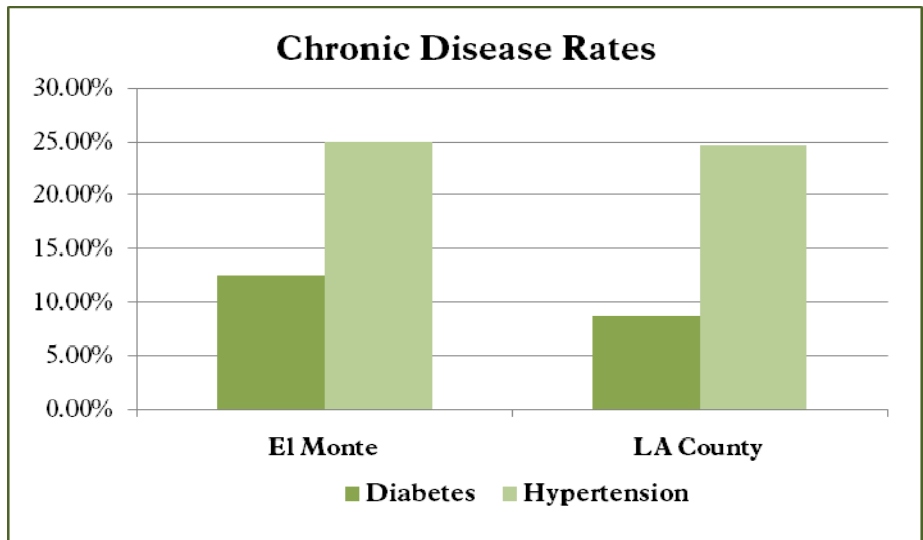


Figure 2: With greater rates of overweight and obesity, El Monte's residents are at a higher risk for many chronic diseases.

Another significant health issue in El Monte appears to be undiagnosed heart disease. In El Monte, 25% of adults were diagnosed with hypertension in 2007. ^{ix} This percentage is comparable to LA County where 24.7% of adults were diagnosed with the disease. However, data on hospitalizations for heart attacks is much higher in El Monte than in the County as a whole. As is shown in Table 1, the age-adjusted rate for heart attack-related hospitalizations for adults over 45 was significantly higher in El Monte zip codes than in the County. These figures may indicate that there are significant number of undiagnosed cases of hypertension and heart disease in El Monte.

Table 1: Heart Attack-Related Hospitalizations, Adults Age 45+, Age-Adjusted Rate per 10,000 Residents^x	
Location	Age-Adjusted Rate (1 year average)
El Monte Zip Codes	
91731	49.7%
91732	59.2%
91733	64.5%
LA County	39.9%

Physical Activity

A final indicator of health conditions is the level of physical activity of residents. Lack of physical activity is a primary risk factor for heart disease, cancer, stroke, diabetes, and Alzheimer’s disease—five of the top ten causes of death in California and in El Monte. It is also a primary risk factor for obesity and diabetes, the fastest-growing diseases in the State and a major issue in El Monte.

In El Monte, only 57.7% of adults meet physical activity guidelines and 36.8% are not active at all. Although this number shows that El Monte residents are a bit more active than residents of the State and County, it also indicates that many people need additional exercise to meet minimum health standards. For children, approximately 30% get the minimum amount of exercise recommended by the Centers for Disease Control. This number is significantly lower than the percentage for children in LA County overall (37.6%). This lower level of activity in El Monte’s children is a matter for concern because a pattern of inactivity often begins early in life.

LAND USE AND COMMUNITY DESIGN

As discussed in the Background on Health and the Built Environment sections, land use and community design can contribute to negative health outcomes. Healthier land use patterns, however, can be achieved by encouraging infill and locating destinations closer to housing, focusing development in mixed use districts and along major transit corridors, constructing a diverse mix of uses throughout the City, and encouraging land use patterns that promote walking, bicycling and transit use.

Three key indicators of land use and community design for healthy communities were used to assess the development patterns in El Monte relative to health. These indicators are:

- The density and intensity of development
- Access to neighborhood destinations (or how well complementary land uses are mixed)
- Block size

Density and Intensity of Development

Most of the residential areas of El Monte have a population density between 13 and 26 people per acre and some parts of the City have even higher residential densities—from 26 to 52 people per acre. These densities are sufficient to support walking as a major form of transportation if the rest of the walking environment (e.g., land use mix, quality of the walking environment, street network and other elements discussed in this report) is sufficiently high quality. While the walking environment in some parts of the City is conducive to walking, many areas of El Monte lack the necessary amenities to be considered an attractive walking environment.

Mixed Use

In El Monte, 91% of the City’s residential parcels are within one-quarter mile of neighborhood services. In addition, with the exception of some parts of Norwood Cherrylee, River East and Park El Monte, most residential areas of the City are within one-quarter mile of a school. Overall, the mix of uses within walking distance of most residences is a very positive aspect of El Monte.

Block Size

Block size is yet another component of the built environment that determines the walkability of a city. Block size (that is the area of a city block) and block side length together determine how far people must walk



between street intersections. In general, shorter block side lengths (less than 800 feet) and block sizes (less than 4 acres) are considered more walkable than longer blocks. In El Monte, the Downtown is the only area of town with an average block size of close to 4 acres (4.35 acres on average). The average size of blocks throughout the rest of the City is 12 acres (522,720 square feet), which is too large to be considered walkable. Such large blocks, particularly in the predominantly residential subareas of the City, reduce the appeal of walking to neighborhood destinations.

TRANSPORTATION NETWORK

The layout and safety of the transportation network can have a significant impact on the travel choices people make and thus on levels of physical activity, air pollution, and social capital in a community. Design and engineering also can have a significant effect on the safety of the transportation network. Communities that encourage a car-dependent lifestyle, marked by long commutes to work and significant distance from retail stores and public amenities, are prone to higher levels of health problems including air pollution, obesity, and social isolation. Conversely, communities that encourage multiple modes of transportation—by providing a complete, well-connected street network with multiple destinations and facilities for transit, bicycling and walking—can decrease vehicle miles traveled (VMT), decrease air pollution and increase physical activity in the community. The number of traffic-related accidents has also been linked to rates of VMT, automobile speed and traffic volumes. As these rates rise, so do accident rates. Thus, development patterns that increase VMT, vehicle speed, and traffic volume also increase accident rates.

Prevalence of Automobile Use

One measure of the health of the transportation system is the prevalence of automobile use (as measured in VMT) and the mode split (the percentage of driving versus other modes). More than half (51.3%) of LA County adults and almost two-thirds (65%) of El Monte Health District adults drive their cars to run errands within one mile of their homes. About ¼ of LA County adults (24.3%) report that they walk to do such errands. In addition, a higher percentage of El Monte residents walk (3.4%), take public transportation (5.5%), or other means (2.7%) than in the United States as a whole (2.9%, 4.8%, and 1.7% respectively)^{xi}. Conversely, fewer El Monte residents drive alone to work than the average person in LA County (70.2% compared to 72.3%). This information, along with interviews with stakeholders, indicates that walking, transit, and other modes such as bicycling are important means of transportation in the City of El Monte.^{xii}

Access to Transit

Access to transit is another critical component of a healthy transportation system. The City of El Monte is well served by transit operators including Metro (the LA County Metropolitan Transportation Authority), Foothill Transit, Metrolink (commuter rail), and the City of El Monte's Transit System. Two major regional transit facilities serve El Monte including the El Monte Bus Station and the El Monte Commuter Rail Station, which is a stop on the regional commuter rail line.^{xiii}



Bicycle and Pedestrian Networks

Another measure of how well the transportation system will support health is the presence and scope of bicycle and pedestrian networks. Combined with an appropriate density and mix of uses, bicycle and pedestrian networks can significantly increase the rates of bicycling and walking for transportation purposes and result in positive health outcomes. Pedestrian amenities to encourage walking (such as benches, shaded walkways, etc.) are generally very limited in El Monte.

City staff estimates that approximately 35% of the City streets do not have sidewalks. Other than sidewalks, there is no identified pedestrian trail system connecting neighborhoods to each other or to major destinations/activity centers.^{xiv} In terms of bicycle facilities, the City of El Monte currently has only two designated bicycle routes: one is located to the east of the Rio Hondo channel; the other is on the west side of the San Gabriel River. These paths are part of the regional system established and maintained by LA County. The Parks and Recreation and Circulation Elements of this General Plan provide a plan for an enlarged and enhanced bicycle network.^{xv}

Safety of the Transportation System

The final measure of how the transportation system affects health is the overall safety of the system. Motor vehicle collisions are the leading cause of accidental death in California; and being hit by a car while walking, is the third leading cause of death for children under 12. For every mile traveled, a pedestrian's risk of dying is more than 15 times that of drivers, providing a legitimate disincentive for walking. In El Monte between 2003 and 2007, there were 28 motor vehicle collisions with fatalities. These collisions mostly occurred on large arterial streets and were relatively evenly spaced throughout the City. El Monte ranked in the top half of cities in the County for collisions involving pedestrian injuries. Between 2003 and 2007, El Monte had 238 motor vehicle collisions involving pedestrians; 229 of these resulted in pedestrian injuries and 9 resulted in pedestrian fatalities. Finally, El Monte ranked among the top third of cities in the County with the highest bicycle injury and fatality rates per 10,000 residents. Between 2003 and 2007, El Monte had 319 motor vehicle collisions involving bicycles; 317 of these resulted in bicyclist injuries and 2 resulted in bicyclist fatalities.



PARKS AND OPEN SPACE

Convenient, safe access to recreational facilities is directly correlated to an increase in the amount that people exercise. Creating new places for physical activity or improving their accessibility can increase the proportion of residents who exercise three times a week by 25%.^{xvi} In addition to parks for active recreation, the mere presence of street trees, shrubs, and green open spaces can provide an important amenity for people. It is important for positive health outcomes that all urban environments, regardless of density or location, provide high-quality green spaces such as public parks and trails, street trees, and community gardens.

El Monte has 11 local parks covering approximately 50 acres of land. The local park network includes three 10-acre parks (Lambert Park, Mountain View Park, and Pioneer Park). The remaining eight parks are each less than five acres in size. In addition, City residents have access to nearby regional parks including Peck Road Water Conservation Park, Whittier Narrows Recreation Area, and Santa Fe Dam Recreation Area.

Measure of Parks

One measure of the adequacy of parks is the ratio of acres of parks per thousand residents. The Trust for Public Land defines an area as “Park Deficient” if it has less than 3 acres per 1,000 residents.^{xvii} The City of El Monte has 0.41 acres of park space per 1,000 residents. This ratio increases to approximately 0.94 acres of parks per 1,000 people if adjacent regional open space facilities are included in the calculation. Thus, El Monte has a deficiency of park space.

Proximity of Parks to Residential Areas

Another important measure of parks is the physical proximity of park space to where people live. Studies have found that people who live within walking distance (one-quarter mile) of a park are 25% more likely to meet the minimum weekly exercise recommendation of 30 minutes three times a week.^{xviii} In El Monte, only 36% of El Monte’s residential parcels are within one-quarter mile of a park—a number that could be improved through targeted investment in smaller neighborhood parks throughout the community.



ACCESS TO HEALTHY FOODS

Unhealthy eating habits are a primary risk factor for five of the top ten causes of death in California and three of the top ten causes of death in El Monte. In LA County overall, there are over four times as many “unhealthy” food outlets (e.g., fast food chains, restaurants, and convenience stores) as “healthy” food outlets (supermarkets, produce vendors, and farmers’ markets).^{xxix} The result is what’s known as food deserts, neighborhoods that lack places where residents can buy fresh fruits and vegetables and other healthy foods. When convenience stores, gas stations, and fast food outlets are the only food retailers in neighborhoods, residents often rely on these stores for their food purchases and may find purchasing healthy foods difficult, inconvenient and costly.^{xx} This is especially true for residents who can’t drive and must either take a bus or taxi to the nearest grocery store—a time-consuming inconvenience that many cannot afford.

Availability and Accessibility

Research finds that the availability and accessibility of healthy food retail has an impact on healthy eating and health status. For example:

- In low-income neighborhoods, each additional supermarket has been found to increase residents’ likelihood of meeting nutritional guidelines by one third.^{xxi}
- Residents in communities with a more “imbalanced food environment” (where fast food and corner stores are more convenient and prevalent than grocery stores) have more health problems and higher mortality rates than residents of areas with a higher proportion of grocery stores, when other factors are held constant.^{xxii}
- The presence of a supermarket in a neighborhood is linked to higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.^{xxiii,xxiv}

Retail Food Environment

One way of understanding the food environment in a community is through a description of the retail food environment, a way of assessing the range of food businesses within a community. El Monte’s retail food environment is made up of a diversity of businesses including grocery stores, small markets, convenience stores, fast food restaurants and liquor stores. While there is a diversity of food retail businesses in El Monte, there are significantly more fast food, convenience, and liquor stores than other kinds of food retail. Indeed, according to an analysis of City business

Food retailer is defined as any businesses and organizations that sell food and beverages directly to consumers; food institutions; food outlets.

Healthy food retailer is defined as businesses and organizations that sell healthy food and beverages directly to consumers and includes grocery stores, produce stands, and farmers’ markets.

Unhealthy food retailer is defined as businesses and organizations that sell unhealthy food and beverages directly to consumers and includes fast food chains, restaurants, and convenience stores.

Retail Food Environment is defined as the range of food-selling businesses within a community.

Imbalanced food environment is defined as areas where fast food and corner stores are more convenient and prevalent than grocery stores.

Food deserts are defined as neighborhoods that lack places where residents can buy fresh fruits and vegetables and other healthy foods.

Healthy Foods are defined as fresh fruits and vegetables, organic and/or local foods, whole grains, and foods that are not processed or minimally processed before consumption.

Unhealthy foods are defined as any food that is not regarded as being conducive to maintaining health....high calorie, low nutritional value, highly processed, high in fat, cholesterol and sodium.

license data in 2009, El Monte has over five and a half times as many “unhealthy” as “healthy” outlets and the retail food environment is currently weighted heavily towards fast food.

Retail Food Environment Index

Another tool to understand the food retail environment is the Retail Food Environment Index (RFEI). An RFEI is a measurement of the ratio of “healthy” to “unhealthy” food outlets. Simply, it is an index of the relative availability of healthy food retailers in a community in comparison to unhealthy food retailers. The “unhealthy” category includes those retailers that offer generally more unhealthy food such as packaged food, processed junk food, liquor, and tobacco. These are classified as convenience stores, liquor stores, and fast food. The “healthy” category includes those retailers that offer generally more healthy food including fresh fruits and vegetables. These are classified as full-service grocery stores and small markets. As is shown in Table 2, the RFEI for El Monte is 6.4, which is 39% higher than the RFEI for LA County (4.6).

Access to Unhealthy Food

Access to unhealthy food outlets is a significant contributor to unhealthy eating behavior and decrease in quality of life. El Monte has a saturation of fast food, convenience, and liquor stores, which are widely recognized as unhealthy food outlets. The proximity of unhealthy food outlets to schools, in particular, is a concern with respect to childhood obesity. This is critical because students with fast food restaurants within one half mile of their school are more likely to be overweight than students whose schools are not near fast food restaurants.^{xxv}

In El Monte, 84.2% of the city’s liquor stores and 64.3% of unhealthy food outlets (fast food and convenience stores) are within one-quarter mile of a school. Additionally, 28.6% of residential parcels are within one-quarter mile of a liquor store and 49.4% of residential parcels are within one-quarter mile of a healthy food outlet. There is a need for additional grocery stores, particularly national chains that provide high-quality foods at an affordable price. The mismatch of healthy to unhealthy foods is more extreme in some areas of the City such as the Downtown.

Table 2: El Monte Retail Food Environment Index	
Store Type	Number
<i>Convenience</i>	26
<i>Liquor</i>	19
<i>Fast Food</i>	167
Total “Unhealthy”	212
<i>Full Service Grocery</i>	6
<i>Small Market</i>	12
<i>Small Market – Ethnic/Specialty</i>	15
<i>WIC Stores</i>	5
Total “Healthy”	38
RFEI	5.58

AIR QUALITY AND RESPIRATORY HEALTH

Respiratory illnesses, including asthma, pneumonia, chronic obstructive pulmonary disease (COPD), emphysema and other chronic conditions, are a significant public health problem in the United States. Asthma and COPD are among the ten leading chronic conditions causing restricted physical activity. Between 2001 and 2005, the adult asthma rate increased by 12% in California; and the childhood asthma rate increased by 15%.^{xxvi} In LA County, approximately 1,173,000 children and adults have been diagnosed with asthma. There are proportionally more people in El Monte diagnosed with asthma. In 2005, 9.8% of adults in El Monte were diagnosed with asthma compared to 6.5% of adults in LA County. Asthma hospitalizations and emergency department visits were also higher in El Monte, as shown in Table 3. This indicates that asthma is a major issue in the City.

Table 3: Asthma Emergency Department Visits and Hospitalizations, Age-Adjusted Rate per 10,000 Residents^{xxvii}

	Hospitalizations	Emergency Department Visits
Location	Age-Adjusted Rate (1 year average)	Age-Adjusted Rate (1 year average)
El Monte Zip Codes		
91731	16.4	40.7
91732	19.8	41.3
91733	22.6	46.6
LA County	10.3	33.8
California	8.1	35.8

Sources of Pollution

Polluted air, from stationary and mobile sources such as trucks and automobiles on freeways, is a primary trigger for asthma attacks and a major cause of asthma, bronchitis, lung cancer, leukemia, and other respiratory illnesses. The two major sources of pollutants are heavy industrial areas and motor vehicles. Air and water pollutants have been linked to cancer, respiratory illness, reduced school performance, and other negative health impacts.^{xxviii} The location and mix of land uses and transportation investments can all have an impact on environmental health. In particular, locating homes, schools and other sensitive land uses near (within 300 to 500 feet) heavy industrial areas and roads with high volumes of traffic can result in high levels of exposure to dangerous pollutants.

In El Monte, most residential parcels and schools are further than 500 feet from heavy industry or truck routes, which are the primary source of local air pollution in the City. However, in some parts of the City, sensitive uses such as housing, school sites, or special care facilities, are located next to industrial areas and the I-10, a major source of air pollution, runs through the City. For example, in the Downtown area, approximately 25% of all residential parcels are within 500 feet of a known source of air pollution.

ACCESS TO HEALTH CARE FACILITIES

Affordable and accessible healthcare and mental health care services are important for achieving timely intervention with health issues and preventive services to reduce the severity of illnesses. Preventive measures—such as screening for common health problems such as diabetes and respiratory illnesses, dental care, and vaccinations—have been shown to reduce incidences and severity of illnesses.^{xxix}

Adequate access to healthcare is more strongly tied to socio-economic and political trends than to land use. Although increased proximity to health care facilities can increase access to healthcare, physical proximity to a health care facility has a limited effect if residents cannot afford insurance or services at these facilities or if they do not take appropriate preventative measures. For that reason, overcoming socio-economic barriers—by providing affordable primary or preventative clinics or Emergency Medical Services; increasing awareness of existing services; providing preventative and insurance programs; attracting high quality health care professionals; or attracting other programs or resources to the City—are an important companion to locating health care facilities near residents, particularly in communities with a lower-than-average level of income.

The level of access to health care services in a community is determined by three major factors:

1. The presence or absence of medical service providers
2. The affordability of those services to community members
3. The ability for community members to physically get to the health care service by driving, transit or other means

Medical Service Providers

In terms of the first factor, the physical location of medical services, facilities need not be located directly in the City to be accessible. A reasonable geographic proximity combined with access to facilities via public transportation is all that is necessary for enabling residents to actually get to a doctor or clinic. There are numerous health care facilities within and near El Monte including the AltaMed Medical Group (El Monte), Greater El Monte Community Hospital (South El Monte), Kaiser Permanente Medical Center (Baldwin Park), the El Monte Comprehensive Health Center and many clinics and private practices. The presence of these facilities is a resource for the community.

Affordability

Affordability of medical services is a far more challenging obstacle to access, particularly in low-to moderate-income communities such as El Monte. In El Monte, over one-third of adults have no health insurance—a rate that is 50% higher than in LA County as a whole, and 7.4% of children have no health insurance—a rate that is slightly higher than LA County (where 7.0% of children have no health insurance). Thus, health insurance is a major issue for El Monte residents.

Access

Finally, physically being able to access health care facilities is critical. According to stakeholder interviews conducted as part of the General Plan process, transit service to medical facilities is insufficient to serve the population's needs.

Goals and Policies

This section describes the health and wellness goals and policies. It should be used in conjunction with other elements of the General Plan to create a comprehensive and holistic approach to improving health outcomes in the community.

- The Land Use Element addresses the built environment including the mix of uses, density and intensity and creating a walkable environment.
- The Circulation Element includes goals and policies on creating a multi-modal transportation system.
- The Parks and Recreation Element lays out goals and policies to improve the amount of, access to, and quality of parks and open spaces in El Monte.
- The Public Health and Safety Element includes a range of health topics on protecting the community from man-made and natural hazards.

The goals and policies in all the Elements of the General Plan reinforce and support each other and work toward making El Monte a safer, healthier community with a high quality of life.

OVERALL HEALTH

Goal HW-1

Implement innovative community health best practices that improve population health in El Monte.

Policies

- HW-1.1 **Health and Wellness Initiative.** Continue to define, promote and educate the public about the links between public health outcomes and the built environment. Reinforce the Health and Wellness brand as a key component of El Monte’s identity.
- HW-1.2 **Partnerships.** Form partnerships with school districts and other educational institutions, non-profit organizations, and regional governmental agencies to foster and participate in efforts promoting prevention, healthy lifestyles and positive health outcomes.
- HW-1.3 **Public Health Input.** Seek input from public health specialists when writing/updating the General Plan and/or any other City plans that could potentially impact health conditions and outcomes (e.g., physical activity, nutrition, or health determinants).
- HW-1.4 **Report Card.** Assess periodically the health of El Monte residents and distribute findings about changes in health status.



LAND USE AND COMMUNITY DESIGN

Goal HW-2

Land use patterns that promote increased physical activity as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.

Policies



HW-2.1 Land Use and Community Design. Recognize and actively implement the goals and policies in Land Use and Community Design Elements that improve health outcomes. Improve the physical characteristics of the built environment—the land uses, transportation system, and urban design—to make it easier and more enjoyable to be physically active and use active modes of transportation such as walking and bicycling.

HW-2.2 Health Impacts of Development. Analyze the health impacts of development proposals and integrate the analysis into the approval process in order to ensure that new development projects enhance public health outcomes.

HW-2.3 Walkable Retail. Encourage nodes of neighborhood-serving retail uses within walking distance (one-quarter mile) of all residences.

HW-2.4 Commute to Work. Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.

Goal HW-3

Beautiful City neighborhoods without concentrations of poverty or overcrowding.

Policies

- HW-3.1 **Range of Housing.** Strive to eliminate concentrations of poverty by promoting a range of housing options integrated into mixed-income neighborhoods.
- HW-3.2 **Diverse Public Spaces.** Build diverse public spaces that provide pleasant places for neighbors to meet and congregate.
- HW-3.3 **Landscape Improvements.** Make streets and other public spaces more visually appealing and environmentally friendly by planting street trees, improving landscaping, adding decorative street furniture, and regularly cleaning the sidewalks and streets.
- HW-3.4 **Façade Improvement.** Support improvements to private buildings and commercial/residential developments through façade improvement programs.
- HW-3.5 **Conditions of Blight.** Work actively with property owners to eliminate conditions of blight, especially on vacant buildings and properties, and to “re-purpose” the buildings and properties to contribute to the community. Consider re-using vacant land for parks or community gardens and vacant buildings for community centers.
- HW-3.6 **Public Art and Fountains.** Develop public art, fountains and other forms that beautify El Monte and provide a collection of nationally recognized, permanent outdoor art work throughout the City of El Monte. Identify opportunities to support and fund local artists and students to create public art in the City.



HEALTHY TRANSPORTATION SYSTEM

Goal HW-4

A transportation system that supports safe, healthy, and active lifestyles, by providing multimodal connectivity between parks, schools, neighborhoods, and downtown.

Policies



HW-4.1 Public Safety and Circulation Policies. Maintain and improve the safety of the transportation system through implementation of the policies in the Public Health and Safety and Circulation Elements and other actions, as necessary.

HW-4.2 Safer Streets. Reduce the potential for car collisions through design improvements, enforcement, and education efforts. Implement the recommendations from the pedestrian safety study. Maintain data on and prioritize improvements for locations with high incidences of pedestrian/vehicle collisions.

HW-4.3 Traffic Calming. Implement a traffic-calming program to reduce traffic speeds and encourage safe driving practices in neighborhoods and high-volume pedestrian areas throughout the City.

HW-4.4 Rail Crossings. Take steps to make the existing at-grade rail crossings safer and more attractive for pedestrians and vehicles. Work with the railroad to secure rail facilities from general public access in order to prevent pedestrian access and crossings at unauthorized locations.

HW-4.5 Education Campaigns. Continue to develop and support education and enforcement campaigns on traffic, bicycle, and

HW-4.6 Multimodal Transportation. Promote land use patterns that are transit, bicycle, and pedestrian oriented and have a mix of uses within walking distance of homes and workplaces.

HW-4.7 Increased Transit. Execute policies and programs that encourage transit use and increase transit service throughout the City. Consider key destinations, including health care providers, schools, parks and grocery stores, when designing routes. Improve transit service with bus lanes, signal prioritization, “next-bus” read outs at bus stops, and equipping bus stops with

amenities such as benches, shelter, lighting, and multi-lingual maps and schedules. Promote the availability of public transportation options in and around El Monte.

- HW-4.8 **Bicycling and Walking.** Implement policies and programs that encourage bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity. Encourage bicycle and pedestrian safety through education and incentive programs.
- HW-4.9 **Commute Management Plans.** Promote commute management plans at work sites that provide financial and other incentives to walk, bicycle, take transit or ride share to work.
- HW-4.10 **Ride Sharing.** Create policies and programs that encourage people to share rides. Promote dedication of ride sharing parking spaces at convenient locations such as the El Monte Bus Station, the El Monte Metrolink Station, Civic Center and Flair Park Business District. Promote commute management plans at work sites that provide financial and other incentives to walk, bicycle, take transit or ride share to work.
- HW-4.11 **Car Sharing.** Pursue car-sharing programs in El Monte in order to reduce the rates of automobile ownership and driving.
- HW-4.12 **Measurement.** Regularly understand the number of people walking, biking, and taking public transportation by using a standardized monitoring tool and distribute the findings to the community.



Goal HW-5

A high-quality pedestrian network created so residents can safely walk to their destinations.

Policies

- HW-5.1 **Sidewalk Deficiencies.** Strive to mitigate locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within El Monte.
- HW-5.2 **Safe Roadway Crossings.** Maintain existing pedestrian safety features and increase safety at roadway crossings throughout the City through the addition of marked crosswalks, high-visibility markings, and physical improvements such as crossing islands, raised crosswalks, curb extensions, reduced radii at intersections, perpendicular curb ramps and other measures known to improve pedestrian safety.
- HW-5.3 **Pedestrian Lighting.** Improve pedestrian lighting on sidewalks throughout the City, but especially in high-volume pedestrian areas.
- HW-5.4 **ADA Requirements.** Incorporate Americans with Disabilities Act (ADA) requirements throughout the City, but especially in high-volume pedestrian areas.
- HW-5.5 **Pedestrian Improvements.** Prioritize improvements to sidewalks and the pedestrian environment in the Downtown and areas around schools and parks.

Goal HW-6

A bicycle and multi-use trail network that facilitates cycling for both recreation and transportation.

Policies

- HW-6.1 **Bicycle Network.** Increase the number of multi-use trails and create a network of striped bicycle lanes, signed bicycle routes, bicycle priority streets, and secure bicycle parking throughout the City.
- HW-6.2 **Regional Partnerships.** Support regional efforts to increase cycling as a viable transportation option.
- HW-6.3 **Secure Bicycle Parking.** Provide incentives to employers and developers to include secure bicycle parking and storage in existing and new businesses and in all new development projects. Provide incentives to employers and developers of large work sites to provide showers and clothing lockers.
- HW-6.4 **Bicycle Safety Education.** Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.



Goal HW-7

Children have safe access to schools and parks.

Policies



HW-7.1 Transportation Investments. Prioritize transportation investments to increase safety around parks, open spaces, schools, pre-schools, and childcare centers.

HW-7.2 Safe Routes to School. Create a Safe Routes to School plan in all El Monte schools. Prioritize improvements with the highest safety concerns. Actively seek State and Federal funding to support the Safe Routes to School plan.

HW-7.3 Traffic Calming. Implement traffic calming strategies in areas immediately around schools and parks.

HW-7.4 Walking/Bus/Bike Programs. Encourage the creation of “Walking School Bus,” “Biking School Bus,” “Bicycle Trains,” contests and other programs that encourage children to walk or bicycle to school and make it safer to do so.

HW-7.5 School Collaboration. Work collaboratively with the school district, school board, PTA, and community residents to identify and address school access and safety issues. Form a school watch board that includes members of these groups and the Parks, Recreation & Community Services Department at the City level.

Goal HW-8

“Living Streets” are developed throughout the City.

Policies

- HW-8.1 **“Complete Streets” Policy.** Adopt a policy to create “Complete Streets” that accommodate all travel modes appropriate to their function, are designed for the comfort and use of people of all ages and physical abilities, address green storm water management practices, and allow for public uses and closures for events.
- HW-8.2 **Streetscape Plans.** Implement streetscape plans in high-pedestrian areas that increase street landscaping and greenery; and place street furniture, public art and other features to entice pedestrian activity.
- HW-8.3 **Expanded Pedestrian Areas.** Identify opportunities to maximize the use of streets as outdoor rooms for pedestrians to walk and socialize. Explore opportunities to reclaim portions of streets, such as excess parking spaces, as open spaces, parklets and additional sidewalk areas.
- HW-8.4 **Street Closures for Events.** Facilitate street closures for farmers’ markets, arts and craft fairs, ciclovías (bicycle and pedestrian events), and other public events.

PARKS, TRAILS AND PUBLIC FACILITIES

Goal HW-9

Parks, trails, open spaces, and community facilities distributed throughout El Monte support active, healthy recreation and activities.

Policies



- HW-9.1 **Improve Health.** Recognize that parks and open spaces are a critical strategy to improve health benefits in the City particularly related to obesity, diabetes and mental health.
- HW-9.2 **Emerald Necklace.** Support the completion of the “Emerald Necklace” in and around El Monte.
- HW-9.3 **Equal Park Distribution.** Work to ensure an equal distribution of parks within the City such that all homes are within one-quarter mile walking distance of at least one usable park and open space.
- HW-9.4 **Vacant Lots to Parks.** Create incentives to convert vacant lots into small parks or open spaces throughout the City.
- HW-9.5 **Maximized Public Lands.** Seek opportunities to convert excess public rights-of-way into parks, trails, and open spaces and to convert public easements, such as utility corridors, into parks and trails. Continue to work with the school district to create joint-use facilities.
- HW-9.6 **Recreation Activities.** Support and provide on-going, year-round sports and recreation activities, especially for youth and seniors, including keeping the pool open year round.
- HW-9.7 **Diverse Recreational Facilities.** Provide a wider diversity of active and passive recreational facilities that respond to the needs of multicultural communities within existing and new parks. Facilities should be designed to provide natural surveillance; create a safe environment; and have adequate lighting, signage, and hours of operation. As part of this effort, build more teen centers, senior centers and community facilities and distribute these facilities evenly throughout the community.
- HW-9.8 **Exercise Facility.** Promote the development of additional public and private exercise facilities within the community.

HW-9.9 **After-School Fitness.** Work with the school districts and other community organizations to provide and support after-school fitness and education programs for school age children.

HW-9.10 **Promotion of Existing Facilities and Programs.** Improve the use of existing venues and programs through marketing, promotion, extended park supervision/hours, and other high visibility strategies.

ACCESS TO HEALTHY FOODS

Goal HW-10

Safe and convenient access to healthy foods for all residents with low concentrations of unhealthy food providers.

Policies

HW-10.1 **Incentive Program.** Support financing, zoning, tax incentive and similar programs that encourage new food retail business in underserved areas of El Monte.



HW-10.2 **Improved Food Selection.** Encouraging existing retailers to improve the quality and selection of healthy foods through financial incentives, technical assistance, and other services.

HW-10.3 **Access.** Strive to locate healthy food stores so that all residences are within one-quarter mile walking distance of a healthy food store.



HW-10.4 **Farmers' Markets.** Support the creation of new farmers' markets in the City with the goal of having year-round farmers' markets three times per week.

HW-10.5 **Healthy Food Near Schools.** Limit drive-through restaurants and fast food within 1,000 feet of schools. Locate and incentivize healthy food retailers near schools.



HW-10.6 **Fast Food and Liquor.** Limit the number of fast food restaurants and liquor stores in areas with high existing concentrations of these uses. Adopt healthy food guidelines for access of high concentrations of these uses.

HW-10.7 **Local Tobacco Retail License with Annual Fee.** Explore the creation of a local tobacco retail licensing program to reduce minors' illegal access to tobacco. The annual license fee will fund routine inspections to ensure retailers are in compliance with tobacco retailing laws, particularly the laws prohibiting tobacco sales to minors. The annual license fee is fully cost-recovery and is capped by the costs of administering and enforcing the license provisions. Such annual fees are common for businesses that sell potentially dangerous products.

HW-10.8 **Healthy Food Retail Outlets.** Increase the ratio of healthy food retail outlets to unhealthy food retail outlets.

HW-10.9 **Healthy Food in Public Facilities and Events.** The City should become a leader in healthy food and set an example for the community by providing healthy food and beverage options in City facilities and at City-sponsored events, which includes vending machines, snack bars, and food and beverages served at meetings and events.

Goal HW-11

Healthy eating habits are encouraged and supported through healthy eating messages.

Policies



HW-11.1 Informed Food Retailers. Support education campaigns to inform food retailers and institutions that serve food to residents about healthy food options.

HW-11.2 Educational Campaign. Support education campaigns around nutrition and physical activity.

HW-11.3 Healthy Food in Schools. Work with school districts to ensure that healthy food options are available and more accessible than unhealthy food options in all El Monte schools. Collaborate on the development of a strategy to provide healthy food choices within schools and to minimize the sale of carbonated and sugar sweetened beverages, processed foods, foods containing trans fats, and foods of minimal nutritional value.



HW-11.4 Edible School Yards. Explore the potential feasibility for creating “edible school yards” that provide gardens and gardening programs on school property.



AIR QUALITY

Goal HW-12

Land use patterns reduce driving, enhance air quality, and improve respiratory health.

Policies

- HW-12.1 **Walking, Cycling, and Transit Use.** Promote land use patterns that reduce driving rates and promote walking, cycling and transit use.
- HW-12.2 **Truck Routes.** Discourage locating truck routes on primarily residential streets.
- HW-12.3 **Air Quality Funding.** Pursue funding for and implement transportation projects that improve air quality.
- HW-12.4 **Low Emission Transit Vehicles.** Continue to promote and support transit improvements or facilities that are powered by electricity, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
- HW-12.5 **Air Pollution Mitigation.** Use landscaping, ventilation systems, double paned windows, or other mitigation measures to achieve healthy indoor air quality and noise levels in sensitive land uses.
- HW-12.6 **Municipal Fleet Purchasing Policy.** Continue to purchase or lease only fuel-efficient and low emissions vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities.
- HW-12.7 **Neighborhood Electric Vehicle Plan.** Explore creating a Citywide Neighborhood Electric Vehicle (NEV) plan, which would enable extensive use of NEVs, which are environmentally friendly, street-legal vehicles that look like golf carts but are built with additional safety features and operate at speeds up to 25 miles per hour.
- HW-12.9 **Air Quality Policies.** Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles and trains.



ACCESS TO HEALTH CARE

Goal HW-13

Convenient physical access to health care facilities for City residents and a wide range of healthcare, public health clinics, and mental health care facilities in and around El Monte.

Policies

HW-13.1 Support Health Care Facilities. Support existing and potential new health care services in the City through a variety of mechanisms including financial incentives such as reduced permit fees, reduced impact fees, and discounted property taxes.

HW-13.2 Outreach and Education. Serve as a resource to the community on the availability of health care options in and around El Monte. Include resources for the public about the location of health care facilities and mobile services, access to such facilities and available free and low-cost health care programs such as LA County's Healthy Way LA. Advertise multi-lingual information on the City's website and in a printed brochure.

HW-13.3 Mobile Health Care. Promote the use of mobile or remote health care (e.g., E-Health Care, Clinics on Wheels) to increase residents' access to health care.

HW-13.4 New Health Care Facilities. Recruit new health care facilities to the community including a hospital in or immediately adjacent to El Monte. Encourage the location of new facilities in locations that are well served by transit and designed to be transit-accessible and pedestrian-friendly.

HW-13.5 Co-locate Physical and Mental Health Services. Encourage the co-location of healthcare and mental health services to increase access to complete care.

HW-13.6 Information Access. Promote health and wellness programs offered in the City by various hospital and medical groups such as the AltaMed Medical Group, Greater El Monte Community Hospital, Kaiser Permanente Medical Center, and the El Monte Comprehensive Health Center, among others through the City's website.

PUBLIC INVOLVEMENT AND PARTICIPATION

Goal HW-14

Public education, collaborations, and meaningful public engagement in local decision making processes that promote positive health outcomes and the health and well-being of residents.

Policies

HW-14.1 Greater Participation. Invite and encourage individuals, youth, businesses and organizations in El Monte to participate in the decision-making process.

HW-14.2 Regular Updates. Regularly update the community about the progress of the General Plan implementation and health-related activities.

HW-14.3 Community Health Events. Sponsor and support a variety of community events focused on health and wellness such as jog-a-thons, weight-loss programs, fitness programs, and similar activities. Consider a health theme at summer and holiday activities.

HW-14.4 Social Cohesion. Encourage activities such as block parties and community-wide social events, that strengthen neighborhood social cohesion and the overall identity of the City

HW-14.5 Healthy Community Events. Implement Health and Wellness policies at existing community events. Waive the fee for health and wellness booths at existing community events.



End Notes

ⁱ L. Frank, *Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars*, Vol. 27, No. 2, American Journal of Preventive Medicine (2004). Page 90.

ⁱⁱ Understanding the Relationship between Public Health and the Built Environment, Prepared for the LEED_ND Core Committee. May 2006. Pages 16 - 20.

ⁱⁱⁱ <http://www.cdc.gov/obesity/causes/health.html> and californiabreathing.org

^{iv} 2007 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health. Weight status is based on Body Mass Index (BMI) calculated from self-reported weight and height. According to NHLBI clinical guidelines, a BMI < 18.5 is underweight, a BMI > 18.5 and < 25 is normal weight, a BMI > 25 and < 30 is overweight, and a BMI > 30 is obese. [REFERENCE: National Heart, Lung, and Blood Institute (NHLBI) http://www.nhlbi.nih.gov/guidelines/obesity/ob_exsum.pdf]

^v Los Angeles County Department of Health Assessment and Epidemiology. 2007. "Preventing childhood obesity: The need to create healthy places. A cities and communities health report."

^{vi} The percentage of overweight children in LA County was not available. Source: California Department of Education Physical Fitness Testing Program. Data not collected in 2000. Includes 5th, 7th, and 9th graders attending Los Angeles County public schools.

^{vii} 2007 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health. The estimate is statistically unreliable (relative standard error • 23%) and therefore may not be appropriate to use for planning or policy purposes.

^{viii} StateHealthFacts.org, a project of the Henry J. Kaiser Family Foundation (www.statehealthfacts.org/profileind.jsp?cat=2&sub=22&rgn=6)

^{ix} 2007 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health.

^x California Office of Statewide Health Planning and Development (OSHPD) Patient Discharge Database. Numerator for rates is hospitalizations with a principal diagnosis using ICD-9 code 410. Denominator for rates is the estimated number of residents based on the ESRI Community Sourcebook of Zip Code Demographics. Rates are adjusted to the U.S. 2000 Standard Population.

^{xi} U.S. Census American Community Survey (ACS) 2005-2007

^{xii} Renee Martija, Alta Med Interviewed June 30, 2009.

^{xiii} City of El Monte, Circulation Element Draft Existing Conditions Report March 14, 2006, Prepared by The Mobility Group. Page 22.

^{xiv} City of El Monte, Circulation Element Draft Existing Conditions Report, March 14, 2006, Prepared by The Mobility Group. Page 20 -21.

^{xv} City of El Monte, Circulation Element Draft Existing Conditions Report, March 14, 2006, Prepared by The Mobility Group. Page 20 -21.

^{xvi} L. Frank et al., 2000, *Linking Land Use with Household Vehicle Emissions in the Central Puget Sound: Methodological Framework and Findings*, Part D, Vol. 5, Transportation Research, *supra* note 11.

^{xvii} The Trust for Public Land
(<http://redtail.tpl.geocortex.net/ParkScore/html/ParkScoreAbout.htm>)

^{xviii} *How to Create and Implement Healthy General Plans*, Published by Public Health Law & Policy and Raimi + Associates, 2008. Page B4.

^{xix} California Center for Public Health Advocacy. "Searching for Healthy Food: The Food Landscape in California Cities and Counties." (January 2007).
Available at:
<http://www.publichealthadvocacy.org/RFEI/expanded%20methods.pdf>.

^{xx} Shaffer A. "The Persistence of L.A.'s Grocery Gap: The Need for a New Food Policy and Approach to Market Development. Center for Food and Justice." May 2002.

^{xxi} Morland, K., et al. "The Contextual Effect of the Local Food Environment on Residents' Diet," *American Journal of Public Health*, November, 2002.

^{xxii} Mari Gallagher Research and Consulting Group "Examining the impact of food deserts on public health in Chicago," July 2006. *Available at:*
http://www.marigallagher.com/site_media/dynamic/project_files/Chicago_Food_Desert_Report.pdf

^{xxiii} Inagami S, et al. "You are where you shop: grocery store locations, weight, and neighborhoods." *American Journal of Preventative Medicine* 2006;31(1):10-17; Morland K. et al. "Supermarkets, other food stores, and obesity: the atherosclerosis risk in communities study." *American Journal of Preventative Medicine*. 2006;30(4):pp. 333-339.

^{xxiv} Sturm R, Datar A. "Body mass index in elementary school children, metropolitan area food prices, and food outlet density." *Public Health*, September 2, 2005.

^{xxv} Davis B, Carpenter C. "Proximity of Fast-Food Restaurants to Schools and Adolescent Obesity." *American Journal of Public Health*, 99(3):505-510, 2009.

^{xxvi} *How to Create and Implement Healthy General Plans*, Published by Public Health Law & Policy and Raimi + Associates, 2008. Page A2.

^{xxvii} California Office of Statewide Health Planning and Development (OSHPD) Patient Discharge Database. Numerator for rates is hospitalizations with a principal diagnosis using ICD-9 code 410. Denominator for rates is the estimated number of residents based on the ESRI Community Sourcebook of Zip Code Demographics. Rates are adjusted to the U.S. 2000 Standard Population.

^{xxviii} Pastor, M. Jr, Sadd J L, Morello-Frosch R, 2004, “Reading, writing, and toxics: children’s health, academic performance, and environmental justice in Los Angeles” *Environment and Planning C: Government and Policy* 22(2), pages 271-290.

^{xxix} U.S. Department of Health and Human Services Agency for Healthcare Research and Quality, *National Healthcare Disparities Report*, pg. 112, Rockville, Maryland July 2003.