EL MONTE
COMMUNITY DEVELOPMENT
GATEWAY
SPECIFIC PLAN

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El Monte Gateway Specific Plan
Table of Contents

CHAPTER 7.0: IMPLEMENTATION AND ADMINISTRATION

APPENDICES

EL MONTE GATEWAY SPECIFIC PLAN
LIST OF EXHIBITS

CHAPTER 4.0: DEVELOPMENT PLAN

CHAPTER 6.0: LAND USE AND DEVELOPMENT REGULATIONS

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1.0 EXECUTIVE SUMMARY

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

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

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

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

Since the Specific Plan was first adopted, several projects have been completed. The El Monte Bus Station was rebuilt and replaced with a facility nearly twice in size, the City's Public Work's Yard was relocated to a new facility on Arden Avenue, the 133 affordable housing Exchange at Gateway project was constructed, a new loop roadway was constructed and the mixed-use Parcel 4 with 25,000 square feet of ground floor commercial and 208 upper floor residential units began construction.

EXECUTIVE SUMMARY

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2.0 INTRODUCTION

2.1 PROJECT INTRODUCTION

The El Monte Gateway is envisioned as a regionally significant, mixed use community that integrates public transit, residential, retail, commercial, recreational and entertainment uses. The El Monte Gateway is located in the west-central portion of the City of El Monte and encompasses appropriately 60.15 acres. The El Monte Gateway includes properties owned by the Cit of El Monte, the State Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transit Agency (METRO) and a private developer.

The Project as a Model for Transit Oriented Development

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

Sustainable Design

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

Improvement of Urban Open Space and Recreational Experience

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

Improve Connectivity

The METRO El Monte Transit Center stands as an isolated island just west of Downtown El Monte, with poor pedestrian connections to surrounding residential and commercial areas. As a result, utilization of mass transit is not as high as may be expected, given the extensive transit resources available. The proper redevelopment of the Gateway site has the potential to reconnect the various sections of El Monte, generating new economic activity and increasing bus ridership. If successful, the project could stimulate additional infrastructure investment, such as a freeway underpass connecting the Transit Center to the Flair Park business center located to the southwest and pedestrian bridges over Santa Anita Avenue, connecting the Gateway to Downtown El Monte.

Increase Housing Supply

This project will provide badly needed housing in a region of overcrowding and extremely high housing costs. The Gateway Specific Plan will have a mix of housing types and sizes, designed to accommodate the needs of a diverse population. Of the 1,850 dwelling units proposed, approximately 80 percent will be for sale and 20 percent will be rental.

Creation of New Jobs for the Community

The mixed use nature of this project means that it will create significant employment opportunities for the residents of El Monte, both during and after completion of construction. There will be a broad range of occupational opportunities, from hourly retail, to service, to clerical and professional. The area will establish strategic alliances with the Rosemead-El Monte Adult School, the Rio Hondo Community College, the Workforce Improvement Board, and other service providers to identify job opportunities and recruit local residents into job training programs designed to qualify participants for the jobs that the project will create. An estimated 3,000+ jobs are forecast to be created at this location based on the proposed retail commercial and office professional space forecast to be constructed at the area.

Establishment of a Regional Education Center

The project will contain a number of features designed to establish the area as a regional learning center. The project will include a child development center, a conference center adjacent to the hotel, and other facilities designed to provide lifetime learning opportunities to residents of the area as well as the larger community. In addition to the strategic alliances established to support job training programs, the area may include satellite classroom space for use by community colleges, Cal State Los Angeles, and other public educational institutions.

Satisfaction of Other Community Needs

There is considerable dissatisfaction in the local community about the lack of choices in retail and restaurants as well as the absence of a full-service grocery store. The mixed use retail component of the Gateway will fill this gap. Another concern frequently expressed is the lack of public gathering places. The Gateway will provide a number of outdoor plazas and town centers, create a conference center adjacent to the hotel and create a new community building in Pioneer Park.

Building the Emerald Necklace

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

2.2 PURPOSE AND INTENT

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

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

2.3 ORGANIZATION OF THE SPECIFIC PLAN

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

Chapter 1 – Executive Summary

This chapter provides a broad overview of the El Monte Gateway Specific Plan, as well as a historical overview of the project.

Chapter 2 – Introduction

This chapter provides an overview of the Specific Plan's main components, provides a project description, and states the intent and purpose of the Plan. This chapter also describes the scope and authority of the Plan and addresses the Specific Plan's compliance with the California Environmental Quality Act, or CEQA.

Chapter 3 – Planning Framework

This chapter provides an overview of the Specific Plan's main components, provides a project description, and states the intent and purpose of the Plan. This chapter also describes the scope and authority of the Plan and addresses the Specific Plan's compliance with the California Environmental Quality Act, or CEQA.

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

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

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

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

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

2.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

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

2.5 AUTHORITY AND SCOPE OF THE SPECIFIC PLAN

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) grants the City of El Monte the authority to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy driven plan). This Specific Plan is both a regulatory and policy documentation, providing land use guidance adopted by ordinance and design guidance adopted by resolution.

The Specific Plan has been developed consistent with the provisions of the Transit Village Development Act of 1994, in compliance with Section 65460-65460.10 of the California Government Code. Both METRO and CalTrans have recognized that the City's adoption of the Specific Plan will allow continued use of their activities on parcels currently under their ownership. Future development activity within these sites will require subsequent regulatory and discretionary review in consultation with the City of El Monte.

As a regulatory plan, this document serves as zoning law for the land within the Specific Plan area. Development plans, site plans, and tentative tract and parcel maps for mixed use development must be consistent with both this El Monte Gateway Specific Plan and the El Monte General Plan. The scope of subjects covered in this Specific Plan and the El Monte General Plan. The scope of subjects covered in this Specific Plan includes land use, infrastructure, development standards, design guidelines and implementation measures, and meets the minimum requirements of a specific plan, as established by California Government Code, in addition to the requirements of Chapter 17.130 (Specific Plans) of the City of El Monte Municipal Code (EMMC).

2.6 REQUIREMENTS OF THE SPECIFIC PLAN

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

- The distribution, location, and extent of the uses of land, including open space, within the Specific Plan Area.
- The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities to be located within the Specific Plan Area and which are needed to support the land uses described in the Plan.
- Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including regulations, public works projects, and financing measures necessary to carry out the project.
- A statement of the relationship of the Specific Plan to the General Plan.

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3.0 PLANNING FRAMEWORK

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

3.1 COMMUNITY OUTREACH AND PUBLIC INPUT

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

Community Outreach Activities

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

3.2 SPECIFIC PLAN POLICY FRAMEWORK

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

3 PLANNING FRAMEWORK

The Policy Framework for the Specific Plan is organized into the following sections:

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

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

3.2.1 Specific Plan Guiding Principles

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

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

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

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

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

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

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

Guiding Principle 7.0:
Provision of childcare and educational facilities.

Guiding Principle 8.0:
Housing opportunities for persons with a variety of income levels and household compositions.

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

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

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

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

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

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

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

3.2.2 Specific Plan Objectives

The following Specific Plan Objectives are intended to support the goals and policies of the 1991 City of El Monte General Plan, as well as the vision of the community as gathered through the community outreach component of this project. The Specific Plan Objectives are also designated to implement the Specific Plan Guiding Principles identified above, furthering the overall spirit and intent of the Specific Plan. These objectives were reaffirmed as part of the 2011 City of El Monte General Plan update.

<u>Land Use Objectives</u>

Land Use Objective LU-1:
Establish "village" that create unique character areas within the Specific Plan area.

Land Use Objective LU-2:
Establish land use districts that allow for a complimentary mix of land uses.

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

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

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

Circulation, Parking and Transportation Objectives

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

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

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

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

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

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

Infrastructure Objectives

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

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

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

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

Environmental Objectives

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

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

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

Urban Design Objectives

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

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

Implementation and Administrative Objectives

Implementation and Administration Objective IMP-1:
Utilize a program-level EIR as the primary tiering document to streamline environmental review of subsequent development projects.

Implementation and Administration Objective IMP-2:
Establish a streamlined discretionary review procedure to minimize uncertainty in the project approval process.

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

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

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4.0 DEVELOPMENT PLAN

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

4.1 LAND USE PLAN

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

Organized into four (4) distinct Land Use Sub-Districts, the Land Use Plan allows for a variety of housing, employment, entertainment and commercial opportunities, as well as community, open space and transportation uses that will complement and expand the urban fabric of downtown El Monte, as well as strengthen the citywide economy. At build-out, the El Monte Gateway Specific Plan will serve as a key community activity center and further enhance the City's desire to create a vibrant, mixed-use downtown environment with enhanced connectivity to local neighborhoods and the region, through the Rio Hondo River, METRO and the Emerald Necklace, a system of parks and open space connected along nine (9) cities adjacent to the Rio Hondo River and San Gabriel River.

4.1.1 Land Use Summary

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

4 DEVELOPMENT PLAN

Table 4-1
Specific Plan Land Use Summary

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

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

Key features of the Land Use Plan include:

- Four (4) Land Use Sub-Districts, each with a unique mix of uses and opportunities.
- Enhancement of recreational and passive open space facilities to support walking, biking, and other active recreational activities, as well as the development of riverside dining and drinking establishments, outdoor seating areas, and a bustling pedestrian atmosphere.
- A variety of unique park areas and recreational opportunities.
- Creation of central public gathering spaces.
- Establishment of ground-level storefronts, upper level residential uses andareas for flexible outdoor retail activities.
- Residential development, including apartments and for-sale units, mixed throughout the Specific Plan area.
- Complimentary mix of retail, restaurant, and entertainment uses.

- Inclusion of affordable housing for new residential development, consistent with City of El Monte policies and California Redevelopment Law.
- Office and other non-retail commercial uses.
- Integration of project into emerald necklace and public parkland development.
- Integration of future public mass transit facilities.
- Provision of hotel uses.
- Provision of institutional and educational uses.
- Provision of community facility related uses.

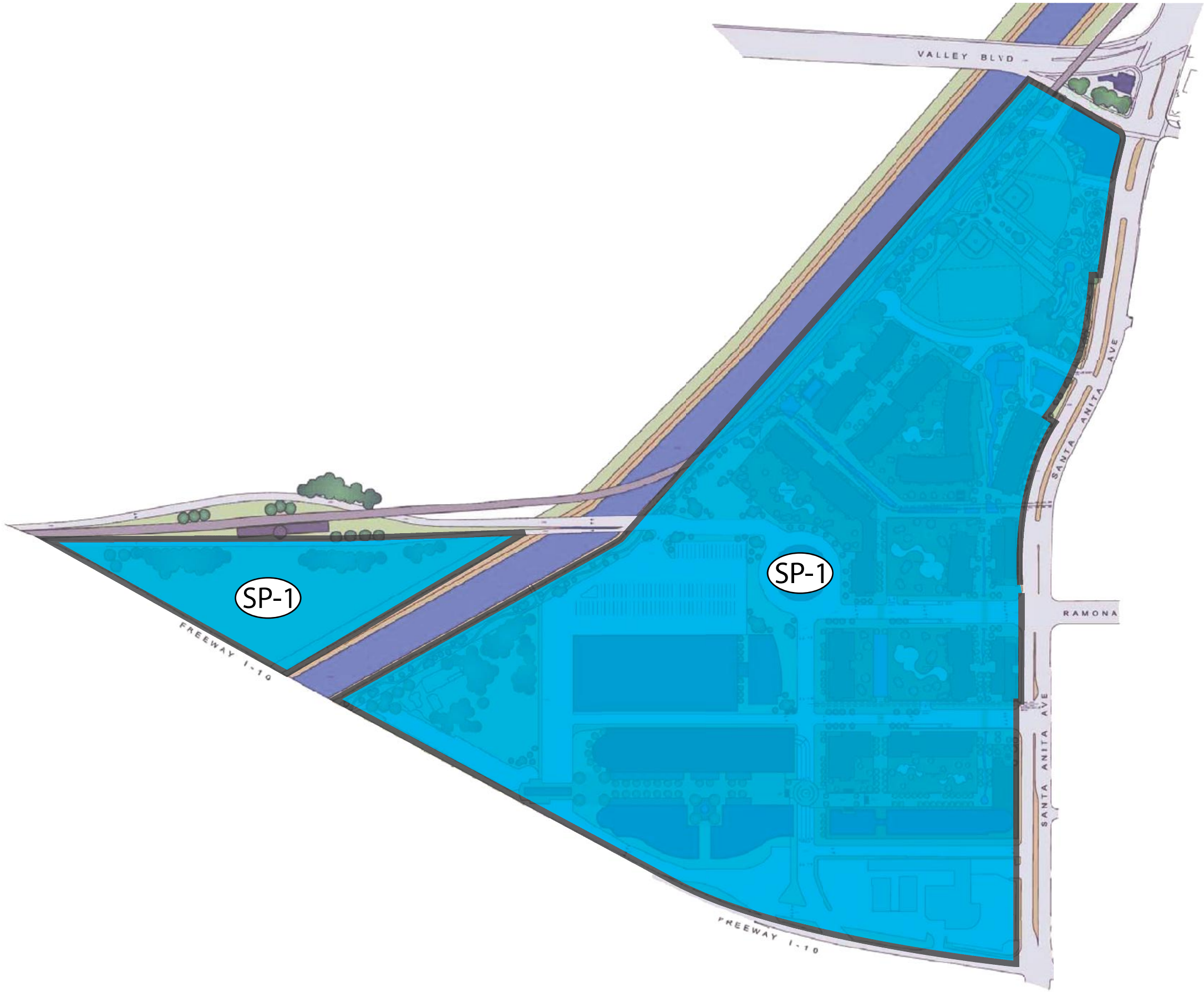
Residential development within each sub-district shall include an appropriate mix of rental dwellings and for sale dwelling units, and the development project application for residential improvements within each sub-district shall designate the approximate number of dwelling units which are intended for use and occupancy by persons and families of low and moderate income.

The commencement of improvement of residential dwelling units in each Sub-District shall be subject to the separate approval and acceptance by the City of a housing affordability regulatory agreement by and between the applicant for the residential improvement project and the City. The agreement shall govern the final disposition and occupancy of the affordable dwelling units by persons and families of low and moderate income for the housing affordability period applicable to such affordable dwelling units.

Although this Specific Plan designates a single mixed use district with the land use build out maximums identified in Table 4-1, within the district are three (3) villages, which, upon development, will each contain a unique mix of land uses and opportunities.

4.1.2 Specific Plan Land Use Sub-Districts

Exhibit 4-2: Specific Plan Sub-Districts and ***Table 4-2: Specific Plan Villages Specific Plan Land Use Sub-District Summary*** identifies the distribution of land uses among the four (4) Land Use Sub-Districts in the Specific Plan area. A summary of permit requirements for each sub-district and associated village is provided in Chapter 6 of this Specific Plan. ***Exhibit 4-2a: Specific Plan Villages*** provides a summary of the areas governed by Chapter 5: Design Guidelines.



Legend

Specific Plan Area (SP-1)

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

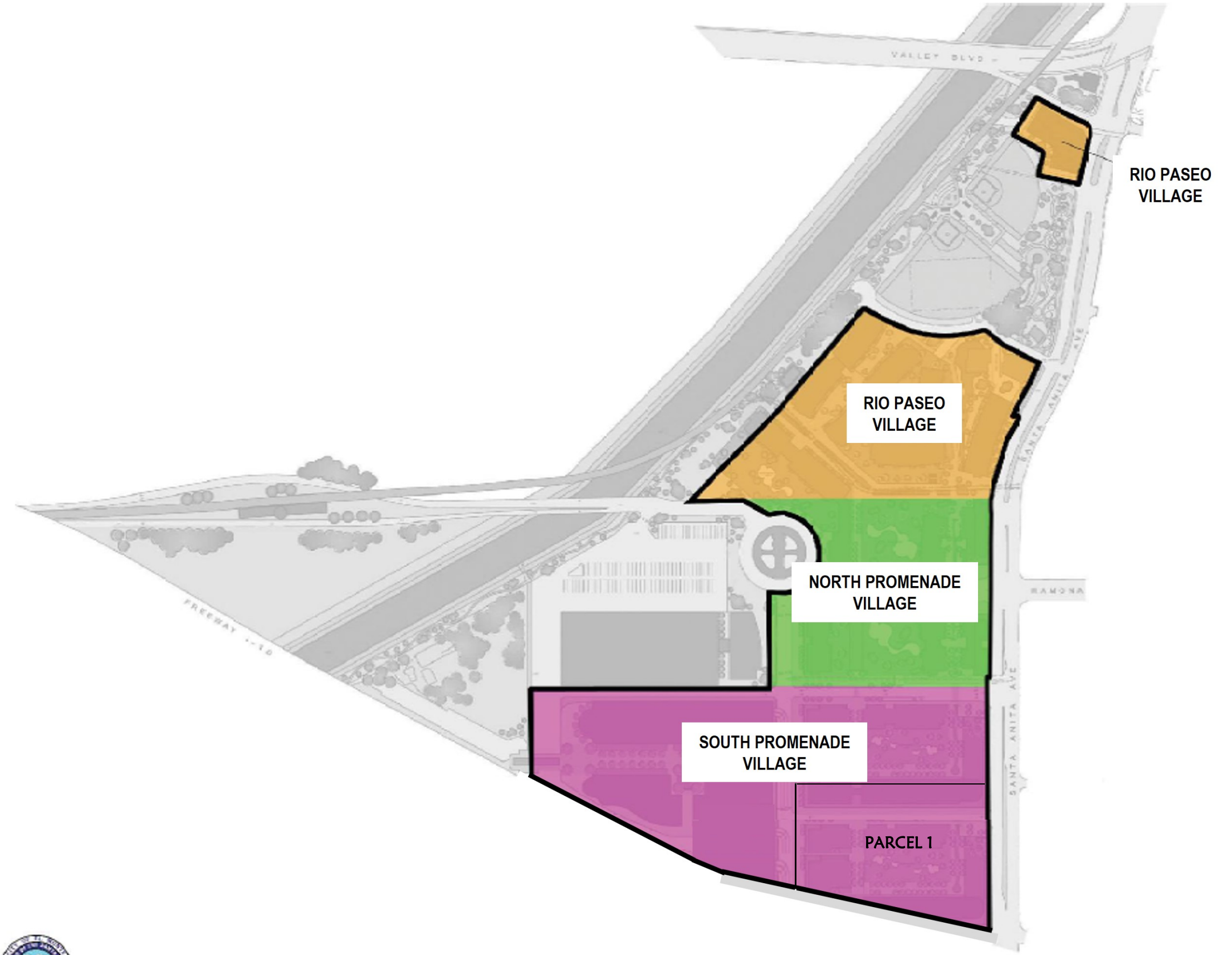
N

Legend

- Mixed Use Sub-District
- Transit Sub-District
- River Sub-District
- Park and Open Space Sub-District

The exact location of the northern boundary line of the Mixed-Use Sub-District and the southern boundary line of the Parks and Open Space Sub-Distrtict shall be subject to further revision by the City of El Monte prior to the development or redevelopment of any public park and open space facilities in the Specific Plan area.

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



Legend

- Rio Paseo Village
- North Promenade Village
- South Promenade Village

The exact location of the northern boundary line of the Rio Paseo Village and the southern boundary line of the Park/River Village shall be subject to further revision by the City of El Monte prior to the development or redevelopment of any public park and open space facilities in the Specific Plan area.

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

Table 4-2
Specific Plan Land Use Sub-District Summary

Village Land Use	Specific Plan Build Out				
	Dwelling Units (DU)	Square Feet (SF)	Hotel Rooms	Gross Density (DU/AC)	Gross FAR
Mixed Use Sub-District (EMG-MU) 35.1 AC					
Residential	1,850	2,230,330(1)		60	2.70
Retail		591,000			
Office		600,000			
Entertainment Retail		70,000			
Conference		42,000			
Hotel Uses		75,000(2)	200		
Child Development Center		20,000			
EMTV-MU Subtotal	*1,850*	**3,628,330**	--		
Park and Open Space District (EMTV-POS) (3) 11.47 AC					
EMTV-POS Subtotal	--	--			
Transit Sub-District (EMG-T) (4) 8.67 AC					
EMTV-T Subtotal	--	--	--		
River Sub-District (EMG-R) (4) 2.18 AC					
EMTV-R Subtotal	--	--	--		
Residential Maximum	**1,850**	--	--		
Non-Residential Maximum	--	**1,398,000**	**200**		

Notes:

(1) Estimate of total square footage for 1,850 residential units.

(2) Estimate of total square footage for a 200 room hotel.

(3) Does not include Riverside (linear) Park or open spaced owned by LA County.

(4) Build-out of this Sub-District is estimated not to exceed beyond existing development square footage.

4 DEVELOPMENT PLAN

Each Land Use Sub-District is planned around a variety of creative and functional physical connections that incorporate the unique opportunities of the project site, including the METRO El Monte Transit Center and the Rio Hondo River. The following describes the envisioned land use mix for each of the four (4) Land Use Sub-Districts, as well as their relationship to each other and the surrounding environment.

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

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

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

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

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

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

D. Park and Open Space Sub-District (EMG-POS).

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

4.2 CIRCULATION PLAN

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

4.2.1 Circulation Strategies

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

A. Year 2010 Improvements.

The following improvements are recommended to provides satisfactory 2010 operations:

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

B. Year 2030 Improvements.

The following improvements are recommended to provides satisfactory 2030 operations:

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

4.2.2 Transit Facilities Existing Conditions

The El Monte Gateway serves the following several transit providers:

- *Metropolitan Transportation Authority*
- *Foothill Transit*
- *Greyhound Bus Company*
- *El Monte Transit (the Trolley)*
- *Norwalk Transit*
- *Hollywood Bowl Shuttle*

The original El Monte Bus Station was constructed in 1973. The station provides rapid service to Downtown Los Angeles; initial ridership was 12,000 passengers per day. Ridership continued to grow and by 2006 the busway was being used by 40,000 passengers on 1,100 buses per day. In 2012, the station was replaced with a two (2) level terminal nearly twice the size. The new METRO El Monte Transit Center features more bus bays, a large public plaza, a bicycle parking station and customer service office.

4.2.3 Parking Facilities

Parking within the El Monte Gateway will primarily be served through the provision of above and below ground parking structures. Multi-phase underground parking structures within the EMG-MU Sub-Districts will provide up to 7,958 parking spaces. In addition, approximately 800 spaces within the EMG-T Sub-District will serve the existing and future needs of the MTA transit facility. The construction of parking facilities is anticipated to occur in phases in conjunction with development applications submitted to the City. The estimated parking spaces provided within each land use sub-district are identified in ***Table 4-3: Estimated Parking Summary by Land Use Sub-District.***

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

Land Use Sub-District	Estimated Parking Spaces
EMTV-MU	7,958
EMTV-T	800
EMTV-R	--
Estimated Buildout Parking Spaces	**8,758**

4.3 INFRASTRUCTURE PLAN

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

4.3.1 Water Supply Plan

A. Existing Water Supply Infrastructure.

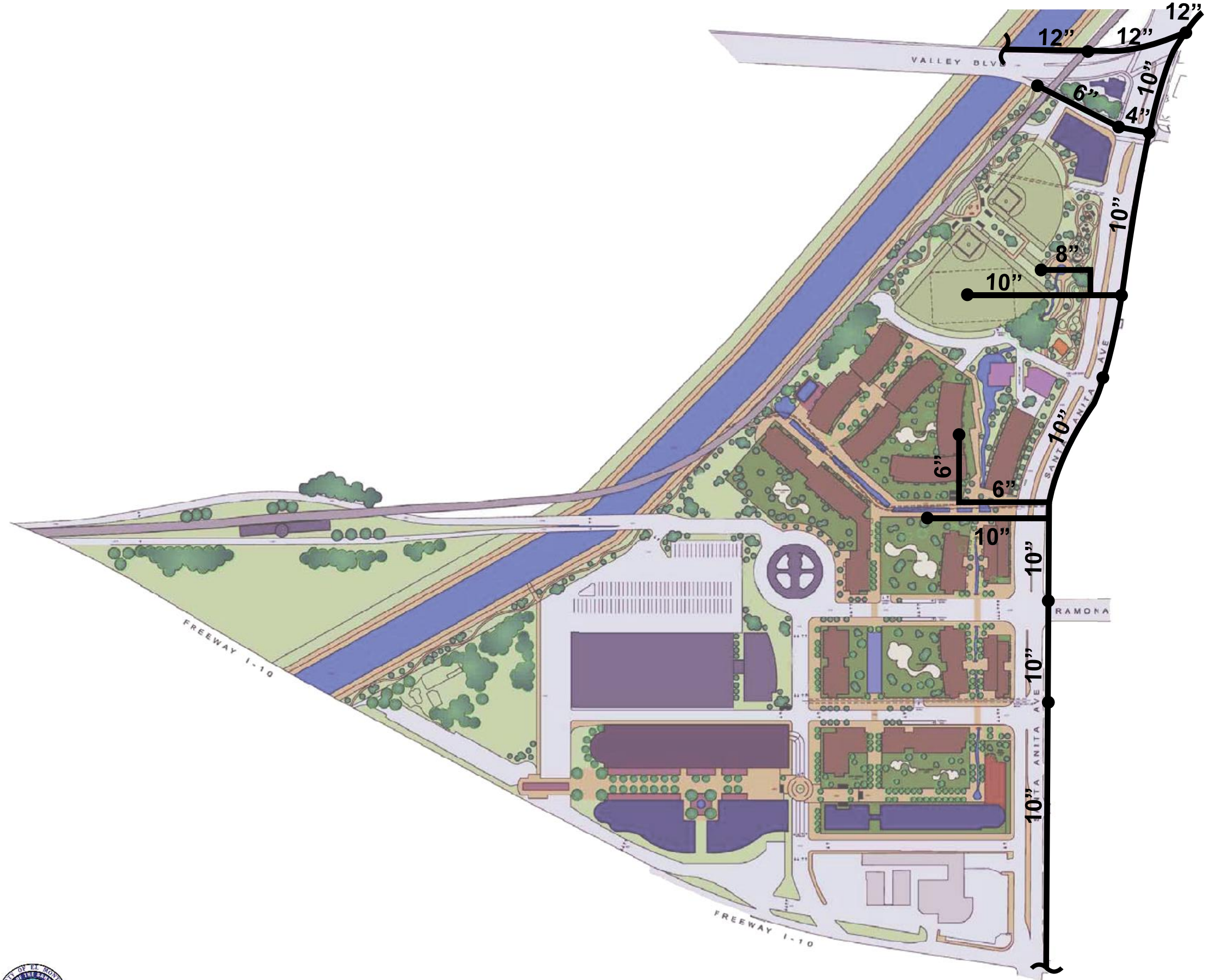
Existing potable water infrastructure serving the Specific Plan area includes a ten (10) inch PVC water main located within Santa Anita Avenue, running northeast along the street and illustrated in ***Exhibit 4-3: Existing Potable Water System.*** Irrigation lines serving the Specific Plan area also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

The City of El Monte's potable water supply is provided from five (5) active wells, with an average operating pumping capacity of 10,500 gallons per minute (gpm). Of only the current active wells, the normal operating capacity is 9,000 gpm. Additionally, the City has formal agreements with three (3) separate water suppliers through three (3) emergency interconnections. Under emergency operations, as much as 16,800 gpm can be pumped from all the City's supply sources.

City of El Monte has adjudicated rights to 3,099 acre-ft per year of water, with a typical demand of only 2,913 acre-ft per year (or 2.6 million gallons per day), leaving the City with a surplus of potable water at the present time and for the immediate future as of 2002 from the city's Water Master Plan. Current potable water demand for all the parcels within the Specific Plan area is estimated at approximately 14,100 gallons per day, with an additional demand for irrigation water of 17,983 gallons per day, bringing the total potable water demand to 32,083 gallons per day.

B. Potable Water Plan Improvements.

Increased potable water demand generated by development of the specific plan was calculated using the water consumption rates identified in ***Table 4: Water Consumption Rates by Customer Class.*** These water consumption rates project an estimated 414,077 gallons per day of domestic water demand, with an estimated irrigation demand of an additional 38,020 gallons per day, totaling proposed water usage of 452,097 gallons per day. Water system improvements are shown in ***Exhibit 4-4: Water System Improvements.***



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12” Existing Waterline

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

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Table 4-4
Water Consumption Rates by Customer Class

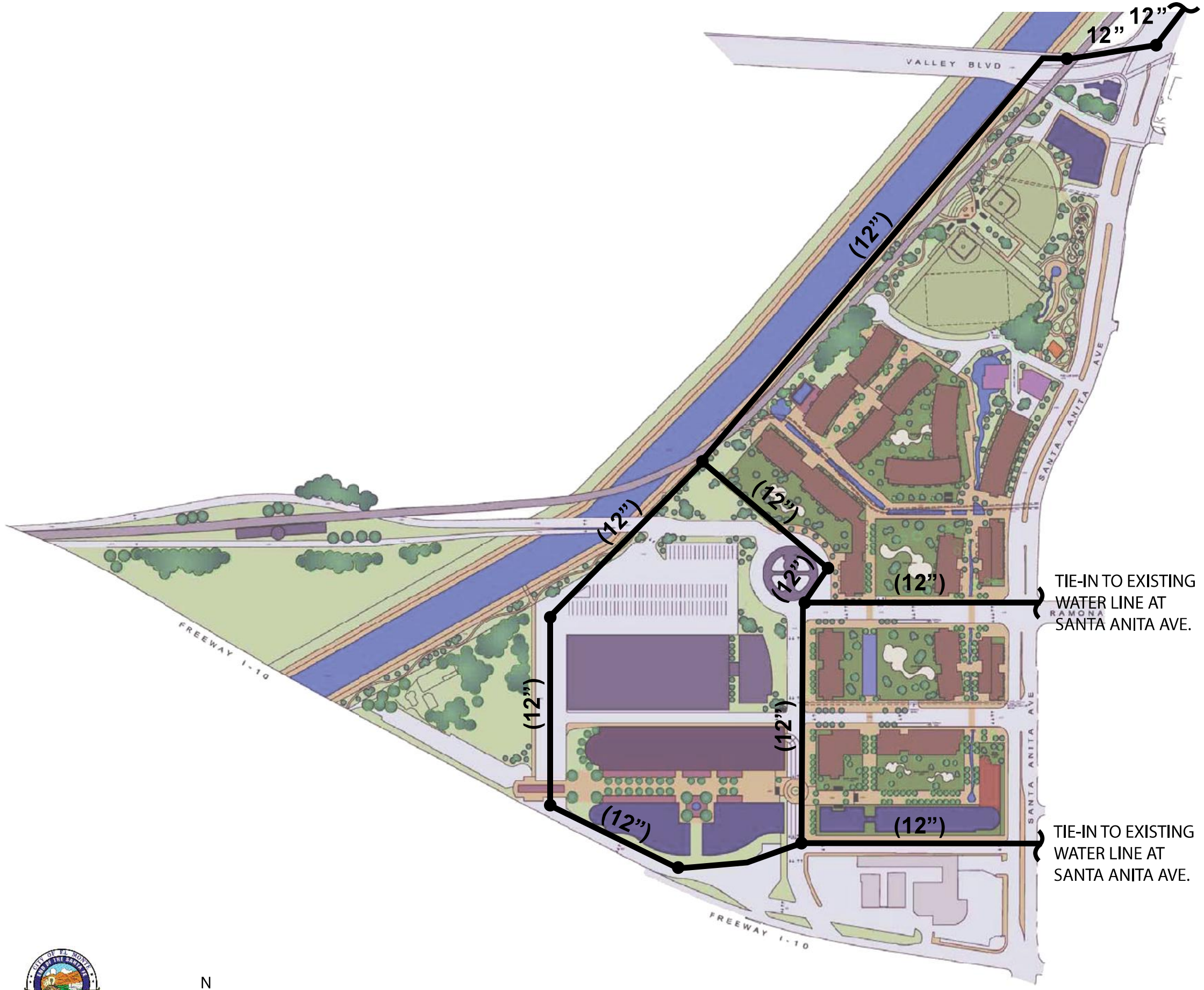
Customer Class	Rate (unit)
Multi-Family Residential	60 gpad
Commercial	2,047 gpad
Industrial	1,742 gpad
Irrigation	2,312 gpad
Parks/Businesses	7 gallons per day per estimated user

In a worst case scenario assumption for water demand where landscaped areas are irrigated with potable water, the additional demand on the City water supply generated by the project would be 420,014 gallons per day, or 470.5 acre-ft per year, as identified in ***Table 4-5: Current and Proposed Water Use Comparison.*** When added to the current City demand of 2,913 acre-ft per year, this exceeds the current water production rights owned by the City. The current City demand is based on the City's Water Master Plan dated 2002.

The City's water production rights are a fixed percentage of the San Gabriel Basin's Operating Safe Yield (OSY). The OSY changes from year to year depending on the water level of the Main Basin for that year. The City typically has a 20 percent carryover of water rights from one (1) year to the next. Historically, the City has never exceeded its adjudicated rights. If the project demand exceeds the City's water production rights in any given year, then acquisition of additional water rights to serve the El Monte Gateway will be required. Water may need to be purchased from sources outside of the City, such as the Southern California Water Company, the California-American Water Company, or the San Gabriel Valley Water Company.

Table 4-5
Current and Proposed Water Use Comparison

	Domestic Use (gpd)	Irrigation Use (gpd)	Total Water Use (gpd)
Current	14,100	17,983	32,083
Proposed	414,077	38,020	452,097
		Difference	**420,014**



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12” Existing Waterline

(12“) Proposed Waterline

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4.3.2 Wastewater Plan

A. Existing Wastewater Infrastructure.

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

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

B. Wastewater Plan Improvements.

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

Two (2) alternative wastewater scenarios exist to handle the surplus wastewater generation from the El Monte Gateway, as illustrated in ***Exhibit 4-7: Improved Wastewater System.***

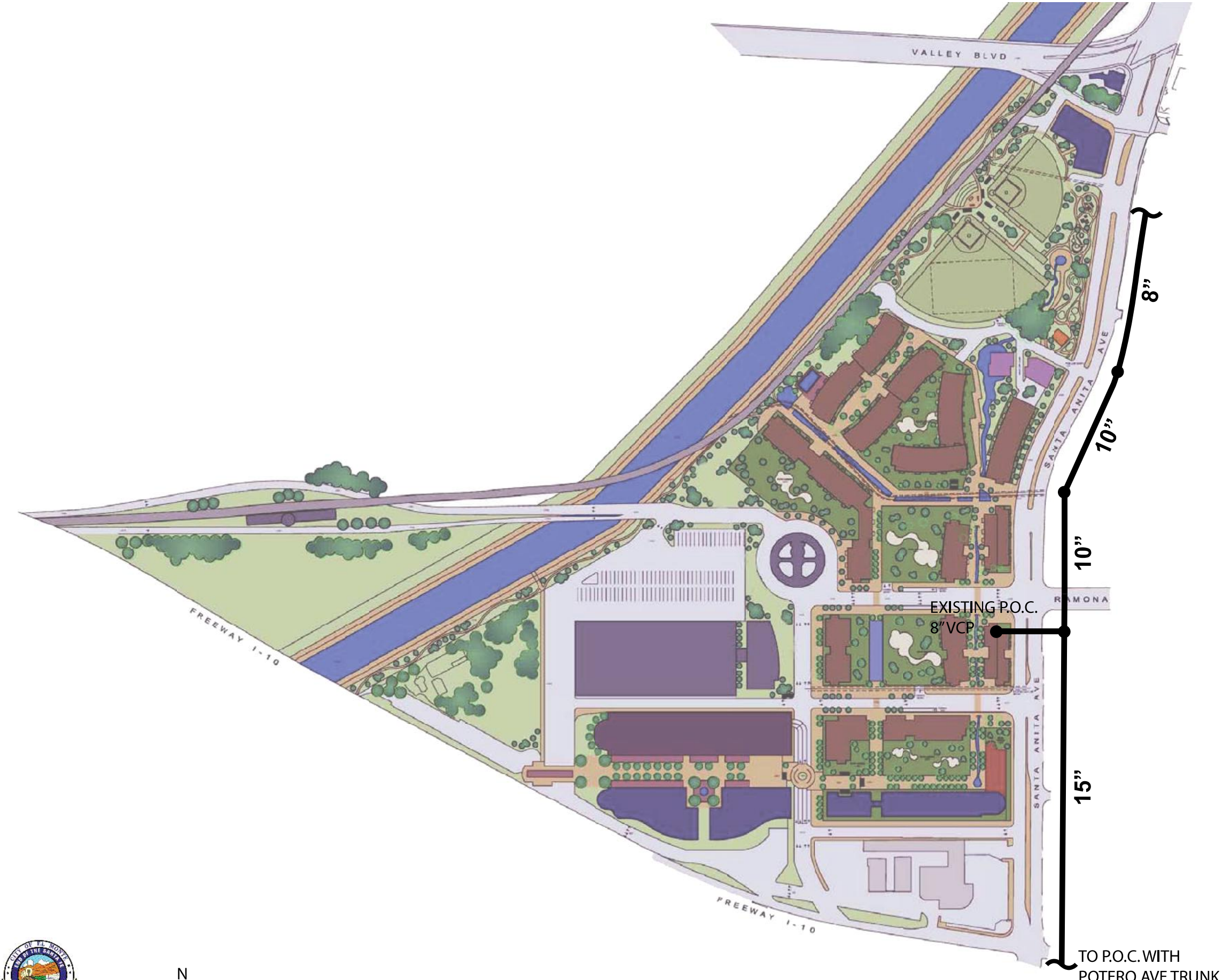
1. Backbone sewer system.

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

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

2. Gateway Specific Plan backbone sewer system that incorporates diverted sewer flow from Santa Anita Avenue.

This alternative involves construction of a backbone sewer system that conveys wastewater from the project site through an off-site 15" diameter line. The off-site line would start in Fletcher Park and cross under I-10 Freeway, along Brockway Street and connect to the existing Potrero Avenue Trunk at Brockway Street and Lashbrook Avenue; extending roughly 5,100 sf+/-. Any reserve capacity in the 15" line would be used to relieve some of the city sewer line overburden. A line would connect to the existing city line in Santa Anita Avenue just south of Amador Street and divert flow across theproject site to the off-site 15" line.



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8" Existing Sewer System (VCP)

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

Legend

8" Existing Sewer System Line (VCP)

(8") Proposed Sewer System Line (VCP)

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

4.3.3 Stormwater Plan

A. Existing Stormwater Conveyance System.

As shown in ***Figure 4-8: Existing Stormwater System***, the El Monte Gateway Specific Plan is currently served by two (2) off-site stormwater systems. Santa Anita Avenue, which forms the Specific Plan's easterly boundary, is topographically higher than the El Monte Gateway, and an existing City-owned 24-inch storm drainpipe within Santa Anita Avenue does not appear to take a significant amount of drainage from the site.

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

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

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

The northerly portion of the proposed development is anticipated to generate a peak of 106 cfs during a 25-year, 24-hour duration storm. The southern portion of the proposed development is anticipated to generate a peak of 102 cfs. The result is that the northern portion of the development is anticipated to increase peak flows by 39 cfs and the southerly portion of the site is anticipated to decrease peak flows by 15 cfs. The change in runoff is due mostly to differing areas of impervious land use.

The first ¾-inch of stormwater is estimated to be about seven (7) cfs in the northerly portion of the site and about 10 cfs in the southerly portion of the site. The volume of the first ¾-inch is approximately four (4) acre-feet.

Table 4-6
Hydrology Summary

Condition	Estimated Runoff
Existing conditions 25-year, 24-hour Runoff Site Total	184 cfs
Proposed Condition 25-year, 24- hour Runoff Site Total	208 cfs
¾-inch Runoff Site Total	17 cfs and 4 acre-feet

B. Stormwater System Improvements.

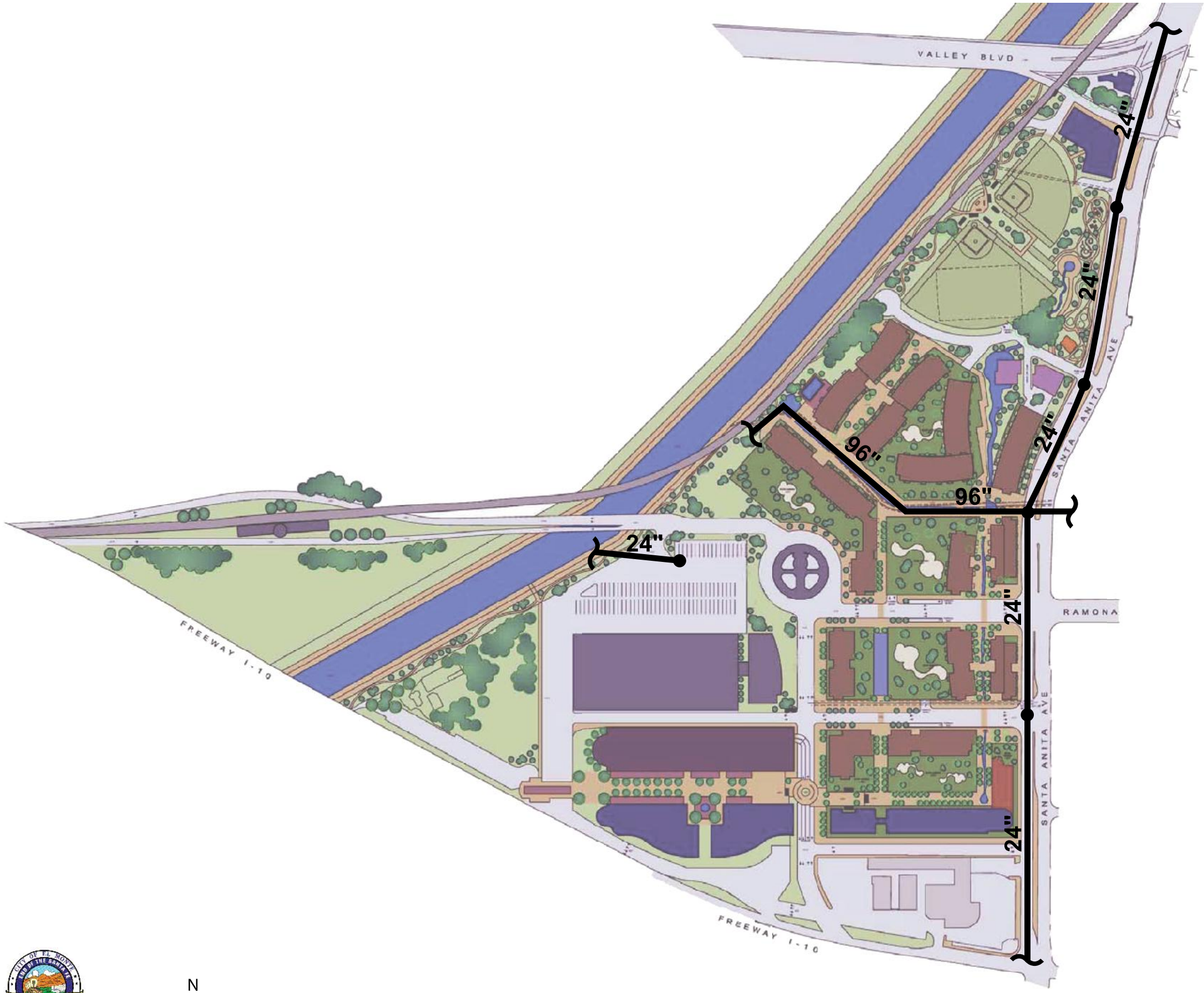
Stormwater improvements include both a proposed storm drain system, and future detention facilities, as graphically depicted in ***Figure 4-9: Stormwater System Improvements.***

1. Future Storm Drain System

It is anticipated that the on-site runoff will be collected in an on-site drain system and piped either directly to a detention basin or through a pump station to a detention basin and then into the Rio Hondo River. Three (3) storm drain systems are envisioned; one (1) to serve the northerly portion of the site, a second drain serving the bus area, and third to serve the southerly portion of the site. The storm drain systems are anticipated to be 18-inches & 24-inches in diameter and approximately 7,500 +/- feet in total length.

2. Future Detention Facilities

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



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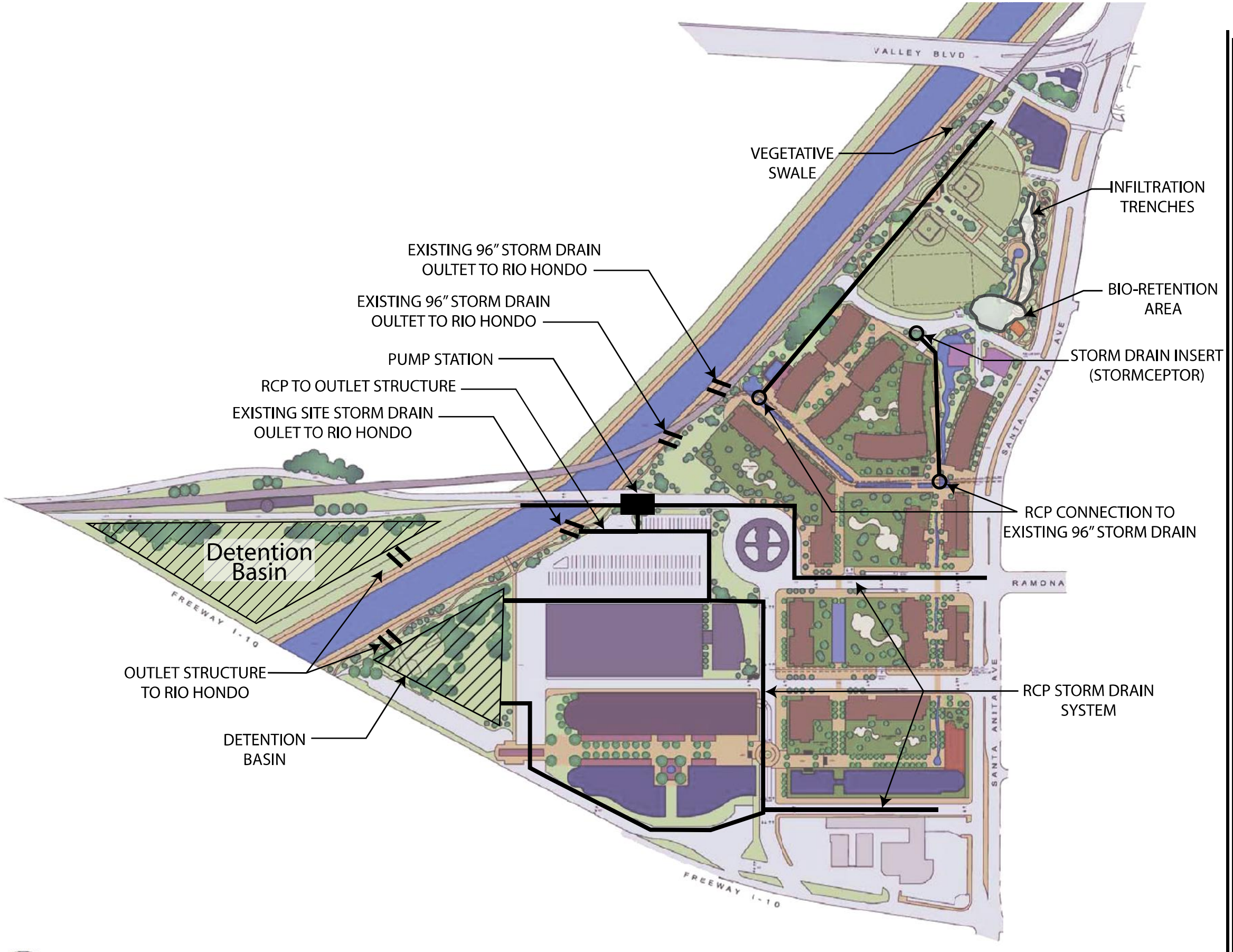
24" Existing Stormwater System

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



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24" Existing Stormwater System

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

Possible storm water management strategies for the specific plan's northerly portion would consist of using vegetated swales, infiltration trenches, a bio-retention area and rooftop gardens.

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

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

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

C. Stormwater Quality.

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

With the exception of the bus station, likely storm water pollutants from the proposed development will include oil from cars, as well as trash, dirt and silts generated on site and blown onto the site from neighboring areas. These pollutants can be treated with an oil separator and a detention basin.

Other Best Management Practices (BMPs) may eliminate or reduce the need for a detention basin. These other BMPs would treat the first ¾ inch of storm water, but not necessarily reduce peak storm water flows. A baffle box, dry well, drainage box filters, or bio-swale may be acceptable solutions to treating storm water. See ***Table 4-7: Best Management Practice Facilities Options*** for a summary of a number of appropriate BMPs, to be used as a guideline in the future installation of stormwater treatment facilities.

Table 4-7
Best Management Practice Facilities Options

Type of BMP	Description
Bio-retention Facility	Bio-retention utilizes soils and plants to remove pollutants from storm water runoff. Requires minimal amount of maintenance. The bio-retention facility on the proposed site would be a large depressed vegetation to accommodate storm water flow from a larger area
Grated Storm Drain Inlets	Grated storm drain inlets prevent trash and debris from entering the storm drain system. It will serve as the primary treatment unit of the storm drain system.
Infiltration Trenches	An infiltration trench is an excavated trench that has been lined with filter fabric and backfilled with stone to form an underground basin. Runoff is diverted into the trench and enters a perforated pipe underground and is routed to the bio-retention facility
Vegetation Swale	Vegetated swales are shallow vegetated channels to convey stormwater where pollutants are removed by filtration through grass and infiltration through soil. It is a cost effective alternative to ditches and curb and gutter drainage. It would serve as the primary treatment unit before storm water collected by grated storm drain inlets and piped to the wet pond for detention.
Wet Pond/Retention Pond	The wet pond/retention pond is a facility that removes sediment, Biochemical Oxygen Demand (BOD), organic nutrients, and trace metals from stormwater runoff. It is an inline permanent pool or pond effecting

Type of BMP	Description
	settling of pollutants. The treated storm water would flow to the County's storm drain through an overflow were and energy dissipation structure.
Dry Pond/Detention Basin	The dry ponds or detention basins are depressed basins that temporarily store a portion of stormwater runoff following a storm event. It removes particulate pollutants and reduces maximum runoff values associated with development. Stormwater collected through the onsite storm drain system would be pumped to the dry pond. The treated stormwater will then flow to the County's storm drain through an overflow weir and energy dissipation structure.
Porous Pavement	Porous pavement allows stormwater to quickly infiltrate the surface pavement layer to enter into a high-void aggregate sub-base layer. The captured stormwater runoff onsite would be routed through an underdrain system to the storm drain system.

5.0 DESIGN GUIDELINES

5.1 PURPOSE AND INTENT

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

5.2 INTRODUCTION

5.2.1 The Primacy of Pedestrian Experience

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

5.2.2 Scale

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

5.2.3 Themes and Variations

While the Gateway will have over-arching themes that include intensive small-scaled density; architectural expression of sustainable design; a contemporary glassy openness; and continuity of selected public materials, amenities, lighting and graphics, the area should also be a place of great experiential diversity. It will achieve this by two (2) means:

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

5.2.4 The Villages

The General Design Guidelines below will be complemented by specific Design Guidelines for the following three (3) villages. Each village is envisioned to contain both specific types of uses and specific environmental/experiential qualities that will make that village unique and identifiable.

1. Rio Paseo Village
2. North Promenade Village
3. South Promenade Village

5.3 GENERAL DESIGN GUIDELINES

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

5.3.1 Broad Themes / Goals.

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

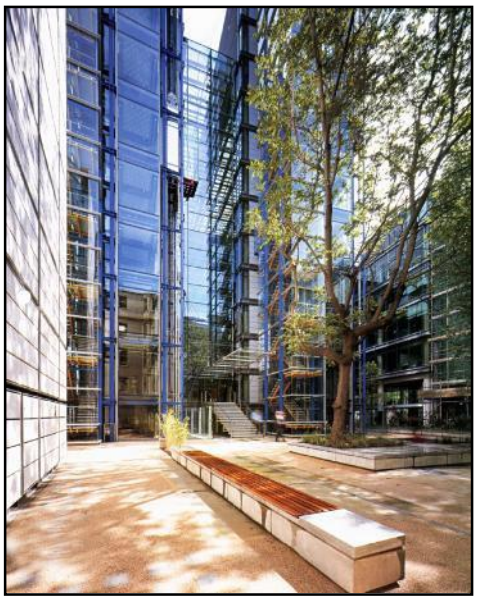
Contemporary Architecture.

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

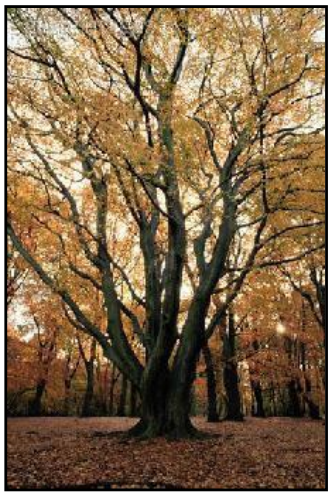
Building forms of the 21st Century

Sustainability.

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



Sustainability and Architectural Expression should be a major shaping force in defining visual expression of the El Monte Gateway



Thematic landscaping

Rich Native Landscape.

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

Detail and Diversity.

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

Formal Integrity.

Buildings and building masses should haver 360-degree integrity. Buildings with multiple frontages should have a continuous harmony of materials and expression around the corners' and not be merely facades.

Detail at the Pedestrian Plane

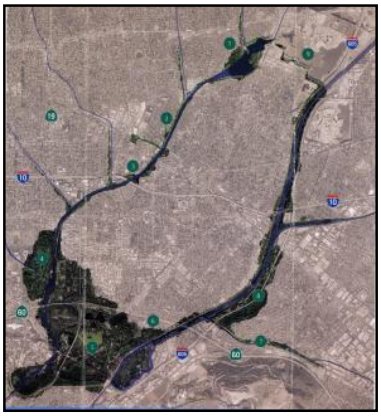
5.3.2 Village Parks and Open Space Design Guidelines

A. Open Space Overview.

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

The following design goals will be considered in all aspects of the outdoor environment and will act as touch-stones to guide exterior development and enhancements throughout the parks and public open space areas.

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



Pedestrian Friendly Environment
Create pedestrian friendly environments to encourage walking, interaction and a sense of discovery at each turn. A comprehensive system of trails and walkways will link all areas of the site and tie into the greater regional trail system and "Emerald Necklace" that parallels the major waterways in the area. Fitness stations and mileage markers will be incorporated into trail circuits.

Celebrate Nature.
Celebrate Nature in all its forms-riparian landscape character, natural habitats and enhancement of open space with attractive flora and attracted fauna. Create opportunities to showcase and experience Nature in the urban context.

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

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

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

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

B. Pioneer Park.

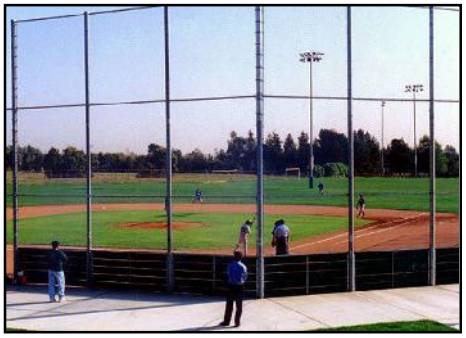
Pioneer Park will be a mix of active and passive recreation uses including two (2) rebuilt and improved sports fields. The raised sports field area will provide a central gathering area for lighted softball, baseball and

overlay soccer play. The surrounding more passive park and open space offers a variety of recreation experiences from walking and bike trails to children's play areas, informal amphitheater, community recreation building, family picnic tables, and featured historical and interpretive elements.

1. Sports Plaza.

The two (2) ball diamonds will be interconnected by a sports plaza. The plaza will feature a concession/ restroom building with concession area, restrooms, two (2) storage rooms and shaded patio area. Aluminum bleachers will be positioned behind the backstops. Fabric shade structures, picnic tables, benches and drinking fountains will be located within the plazaarea for visitors' convenience.

2. Ballfields.



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

The fields, dugouts, drinking fountains and spectator areas will be ADA compliant. The field may be artificial turf or traditional grass per City approval. The ballfield lighting will be state-of-the-art, poles with minimum light spill off the field areas. An electronic scoreboard with remote controls to a scorer's table at the backstop will be located at each field. A public address system will also be provided with a localized speaker system to minimize sound travel beyond the limits of the field.

3. River Side Promenade.

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

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

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

Informal outdoor spaces and pedestrian accessibility promotes vibrant community use.

Wayfinding should be integrated throughout

Main walks and trails throughout the site will be lighted with security lights to provide directed illumination and visual surveillance. Fixtures will be selected for minimum light spill, durability and appropriate aesthetic character.

Wayfinding signage with a common style will be provided throughout the park and open space areas to direct visitors to destinations or connections within and outside of the Gateway development.

4. Themed Play Area.

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

Examples of themed play areas

Shade trees or fabric shade canopies will be used to shade the play equipment. Benches with backs will be provided adjacent to the play area for convenient and safe adult supervision.

Picnic tables may also be located adjacent to the play area for family use. A paved travel way may be incorporated in the play area to accommodate a tricycle course.

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

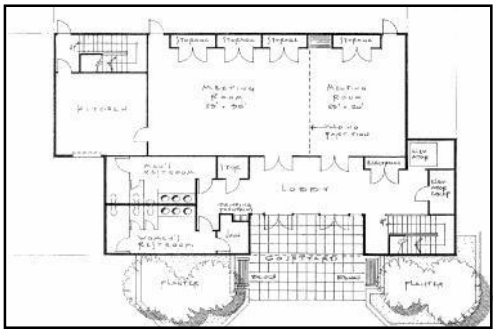

Incorporate play areas for seasonal use ormanipulative play

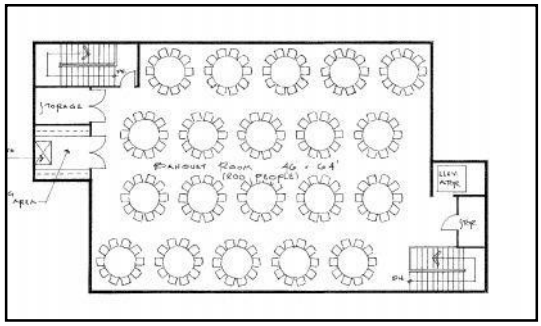
5. Gateway Entry to The Emerald Necklace.

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

6. Community Building Area.

A new Community Building will be added to the park. It may be a one (1) or two (2) story structure with an assembly room, lobby, restrooms, kitchen, storage and meeting rooms. The building should also be visible from Santa Anita Avenue.





7. Landscape & Irrigation Improvements.

The Specific Plan area will encourage the use of native or drought tolerant materials, as appropriate, and require a minimum of supplemental fertilization and maintenance. Because of the variety of conditions on the site, the species selected for a given area shall be compatible with the micro-climate exposure, soil conditions and user demands.

Shrubs and groundcovers should be perennial type, non-invasive and require a minimum of trimming. Irrigation of plant materials shall be efficiently managed through state of the art automated irrigation control systems appropriate to the unique needs of trees, shrubs and turf.

C. Fletcher Park Design Guidelines.

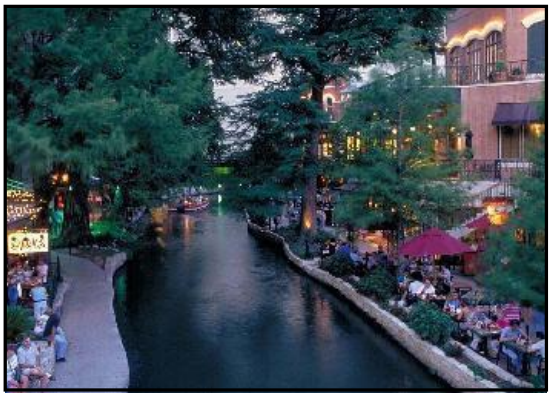
Fletcher Park may remain in its current configuration. However, it may be renovated to bring it up to the quality standards associated with the redeveloped Pioneer Park. The intent is to connect Fletcher Park into the overall high quality park and open space associated with the El Monte Gateway Specific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

5.3.3 Rio Paseo Village Design Guidelines

A. Rio Paseo Feature.

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

1. In character, the Rio Paseo should have the informality of river and canal districts around the world, with rich landscaping and a relaxed use of natural materials.



Informal character of a river walk

2. The Rio Paseo should be lush and romantic. Well-lit at night, it should also have special character of light, allowing for a rich play of shadows, highlights, accents, and feature lighting of landscape.

Intimate and continuous public terrace

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

The typical storefront should be seen as a simple, minimal mediation between the street and the interior., Both the generous use of glass and the use of flexibly open storefronts (folding glass doors or French doors) should be encouraged.

Frontage Individualization

Flexible, open storefronts

4. While diversity of storefronts and awnings are encouraged, the terrace along the Rio Paseo should have a feeling of public continuity and not be sub-divided by tenant (e.g. continuity of outdoor paving, street furniture, umbrellas, etc.).

   At the same time, individuation at storefront lines should be encouraged via personalized devices such as greeting stands, and artisanal sign boards and handwritten menu boards.

   The overall test of successful design, both of the terraces and the storefronts, should be that they provide a consistently romantic and sophisticated ambience, avoiding explicit historic references or 'cuteness'.

Continuity and Individualization

Romantic and sophisticated ambience, without history reference of "cuteness'

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

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

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

8. In the spirit of world-class small-scaled highly pedestrian environments, services to Rio Paseo restaurants should be structured at dedicated off-hours from the adjacent parking garages.

Channel of modest width

9. Restaurant pads and storefronts with frontage to Santa Anita Avenue are critical invitational components of the Gateway. On the one (1) hand, these frontal pads are the most likely to draw strong national and regional tenants. At the same time, it is highly important that the character that is projected to Santa Anita offers the intimate, natural, and special qualities that will characterize the interior of the Gateway.

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

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

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

Example of simple and modern design character

B. Rio Paseo Village Guidelines.

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

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

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

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

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

Architectural character should provide opennessto the surrounding environment

Hierarchy of public space to private space

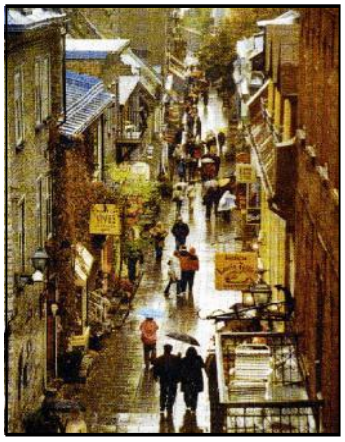
5.3.4 Shared Rio Paseo Village and North Promenade Village Design Guidelines

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

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

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

Example of well-defined streetscape relationship



Retail gallery width that provides comfortablepedestrian lanes

4. Storefronts should be glassy, with significant articulation, detail, eclecticism, and diversity of storefront arcades should be encouraged while avoiding the overuse of historical references. Diversity of storefront overhanging canopy design should be encouraged.

Diversity in storefront articulation is encouraged

5. There shall be a virtual semi-public zone/porch area at the frontage of each leasing bay which should allow for small, lacy projected specialty signs, non-permanent canopies and banners, and individualized amenities that should reflect an artisanal approach to shop-keeping: potted landscaping, chalkboards, unique standing signage.

Spaces should be designed for the pedestrian experience

Glassy storefront with detail andarticulation

6. Residential units above the first two (2) stories should not encroach beyond the retail storefront line (including residential balconies).

7. The architecture of the residential units should be shaped to a large extent by the buildings' east and west exposures, suggesting appropriate facade depth, outdoor/indoor balcony rhythms, etc. East-facing Santa Anita Avenue units should also develop a clear cadence, lending rhythm and distinction to the street. All residential units should allow for a simple, but variegated, contemporary design expression with a generous use of glass.

Residential units should lend both vertical and horizontal rhythm and distinction to Santa Anita

8. Consistent with the sustainable goals of the Gateway, the major lower roof platforms of the North and South Promenade Villages should be developed as green roofs. The design criteria for these roofs should be designed to:

   a. Create landscaped view-sheds for residents.

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

   c. Enhance energy conservation and sustainability.

   d. Provide dynamic views for rooftop users.

Green roofs for landscaped view-sheds, sharedpublic space and sustainability

9. The Promenades should have a dedicated off-street truck service area from which goods can be carted throughout the pedestrian promenade system.

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

Examples of Pedestrian Amenities and Activities

5.3.5 North Promenade Village - Specific Design Guidelines

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

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

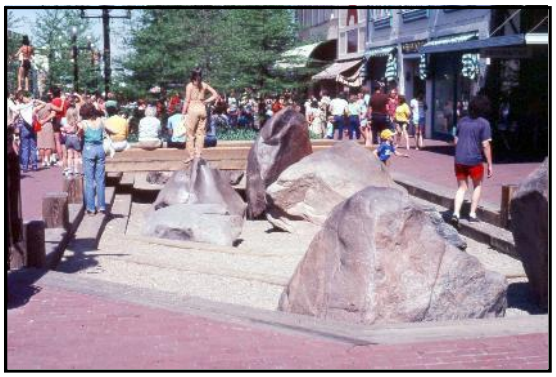
Landscape suited to narrow pedestrian lanes; lush butcasual canopy, combining in-ground and tenant planting areas

3. The easterly internal street of the North Promenade, especially at its junction with Ramona Avenue, should be envisioned as the most activated core of the project with a sense of 'town square' openness, with enough excess width in the street to accommodate street performers and moving crowds at considerable density. The Ramona/Santa Anita cafes and outdoor dining should line Ramona and provide excitement to visitors as they enter the Gateway.

An area within the North Promenade is envisioned as the most activated core area of the project with a sense of "Town Square", with enough excess width in the street to accommodate street performers and moving crowds. The Town Square should be airy and spacious. It should be a democratic place, for passage, for people watching, for entrepreneurial street entertainment. The Town Square 'floor' should be of an enriched paving material, lending both detail and color.

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

Weather-covered skylight 'street' as a continuation of indoor/outdoor street feeling of Promenades



Open, airy, people-watching, and entertainment

5.3.6 South Promenade Village Village-Specific Design Guidelines

1. North /south lanes of the South Promenade Village will share the same character and guidelines as the North Promenade Village. The South Promenade will open up in width and present a more formal and broad entrance to the hotel, office towers and regional retailers.

2. The east-west pedestrian way of this Promenade should be designed in a formal way, with visual signage of prominent retailers contiguous along its edge. Additionally, stately and generous landscape should be continuous along its edge. There should be an overall sense of generous scale and along this pedestrian way. Vertical elements should be of a scale to provide armatures for banners.

Water features can add additional focus

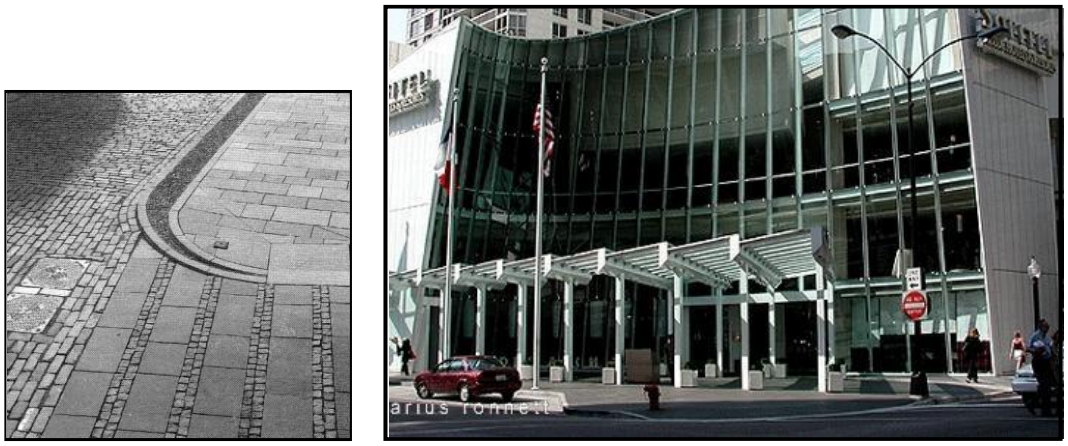
3. A water feature of significant scale should be part of this east/west axis.

4. Outdoor vending concessions should be allowed in the east-west lane of this Village as a way to further enliven its pedestrian life.

5. This village will be an important visual focus for the Gateway to the freeway and to the south. In consistency with the architecture throughout the Gateway, its design should be contemporary, and expressive of sustainable architecture. Along with the office buildings to the west, this building should most fully epitomize the progressive values of the General Design Guidelines at the beginning of this section.

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

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



Hotel motor court: welcoming and with detailed qualities

8. The architecture of building in this Village should epitomize the General Design Guidelines in terms of sustainability contemporaneousness, and a literally green setting. The buildings should maximize glassiness and views. As the tallest buildings in the Gateway, design should capitalize on views both to San Gabriel Mountains, to downtown, and to the valley and city to the south. And with their strong exposure to 10 Freeway, they will serve as landmarks that exemplify the quality and character of the entire project.

9. Retail lease space, even if shallow in depth, shall be provided continuously along the edge of any parking structure facing the promenade. The parking structure lobbies should be marked in contrast to these retail elements with a vertical identity. Lobbies should discharge in a place along the promenade to be most stimulating for pedestrian activity.

Office building architecture that celebrates sustainability and contemporarytechnology and geometry

10. The width of the east-west South Village Promenade should be gracious, with rich formal tree canopy and the capacity to contain crowds for major events.

11. Storefronts should be designed to accommodate two (2) different 'readings':

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

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

5.3.7 Signage and Environmental Graphics

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

1. Freeway and Santa Anita facing building signage may include building-face lit signage and multi-story blade lit signage, and building-top lit signage. The goal is to maximize flexibility, diversity, and exuberance so that the lit night signage of the Gateway will achieve a unique regional character.

Freeway and Santa Anita Avenue facing signage should employ sustainable technologies suchas solar collection and L.E.D. and should convey the exuberance of the entertainment districts of vibrant international cities.

2. Lit signage shall maximize sustainability / energy conservation through the use of current technologies such as solar powering and L.E.D. systems.

3. Day signage and graphics should combine blade-type signs, banners, and signboards, craftsman like in detail and assembly, modest in scale, reflecting the scale of the Promenade lanes.

4. Refer to Chapter 17.80 of the Zoning Code for specific signage regulations for the Gateway Specific Plan.

5.3.8 Parking Design Guidelines

A. Goals.

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

a. Clarity of entry, circulation and exit.

b. Personal safety and security.

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

Well-lit, brightly painted parking with clear zonal and floor signage.

B. Parking Guidelines.

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

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

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

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

5. Refer to Chapters 17.70 (Parking), 17.72 (Landscaping) and 17.74 (Water Efficiency) of the EMMC for additional requirements.

6.0 LAND USE AND DEVELOPMENT REGULATIONS

6.1 PURPOSE AND INTENT

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

6.2 GENERAL PROVISIONS

A. Minimum Requirements.

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

B. Applicability of Development Standards and Guidelines.

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

C. Interpretation, Administration, Enforcement and Appeals.

The Community Development Director, or his/her designee, is authorized by the City of El Monte to interpret, administer, and enforce the provisions of this chapter. The provisions of this chapter shall be interpreted in a manner that best fulfills the spirit and intent of the Specific Plan. The Director's decision or determination may be appealed to the Planning Commission in compliance with Section 17.10.100 (Appeals) of the EMMC.

6.3 ESTABLISHMENT OF LAND USE SUB-DISTRICTS

A. Purposes of Land Use Sub-Districts.

This Section describes the purpose and intent of the four (4) land use sub-districts within the El Monte Gateway Specific Plan.

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

The Mixed Use Sub-District is intended to provide a complimentary mix of residential, commercial, entertainment and retail uses. Mixed use development is encouraged in vertical and horizontal forms, providing for an interaction between various land use types to encourage pedestrian utilization throughout the Sub-District. Design guidance for this sub-district is provided through three (3) distinct "villages", including the Rio Paseo, North Promenade and South Promenade Villages.

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

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

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

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

4. Park and Open Space Sub-District (EMG-POS).

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

6.4 ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

Table 6-1 identifies the allowable land uses for each Land Use Sub-District that is exclusive to the El Monte Gateway Specific Plan. In order to be approved, any land use proposed within in the Specific Plan Area must meet two (2) specific tests as described below:

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

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

6.5 PERMITTED USES

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

B. **Prohibited Land Uses.**
Any table cell indicated a "-" symbol indicates that the listed land use is prohibited in that specific land use district.

C. **Uses Not Listed.**
Any land use not listed in Table 6-1 is not permitted in the Gateway Specific Plan, except as outlined in Section 17.12.050 (Additional Permitted Uses) of the EMMC.

Table 6-1 – Permitted Uses – Gateway Specific Plan					
Residential(1) & Community Care Use	**MU**	**T**	**R**	**POS**	**EMMC/Gateway**
Childcare facility	C	--	--	--	
Home occupation	P	--	--	--	17.110.040
Live/work unit	M	--	--	--	17.110.050 & G-6.12(D)
Mixed-use, vertical(2)	P	--	--	--	17.110.060 & G-6.12(C)
Senior housing	M	--	--	--	
Urban housing	P	--	--	--	
Public & Quasi-Public Uses					
Electrical distribution substation	C	C	C	--	
Government or related facility	P	P	P	--	
Recreation facility – public	P	P	P	P	
School & Educational facility –					
Preschool, private	C	--	--	--	
K-12, private	C	--	--	--	
Specialized education and training	C	--	C	--	
Tutoring and education center*	P	--	--	--	
Utility facility	C	C	C	--	
Wireless facility	See notes				17.90 & 17.92
Assembly & Entertainment Uses					
Ancillary entertainment* ^	P	--	--	--	
Assembly or meeting facility	C	--	--	--	
Commercial entertainment ^	C	--	--	--	
Commercial recreation facility – indoor ^	C	--	--	--	
Community center ^	P	--	--	--	
Cultural institution ^	C	--	--	--	
Family entertainment center	C	--	--	--	
Gaming center or arcade ^	C	--	--	--	
Nightclub ^	C	--	--	--	5.32

(1) Residential units shall be limited to 100 in the MU Subdistrict, Property 1.
(2) A minimum 50% of the total floor area shall be residential.

Table 6-1 – Permitted Uses – Gateway Specific Plan (continued)					
Retail & Office Uses	MU	T	R	POS	EMMC/Gateway
Alcohol sales –					
Bar or tavern, on-site ^	C	--	--	--	17.112.030
Brew pub, on-site and off-site ^	C	--	--	--	17.112.030
Liquor store, off-site	C	--	--	--	17.112.030
Restaurant, limited hours, on-site* ^	M	M	--	--	17.112.030
Restaurant, on-site* ^	M	M	--	--	17.112.030
Retail store, off-site* ^	C	--	--	--	17.112.030
Convenience store or minimart* ^	C	C	--	--	
Destination retail or entertainment development * ^	P	--	--	--	G-6.12(B)
Food or beverage establishment –					
Bakery or pâtisserie, retail* ^	P	--	--	--	
Coffeehouse or café* ^	P	P	--	P	
Outdoor seating* ^	P	P	--	P	17.112.120
Restaurant* ^	P	P	--	--	
Grocery store ^	P	--	--	--	
Multiple-tenant commercial center* ^	M	--	--	--	17.112.110
Offices –					
Ancillary* ^	P	P	P	P	
Administrative, business professional* ^	P	--	C	--	
Government* ^	P	--	P	--	
Medical* ^	P	--	C	--	
Office supply store* ^	P	--	--	--	
Pharmacy* ^	P	--	--	--	
Retail sales (unless listed as a separate use)* ^	P	P	--	--	
Wholesaler ^	P	--	--	--	

Table 6-1 – Permitted Uses – Gateway Specific Plan (continued)					
Service Uses	**MU**	**T**	**R**	**POS**	**EMMC/Gateway**
Animal service – animal grooming ^	P	--	--	--	
Automated Teller Machine (ATM), walk-up* ^	P	P	--	--	17.112.050
Drive-through business – service or retail	M	--	--	--	
Financial institution* ^	P	--	--	--	
Hotels and motels* ^	C	--	--	--	5.48 & 17.112.090
Office concierge service* ^	P	--	--	--	
Personal service use – general* ^	P	--	--	--	17.112.140
Philanthropic or charitable institution ^	P	--	--	--	
Recycling facility – self-service	P	--	--	--	17.112.150
Vehicle rental, automobile	C	C	--	--	
Industrial & Transportation Uses					
Cannabidiol (CBD) products manufacturer	--	--	C	--	
Distribution, fulfillment or warehouse	--	--	C	--	
Industrial hemp processing	--	--	C	--	
Laboratory, testing	--	--	C	--	
Machine shop	--	--	C	--	
Manufacturing (unless listed as a separate use) –					
Ancillary	--	--	C	--	
Light	--	--	C	--	
Recycling processing facility	--	--	C	--	
Passenger transport or taxi service	C	C	C	--	
Research and development	--	--	C	--	
Transit station	--	P	C	--	
Vehicle parking –					
Attendant or valet parking	C	C	--	--	
Car sharing, residential or nonresidential use(3)	M	M	--	--	17.70.070(C)

Table 6-1 – Permitted Uses – Gateway Specific Plan (continued)					
Industrial & Transportation Uses	MU	T	R	POS	EMMC/Gateway
Parking structure	M	M	C	--	G-6.12(A)
Shared parking	M	M	--	--	17.70.070(D)
Vehicle parking, limited (long-term)	M	M	--	--	

(3) Car sharing shall be permitted by-right if there is no on-site parking of vehicles (i.e. it is only an office use). When car sharing is a nonresidential use, the parking spaces shall not be visible from a public street.

Key:

* Use is pedestrian oriented and may occupy the ground floor of mixed-use buildings. Other uses shall not be permitted.

^ Use is pedestrian oriented and may occupy the ground floor of buildings facing Santa Anita Avenue.

-- Not permitted.

P Permitted by-right.

M Permitted after review and approval of a Minor Use Permit (MUP).

C Permitted after review and approval of a Conditional Use Permit (CUP).

G Gateway Specific Plan

6.6 URBAN FORM STANDARDS

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

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

The Urban Form Code Sheet identifies the following:

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

The Urban Form Specifications Sheets (or development regulations) for the building sites are linked to the type of street that building site fronts. In some cases, certain building sites would front two (2) or more street types. In these circumstances, the street type that is higher in the street hierarchy (which is identified on the regulating plan) would be used to determine the applicable Development Specifications for the building site. The graphics below provide an example of how this works:

Urban Form Specifications for the Street Types are provided on Exhibits 6-2 through 6-4. On each exhibit, there are Development Specifications related to site design, building mass and height, facade design, and the allowed uses within the building.

Urban Form Specifications for the Street Types are provided on Exhibits 6-2 through 6-4. On each exhibit, there are Development Specifications related to site design, building mass and height, facade design, and the allowed uses within the building.

6.7 EXCEPTIONS

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

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

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

6.8 STANDARDS FOR THE TRANSIT AND RIVER SUB-DISTRICTS

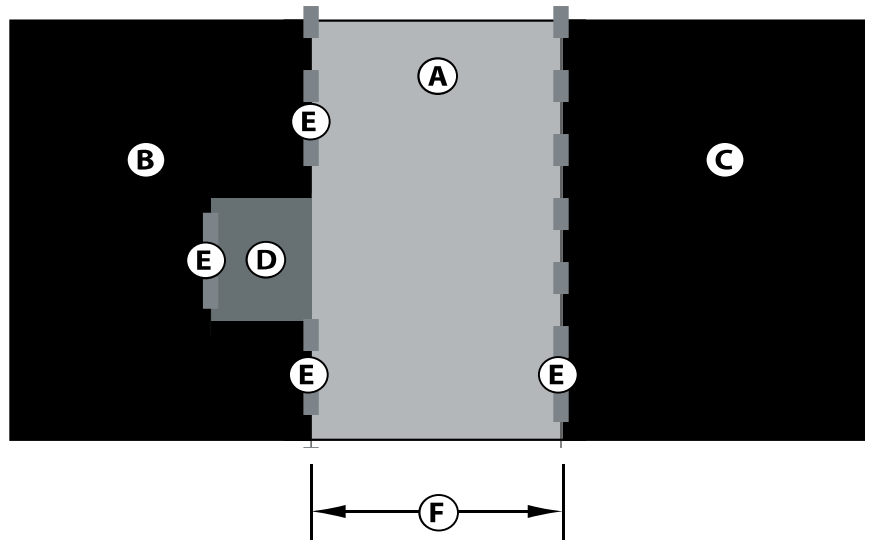
Development Specifications for the Transit and River Sub-Districts are not included in this Specific Plan. Standards such as building setbacks and building separation shall be established through the Minor Use Permit, Conditional Use Permit and/or Design Review by the City of El Monte. The maximum floor area ratio (FAR) shall be 1.5.

6.9 STANDARDS FOR THE PARK AND OPEN SPACE SUB-DISTRICT

Development Specifications for the Park and Open Space Sub-District are not included in this Specific Plan. Standards such as building setbacks, height and building separation shall be established by the City of El Monte through the development review process. The maximum floor area ratio (FAR) shall be 0.2.

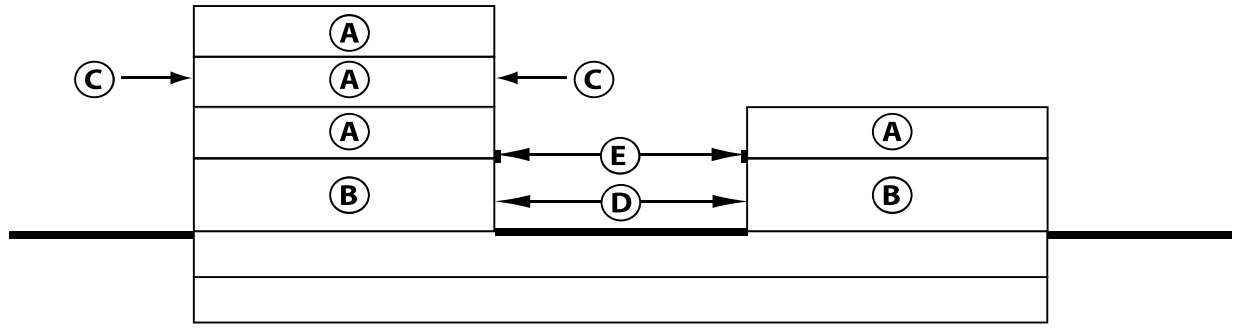
Exhibit 6-1: Regulating Plan

Site Specifications



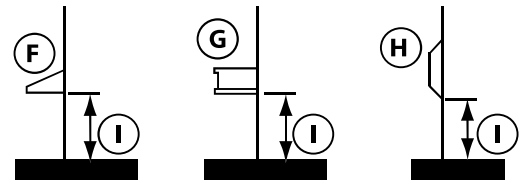
A: Street A: A pedestrian-only street that is designed with decorative pavement, street trees, ornamental street lights, fountains, benches, trash/recycling receptacles, and other pedestrian amenities.
B: Building Site (south side of Street A)
C: Building Site (north side of Street A)
D: Courtyard: Courtyards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

Facade Specifications



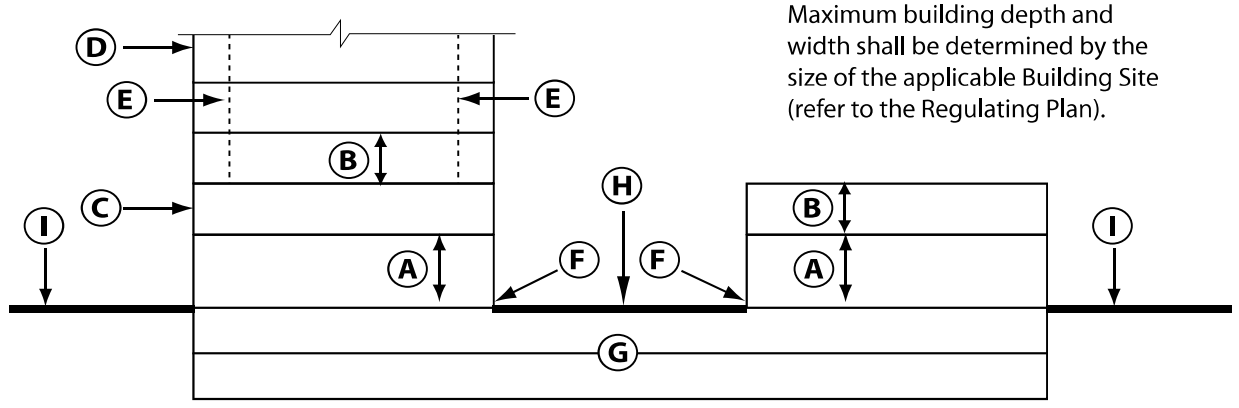
A: Upper Floors
B: Ground Floors
C: Upper Floor Window Fenestration: 30% to 60% of the each upper floor facade that fronts Street A and overlooks Interstate 10 shall consist of glass window/door openings.
D: Ground Floor Window Fenestration: 60% to 90% of the ground floor facades that front Street A shall be occupied by glass window/doors openings.
E: A horizontal design element is required to differentiate between the ground floor and upper floors.

Allowed Facade Projections Over Street A:



F: Awnings/marquees/trellises may project 5' to 6' from the facade.
G: Balconies may project up to 6' from the facade.
H: Bay windows may project up to 2' from the facade.
I: 8' minimum clearance.

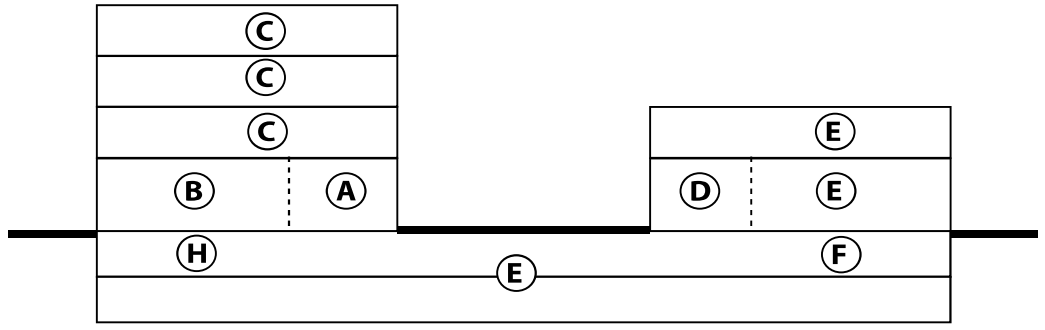
Mass and Height Specifications



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

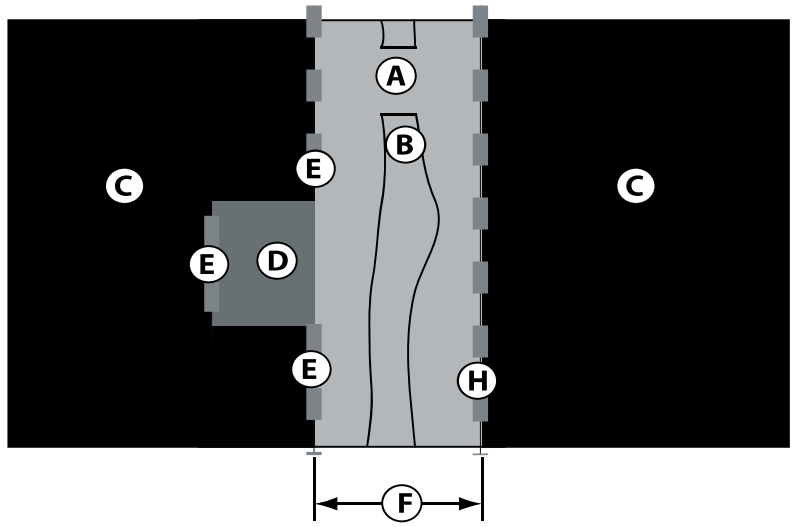
A: First Floor Ceiling Height: 14' to 18'.
B: Upper Floor Ceiling Heights: 9' to 12'
C: Minimum Number of Floors: (above Street A): 2.
D: Permitted heights shall comply with standards provided in Section 6.10 of the Specific Plan.
E: Stepbacks are allowed on the third floor and above.
F: The ground level floor shall occur at the grade of the adjacent sidewalk, courtyard, or plaza.
G: Multi-level parking structures are allowed beneath the buildings and Street A.
H: Street A.
I: Ground.

Use Specifications



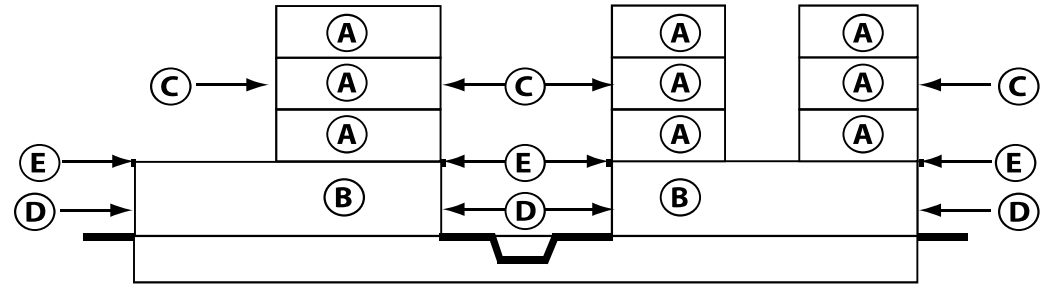
A: Ground floor with Street Frontage: Retail/service uses are allowed. Parking is prohibited.
B: Ground floor without Street Frontage: Retail/service and office uses are allowed. Parking is allowed.
C: Upper Floor: Office, and residential uses are allowed. Parking is prohibited.
D: Retail/service uses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

Site Specifications



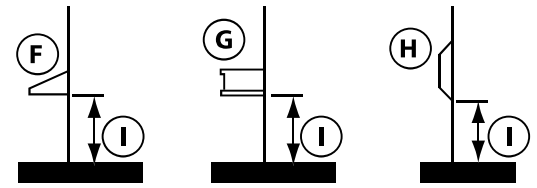
A: Street B: A pedestrian-only street that is designed with a canal system, decorative pavement, street trees, ornamental street lights, fountains, benches, trash/recycling receptacles, and other pedestrian amenities.
B: Canal: Width Varies between 10' and 60'.
C: Building Site
D: Courtyard: Courtyards are allowed in the Building Zones.
E: Build-to-line: The front facade of the building shall be built along the edges of Street B at a zero foot setback. Building entrances, ground floor, storefronts, arcades, and upper floor balconies, may be recessed into the facade. The build to line and front facade may be setback to create a courtyard.
F: Street B Width: Varies between 40' and 100'.

Facade Specifications



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

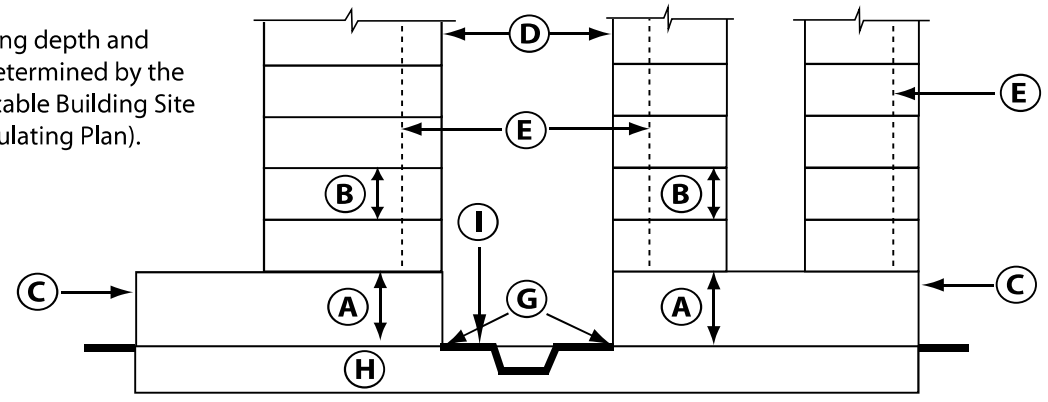
Allowed Facade Projections on all Facades:



F: Awnings/marquees/trellises may project 5' to 6' from the facade.
G: Balconies may project up to 6' from the facade.
H: Bay windows may project up to 2' from the facade.
I: 8' minimum clearance.

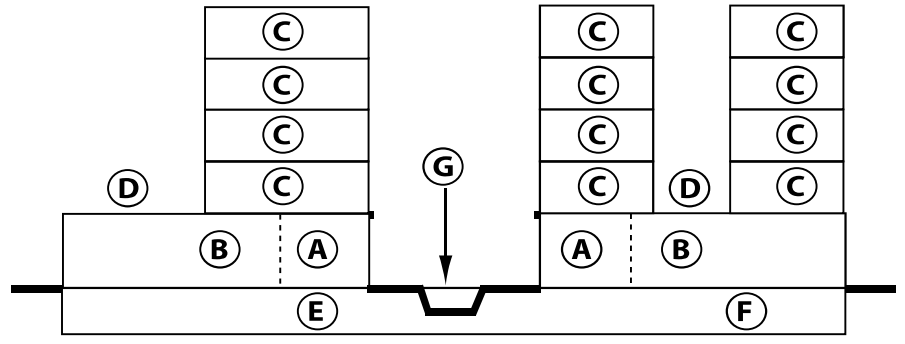
Mass and Height Specifications

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



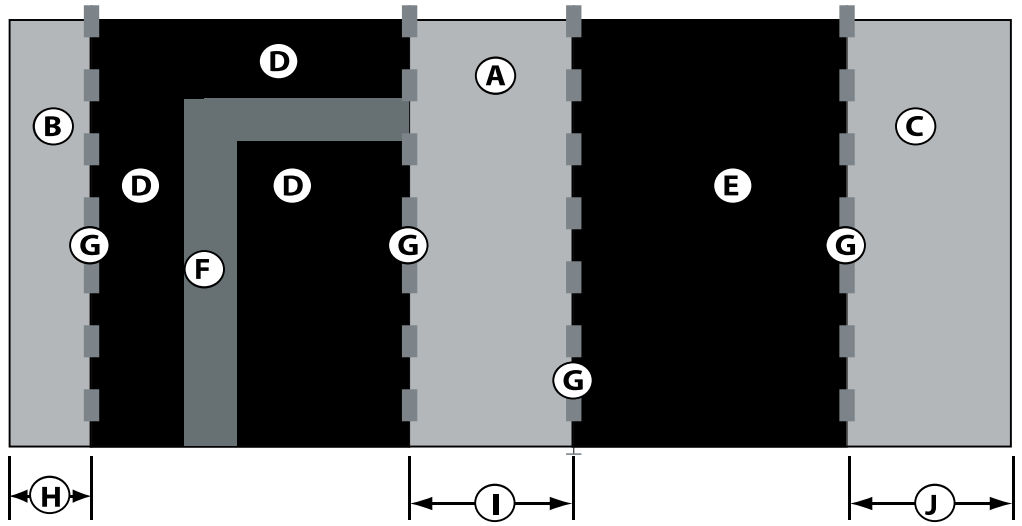
A: First Floor Ceiling Height: 14' to 18'.
B: Upper Floor Ceiling Heights: 9' to 12'
C: Minimum Number of Floors (above Street B): 1.
D: Permitted heights shall comply with standards provided in Section 6.10 of the Specific Plan.
E: Stepbacks are allowed on the second floor and above.
G: The ground level floor of non-residential uses shall occur at the grade of the adjacent sidewalk, courtyard, or plaza. The ground level floor of residential uses shall be at least 24" above the grade of the adjacent sidewalk.
H: Multi-level parking structures are allowed on the floors below Street B.
I: Street B.

Use Specifications



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

Site Specifications



A: Street C: A street that is designed for the automobile and pedestrian. It includes 15' sidewalks, on- street parallel parking (8' wide), and four 11' travel lanes (two in each direction).

B: Access Road: A Street that is designed for the automobile and pedestrians. It includes a 20' sidewalk, on-street parallel parking (8' wide), and two 12' travel lanes (one in each direction).

C: Ramona Boulevard: A street that is designed for the automobile and pedestrians. It includes 12' sidewalks, on-street parallel parking (8' wide), and six 11' travel lanes (3 in each direction).

D: Building Site (South side of Street C).

E: Building Site (North side of Street C).

F: Pedestrian walkways are allowed within the building sites.

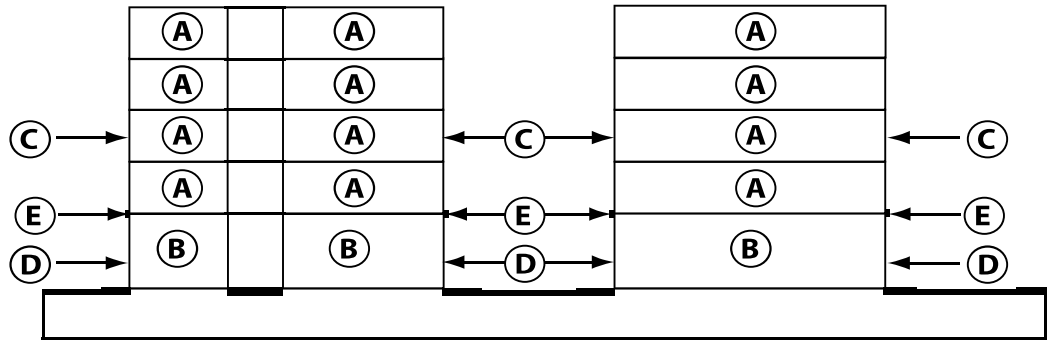
G: Build-to-line: The front facade of the building shall be built along the edges of the streets that define the building sites at a zero foot setback. Building entrances, ground floor, storefronts, arcades, and upper floor balconies, may be recessed into the facade. The build to line and front facade may be setback to create a courtyard/plaza.

H: Access Road Width: 50'.

I: Street C Width: 90'.

J: Ramona Boulevard Width: 90'.

Facade Specifications



A: Upper Floors:

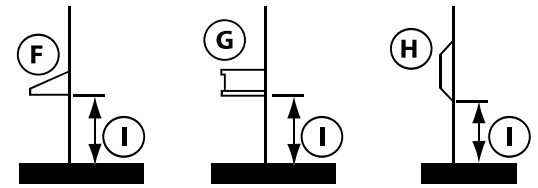
B: Ground Floors:

C: Upper Floor Window Fenestration: 30% to 60% of each upper floor facade that fronts an on or off-site street (including Street C) park space, courtyards, plazas, and or roof gardens shall consist of glass window/door openings.

D: Ground Floor Window Fenestration: 60% to 90% of the ground floor facades that front an on or off-site street shall be occupied by glass window/doors openings. Storefront entrances to businesses are required on these facades.

E: A horizontal design element is required to differentiate between the ground floor and upper floors.

Allowed Facade Projections on all Facades:



F: Awnings/marquees/trellises may project 5' to 6' from the facade.

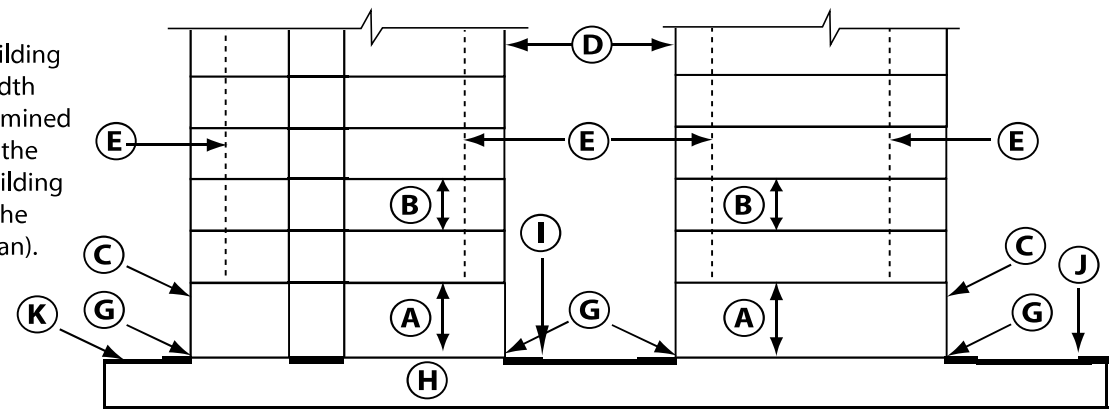
G: Balconies may project up to 6' from the facade.

H: Bay windows may project up to 2' from the facade.

I: 8' minimum clearance.

Mass and Height Specifications

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



A: First Floor Ceiling Height: 14' to 18'.

B: Upper Floor Ceiling Heights: 9' to 12'

C: Minimum Number of Floors (above Street C): 1.

D: Permitted heights shall comply with standards provided in Section 6.10 of the Specific Plan.

E: Stepbacks are allowed on the second floor and above.

G: The ground level floor shall occur at the grade of the adjacent sidewalk, courtyard, or plaza.

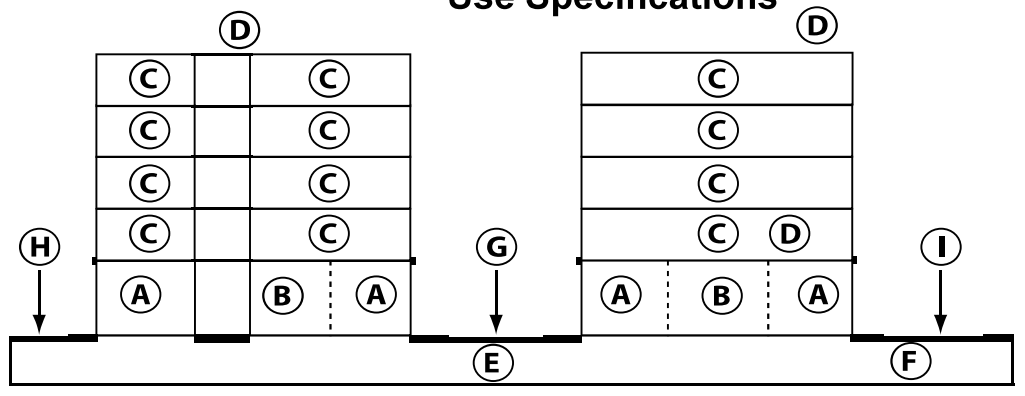
H: Multi-level parking structures are allowed on the floors below Street C.

I: Street C.

J: Ramona Boulevard

K: Access Road

Use Specifications



A: Ground floor with Street Frontage: Retail/service and lodging uses are allowed. Parking is prohibited.

B: Ground floor without Street Frontage: Retail/service, lodging, residential and office uses are allowed. Parking is only allowed if one of the above uses is located between the parking area and the exterior of the building.

C: Upper Floors: Office, and residential uses are allowed. Parking is prohibited.

D: Courtyards and roof gardens are allowed.

E: Underground Parking Structure. Storage for above uses is also allowed.

F: Utility meters, garbage disposal areas, and loading and unloading facilities shall be located within the underground parking structure or shall be screened from public view. These uses are prohibited along Street C, Ramona Boulevard, and Santa Anita Avenue.

G: Street C.

H: Access Road

I: Ramona Boulevard

6.10 PERMITTED HEIGHTS BY LAND USE SUB-DISTRICT

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

Table 6-2a
Permitted Heights by Land Use Sub-District

Land Use Sub-District	Permitted Height
EMG-MU	
• Rio Paseo Village	6 Stories
• North Promenade Village (North of Ramona Boulevard)	6 Stories
• North Promenade Village (South of Ramona Boulevard)	12 Stories
• South Promenade Village	12 Stories
EMG-T	40 feet
EMG-R	50 feet
EMG-POS	(1)

Note:
(1) Heights shall be established through the development review process.

6.11 LIMITATIONS AND EXCEPTIONS TO PERMITTED USES AND STRUCTURES

A. Limitation on Storage.

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

2. Outdoor storage areas for commercial and industrial uses shall be utilized only for the express purpose of the storage of material or equipment directly related to the use or activity on site. Such outdoor storage shall be fully enclosed by a masonry wall, and the stored material shall be kept below the horizontal plane of the top.

B. Limitation on Outdoor Uses.

1. All permanent uses except those permitted in Table 6-1 and outdoor dining, shall be conducted entirely within a completely enclosed structure, which is attached to a permanent foundation.

2. Outdoor wholesaling of goods and materials shall not be permitted. The retail sales of goods and materials to the general public on a temporary basis may be permitted subject to the approval of a Conditional Use Permit.

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

6.12 STANDARDS FOR SPECIFIC LAND USES

A. Parking Structures and Garages.

1. Applicability.

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

2. Site Organization.

   a. Where appropriate, parking garages shall incorporate a ground-floor retail use adjacent to the public sidewalk.

   b. A minimum 5-foot landscaped setback shall be provided on all sides of the parking structure, except where ground-floor retail space, or usable public amenities are provided. Landscaping shall include adequate facilities to enable proper maintenance.

3. Access and Circulation.

   a. Vehicle-stacking areas for entering and exiting traffic shall be of sufficient length to minimize vehicle stacking onto surrounding streets or within the parking structure. A minimum of two (2) vehicle lengths of stacking distance shallbe provided between the street and the control gate.

   b. Exit lanes shall be provided at a minimum ratio of one (1) lane for each 500 vehicles. The maximum aisle length shall not exceed 400 feet without providing a cross aisle.

c. Ramp grades shall not exceed fifteen percent and parking areas shall not exceed a slope of four (4) to five (5) percent.

4. Lighting and Security.

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

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

Facility	Minimum Illumination Level
Stairways and exits	5.0 foot-candles
Interior driving aisles at centerline	5.0 foot-candles
Interior parking areas at barrier railings	0.5 foot-candle
Roof parking areas	3.0 foot-candles

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

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

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

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

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

g. Elevators shall be provided with glass-backed cabs and shafts.

h. Stairs and elevators should be located adjacent to a street or pedestrian promenade on the exterior of the structure where lobbies can be exposed to outside view.

5. Building Design.

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

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

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

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

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

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

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

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

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

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

B. Destination Retail/Entertainment Development.

This section applies to larger scale retail/entertainment development projects whose total building area, including usable outdoor space that is equal or greater than 20,000 gross square feet. For determining building area, structure(s) located 20 feet or less apart or multiple structures that are part of a single development project shall be consider one (1) building.

1. Purpose.

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

2. Architectural Design.

   a. Buildings shall consist of quality architectural features.

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

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

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

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

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

      i. Fenestration shall occur at a minimum of 30 inches above finished grade and a minimum of 8 feet in height. Full fenestration of the façade shall be considered a preferred alternative.

d. Entryways. Building entryways shall be clearly defined and incorporate architectural details.

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

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

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

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

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

3. Roofs.

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

4. Circulation and Access.

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

5. Parking Requirements.

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

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

i. For surface parking, no more than 100 spaces shall be defined in a grouping of spaces.

ii. Uses requiring more than 500 surface spaces shall be allowed 150 spaces in any grouping.

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

iv. Parking lot design shall incorporate Best Management Practices for the reduction in stormwater management.

6. Requirements for Publicly Accessible Amenities.

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

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

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

C. Mixed-use Development.

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

1. Mix of Uses.

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

2. Residential Density.

The allowable residential density of a mixed-use project shall be governed by the urban form standards contained in Section 6.7 of this Specific Plan and the estimated buildout of development by Specific Plan Village as defined in this Specific Plan.

The maximum residential density for the entire project site shall not substantially exceed the thresholds evaluated in the Program Environmental Impact Report certified in conjunction with this Specific Plan. Upon request of the Community Development Director, the applicant for each phase of a mixed use project shall provide the City with sufficiently detailed population/density information for previously developed and occupied residential phases of develoment.

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

i. Studio unit: minimum 500 sq. feet;

ii. One (1) bedroom: minimum 600 sq. feet;

iii. Two (2) bedrooms: minimum 750 sq. feet;

iv. Three (3) bedrooms: minimum 1,100 sq. feet.

3. Parking – Mixed Use Projects.

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

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

b. Nonresidential uses. Off-street parking for nonresidential uses shall be provided for each separate use in compliance with the standards as set forth in Section 6.12 this Specific Plan.

4. Parking and Access Standards.

a. All parking spaces required for the residential use shall be provided on site.

b. Parking spaces to serve residential uses shall be specifically designated and shall be reserved for the exclusive use of the residents.

c. If structured parking is provided for the entire complex, separate dedicated and accessible areas shall be provided for residential and commercial uses.

d. Separate site access drives shall be provided for the residential uses and commercial uses whenever possible.

e. Methods for securing residential parking shall be required for residential uses and residential parking areas, as well as for securing commercial parking areas when businesses are closed.

i. Security measures shall be subject to review by the El Monte Police Department.

5. Trash Collection Areas.

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

6. Loading and Storage Facilities.

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

7. Exterior Lighting.

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

8. Exterior Equipment.

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

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

9. Outdoor Space for Residential Uses – Mixed Use Projects.

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

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

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

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

10. Hours of Operation.

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

11. Joint Owners' Association.

    For mixed use projects providing residential and non-residential uses, a joint tenant/owners' association shall be formed to ensure the continuous maintenance and replacement of common area elements for the project and each phase of development. Each association shall be managed by a professional property management company.

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

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

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

12. Building Design for Mixed Use Projects.

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

        i. Be compatible with and complement adjacent land uses;

        ii. Maintain or enhance the character of development in the immediate neighborhood;

iii. Maintain or increase the existing number of residential units generally and specifically those for seniors and a variety of income levels; and

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

13. Separate Entrances.

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

14. Distance Between Dwellings.

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

15. Sound Mitigation.

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

16. Rooftop Equipment.

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

17. Landscaping.

a. All street setback areas and other areas not occupied by buildings, parking, driveways, walkways, and other incidental residential activities shall be fully landscaped with live plant materials and shall be permanently maintained in a neat and orderly manner.

b. For the purposes of this section, permanent landscaping shall consist of landscaped areas at the ground level.

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

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

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

f. Street setback areas shall not be completely paved.

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

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

18. Lighting.

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

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

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

19. Laundry Facilities.

a. Laundry facilities shall be provided to serve all residential dwelling units on a lot.

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

c. A common laundry room shall be in an accessible location and shall have at least one (1) washer and one (1) dryer for each ten (10) dwelling units, maintained in operable condition and accessible to all tenants daily between the hours of 7:00 A.M. and 10:00 P.M.

D. Live/Work Development.

1. Purpose.

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

2. Applicability and Allowed Uses.

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

3. Limitations on Use.

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

a. Adult businesses;

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

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

d. Other activities or uses, not compatible with residential activities and/or that have the possibility of affecting the health or safety of live/work unit residents, because of dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, or other impacts, or would be hazardous because of materials, processes, products, or wastes, as determined by the Director of Community Development.

4. Development Standards.

   a. Floor Area requirements. The minimum total floor area of a live/work space shall be 1,000 square feet within each unit. All floor area other than that reserved for living space shall be reserved and regularly used for working and display space.

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

   c. Access to Units. Where more than one (1) live/work unit is proposed within a single structure, each live/work unit shall be separated from other live/work units and other uses in the structure. Access to individual units shall be from common access areas, corridors, or hallways. Access to each unit shall be clearly identified to provide for emergency services.

   d. Integral Layout. The living space within the live/work unit shall be contiguous with, and an integral part of the working space, with direct access between the two (2) areas, and not as a separate stand-alone dwelling unit. The residential component shall not have a separate street address from the business component.

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

5. Operating Standards.

   a. Occupancy. A live/work unit shall be occupied and used only by a business operator, and/or a household of which at least one (1) member shall be the business operator.

   b. Sale or rental of portions of unit. No portion of a live/work unit may be separately leased, rented, or sold.

c. Notice to occupants. The owner or developer of any structure containing live/work units shall provide written notice to all live/work occupants and users that the surrounding area may be subject to levels of dust, fumes, noise, or other impacts associated with commercial and industrial uses at higher levels than would be expected in more typical residential areas.

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

E. Other Development Standards.

Refer to Title 17 (Zoning Ordinance) of the EMMC for additional requirements. This includes Chapter 17.70 (Parking), Section 17.110.060 (Mixed-use) and Section 17.110.050 (Live/work). When standards conflict between Title 17 and the El Monte Gateway Specific Plan, the requirements of the Specific Plan shall apply.

6.13 OFF-STREET PARKING AND LOADING STANDARDS

A. Purpose.

The purpose of this section is to ensure that sufficient parking and loading areas are provided and properly designed and located in the Specific Plan project area. Every use, including a change in or expansion of an existing use or structure shall have appropriately maintained off-street parking and loading areas in compliance with the standards as described in this Specific Plan.

B. Regulations for Off-Street Parking.

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

1. Calculation of Off-Street Parking Standards.

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

2. Mitigation Monitoring Requirement for Parking Occupancy.

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

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

3. Monitoring Requirements.

   a. The first monitoring requirement for parking occupancy will be triggered at 50 percent of the total buildout square footage of the Specific Plan area is developed and reaches stabilized operations. Stabilized operations shall be defined as six (6) months following a city-issued Certificate of Occupancy for any portion of development in the Specific Plan area.

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

   c. Monitoring of parking occupancy will be undertaken by a qualified transportation consultant agreeable to the City and the developer. Parking occupancy measurement will cover hourly intervals from 6:00 AM through 10:00 PM on five (5) different weekdays (including at least one (1) Friday). The qualified consultant will also undertake surveys outside of the project site to determine if any project parking is occurring in other on-street or other off-street parking facilities that are not part of the project.

   d. Should parking occupancy be greater than five (5) percent of the occupancy calculated by the model, a qualified transportation consultant shall recalibrate the model, making adjustments to the base parking rate, time of day factors, mode adjustments, non-captive index, vacancy factor, or other elements using appropriate analysis techniques.

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

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

C. Parking Requirements for Existing Transit Uses.

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

D. Location of Parking.

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

2. Off-street parking for one (1) use shall not be considered as providing required off-street parking for any other use, except as

E. Access to Spaces.

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

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

F. Joint Use of Parking.

The utilization of shared parking facilities within the El Monte Gateway Specific Plan is encouraged. Shared parking standards are based on the assumption that patrons will use a single parking space for more than one (1) destination in certain locations within the Specific Plan area and that one (1) parking space will be open and available for short-term parking to serve different uses which may have different peak hours. Project applicants for non-residential development may provide parking facilities for joint use of parking in compliance with the standards and provisions as set forth in this Section.

G. On-street and Common Loading.

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

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

2. On-street loading shall not be permitted on Santa Anita Avenue.

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

H. Other Requirements.

Refer to Chapter 17.70 (Parking) of the EMMC for additional requirements. When standards conflict between Chapter 17.70 and the El Monte Gateway Specific Plan, the requirements of the Specific Plan shall apply.

6.14 LANDSCAPING

A. Purpose.

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

B. Landscaping Standards.

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

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

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

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

3. Use of approved landscape palette is required. Project applicants shall use landscape materials that are consistent with the requirements of the Specific Plan. The landscape palette may be modified based upon unique site conditions.

C. Parking Lot Landscaping.

Parking lot landscaping shall comply with the following standards:

1. Surface parking lots shall be landscaped in an amount equal to five (5) percent of the total parking area.

2. Parking lot trees shall be planted at a minimum ratio of one (1) tree for each six (6) parking stalls.

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

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

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

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

7. Redwood chips, decomposed granite or other organic materials shall not be used as a substitute for required landscaping.

D. Other Development Standards.

Refer to Chapters 17.72 (Landscaping) and 17.74 (Water Efficiency) of the EMMC for additional requirements. When standards conflict between Chapters 17.72 and 17.74 and the El Monte Gateway Specific Plan, the requirements of the Specific Plan shall apply.

6.15 WALLS AND FENCES

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

A. Walls located along street setbacks shall not exceed a height of 3-½ feet. Where conditions merit, additional wall heights may be required at the discretion of the Community and Economic Development Director.

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

C. Refer to Section 17.60.120 (Walls and Fences) of the EMMC for additional requirements. When standards conflict between Section 17.60.120 and the El Monte Gateway Specific Plan, the requirements of the Specific Plan shall apply.

6.16 SIGNS

Any development within the El Monte Gateway Specific Plan shall have a Master Sign Program specifying the overall design, configuration and permitted sizes of signs within the development. This shall apply to residential-only, mixed-use and nonresidential projects. Refer to Chapter 17.80 (Signs) of the EMMC for specific regulations.

6.17 GENERAL OPERATING STANDARDS

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

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

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

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

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

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

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

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

I. Other Requirements.
Refer to Chapter 17.50 (Performance Standards) of the EMMC for additional requirements. When standards conflict between Chapter 17.50 and the El Monte Gateway Specific Plan, the stricter of the two shall apply.

6.18 DEVELOPMENT REVIEW PROCEDURES

A. Applicability.
The procedures and regulatory provisions necessary to administer development review procedures for applicable properties, structures and uses within the El Monte Gateway Specific Plan shall be subject to the requirements as set forth in Title 17 (Zoning Ordinance) of the EMMC in addition to the provision as set forth in this section.

B. Conditional and Minor Use Permits.
Refer to Chapter 17.123 (Minor and Conditional Use Permits) of the EMMC for uses listed in Table 6-1 that require a Minor Use Permit or a Conditional Use Permit.

C. Design and Minor Design Reviews.
Refer to Chapter 17.122 (Design and Minor Design Reviews) of the EMMC for design review requirements for new, expanded and remodeled buildings.

D. Site Assessment and Remediation Requirements.

1. Prior to the submission by an applicant of a development project permit application to the City, the applicant shall conduct intrusive soil testing and sampling (a "Phase II environmental assessment") of the development project site proposed to be improved under such development project permit application, to preliminarily assess whether contaminating or hazardous substances or petroleum product residual compounds may be present in the soils at concentrations in excess of applicable maximum contamination levels for each such contaminating or hazardous substances or petroleum product compound and the results of such a Phase II environmental assessment shall be delivered to the City by the applicant as part of each development project permit application.

2. Prior to the issuance of any grading or building permit for any portion of the lands included within the Specific Plan area, including lands within the Parks and Open Space Sub District, an applicant shall submit a further written plan to the City for conducting a Phase II environmental assessment of the lands proposed for development consistent with the findings set forth in PEIR Appendix 8 and ASTM guidelines and any specific findings obtained as a result of the initial Phase II environmental assessment described in the first sentence of this Section 6.18.C.

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

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7.0 IMPLEMENTATION AND ADMINISTRATION

7.1 SPECIFIC PLAN PHASING

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

7.2 APPLICABILITY

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

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

7.3 GENERAL PLAN AMENDMENTS

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

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

7.4 ZONING CODE/MAP AMENDMENTS

The original zoning classifications within the El Monte Gateway Specific Plan area were repealed and replaced with an SP-1 designation when the Specific Plan was adopted. The following amendments applied:

- Specific Plan No. 01-07 (2007):
  Adopt the El Monte Gateway Specific Plan, thereby establishing the boundary of such specific plan, or transit village planning district area ("Specific Plan area") and establish land use and development regulations, as well as design guidelines which are applicable solely to the Specific Plan area to guide consideration by the City of individual development project applications for lands located within the Specific Plan area; and

- Zone Change No. 01-07 (2007):
  Change the current zoning classifications for parcels of land within the Specific Plan area from R-4 (High Density Multiple Family), C-2 (Retail Commercial), C-2D (Retail Commercial – Design Overlay), C-3 (General Commercial), M-1 (Light Manufacturing), and M-2 (General Manufacturing) to the new "SP-1 (El Monte Gateway Specific Plan)" zoning classification.

The subsequent Specific Plan Amendments shall also apply:

- Specific Plan Amendment No. 01-11 (2011):
  Changed the name of the Specific Plan from the Transit District Specific Plan to the El Monte Gateway Specific Plan;

- Specific Plan Amendment No. 01-19 (2019):
  Removed the Conformity Review Committee (CRC) and its role in reviewing applications. Removed the Gateway Sub-District and incorporated it within the Mixed-Use Sub-District.

- Specific Plan Amendment No. 01-22 (2022):
  Updated the list of permitted uses. Make the Specific Plan consistent with the 2022 Comprehensive Zoning Code Updates (Title 17 of the EMMC).

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

7.5 ADMINISTRATION AND ENFORCEMENT

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

7.6 RELATIONSHIP TO THE ZONING ORDINANCE (TITLE 17 OF THE EMMC)

The provisions contained in this El Monte Gateway Specific Plan constitute the primary land use and development standards for the Specific Plan area. These regulations are applied in addition to the provisions as set forth in the EMMC. As part of the implementation of this Specific Plan, the EMMC shall be amended to include the El Monte Gateway Specific Plan (SP-1) designation, including its associated land use districts.

7.7 AMENDMENTS TO THE SPECIFIC PLAN

The El Monte Gateway Specific Plan may be amended as outlined in Chapter 17.130 (Specific Plans) of the EMMC. The amendment shall demonstrate that it meets the intent of the Specific Plan's policy framework, including its Guiding Principles and Specific Plan Objectives, or provide a finding that the amendment enhances the Plan or is necessary to implement to Plan. A concurrent amendment to the General Plan would not be required provided the City Council determines that substantive changes would not influence the goals, objectives, policies or programs of the City of El Monte General Plan.

7.8 SPECIFIC PLAN EIR AND MITIGATION MONITORING

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

7.9 SEVERABILITY

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

7.10 CONSTRUCTION COSTS

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

7.11 CITY FIRE STATION NO. 166

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

Appendix A
Specifications for ULI Shared Parking Model (Second Edition)

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

- Model is modified to analyze shared commuter parking, using 2,100 spaces, full non-peak period sharing, and the ITE *Parking Generation,* Third Edition time-of-day distribution from Light Rail Transit Station with Parking, Code 093.
- Daycare/preschool uses 85th percentile demand from ITE *Parking Generation,* Third Edition, Day Care Center, Code 565.
- Park space uses 85th percentile demand from ITE *Parking Generation,* Third Edition, City Park, Code 411.
- The following mode adjustment and non-captive ratios shall be adopted for this Specific Plan:

TABLE A-1

	Mode Adjustment				Non-Captive Ration			
	Weekday		Weekend		Weekday		Weekend	
Land Use	Daytime	Evening	Daytime	Evening	Daytime	Evening	Daytime	Evening
Community Shopping Center (<400 ksf)	88%	88%	95%	95%	85%	95%	95%	100%
	88%	88%	88%	88%	100%	100%	100%	100%
Fine/Casual Dining	88%	88%	95%	95%	75%	100%	100%	100%
	88%	88%	88%	88%	100%	100%	100%	100%
Family Dining	88%	88%	88%	88%	75%	100%	100%	100%
	88%	88%	88%	88%	100%	100%	100%	100%
Fast Food	88%	88%	88%	88%	50%	75%	80%	80%
	88%	88%	88%	88%	100%	100%	100%	100%
Casual Dining	88%	88%	88%	88%	95%	95%	95%	95%
	88%	88%	88%	88%	100%	100%	100%	95%
Convention Space (>50sf/ guest room)	87%	87%	87%	87%	90%	90%	100%	100%
	88%	88%	88%	88%	100%	100%	100%	100%
Residential, Rental, Shared Spaces Reserved	78%	78%	78%	78%	100%	100%	100%	100%
	78%	78%	78%	78%	100%	100%	100%	100%
	90%	90%	90%	90%	100%	100%	100%	100%
Residential, Owned, Shared Spaces Reserved	78%	78%	78%	78%	100%	100%	100%	100%
	78%	78%	78%	78%	100%	100%	100%	100%
	90%	90%	90%	90%	100%	100%	100%	100%
Daycare/ preschool (Added by analyst)	87%	87%	100%	100%	95%	95%	100%	100%
	87%	87%	100%	100%	100%	100%	100%	100%

Appendix A
Recommended Parking Ratios - El Monte Gateway Specific Plan

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

TABLE A-2

Recommended Parking Ratios
Spaces Required per Unit or Square Footage of Use

Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA
Regional Shopping (400 to 600 ksf)	Linear 2.9<x<3.2				/ksf GLA
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA
Fine/Casual Dining Restaurant	15.25	2.75	17.00	3.00	/ksf GLA
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA
Cineplex	0.19	0.01	0.26	0.01	/seat
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat
Park (added by analyst; ITE Rate 411)	4.10	1.00	4.10	1.00	acre
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat
Health Club	6.60	0.40	5.50	0.25	/ksf GLA
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA
Hotel-Business	1.00	0.25	0.90	0.18	/room
Hotel-Leisure	0.90	0.25	1.00	0.18	/room
Restaurant/Lounge	10.00	--	10.00	--	/ksf GLA
Conference Ctr/Banquet (920 to 50 sq ft/guest room)	30.00	--	30.00	--	/ksf GLA
Convention Space (>50 sq ft/guest room)	20.00	--	10.00	--	/ksf GLA
Residential, Rental, Shared Spaces*	0.15	1.50	0.15	1.50	/unit
Residential, Owned, Shared Spaces*	0.15	1.7	0.15	1.7	/unit
Office <ksf	0.30	3.5	0.03	0.35	/unit
Office 25 to 100 ksf	Linear 0.3<x<0.25		--	--	/ksf GLA
Office 100 to 500 ksf	Linear 0.25<x<0.2		--	--	/ksf GLA
Office >500 ksf	0.20	2.60	0.02	0.26	/ksf GLA
Data Processing Office	0.25	5.75	0.03	0.03	/ksf GLA
Daycare/Preschool (added by analyst; ITE rate 140	2.70	1.00	0.00	0.00	/ksf GLA
Commuter Rail Parking (added by analyst per Caltrans)	1,000.00	0.00	664.00	0.00	/ksf GLA

Appendix B
Cost Estimates for Infrastructure Improvements

This Appendix provides an analysis of cost estimates for infrastructure improvements within the Specific Plan area. The cost estimates are based on the most current construction cost data available and calculated by consultants qualified in determining construction costs. Cost estimates should be considered "order of magnitude" estimates to be used as a planning tool for future capital improvement programming and financing.

TABLE B-1

Water/Sewer/Storm Drain Improvement Costs

Item #	Item Description	Units	Quantity	Unit Cost	Total Cost
1	Off-Site Water Improvements	LF	360	$400	$144,000
2	Off-Site Water Improvements	LF	5,730	$100	$573,000
3	Off-Site Sewer Improvements	LF	5,100	$350	$1,765,000
4	Off-Site Sewer Improvements	LF	6,380	$125	$797,500
5	Storm Water Improvements	LS	1	$3,024,000	$3,024,000
				SUBTOTAL	$6,323,500
				20% CONTINGENCY	$1,264,700
				TOTAL CONSTRUCTION COST	$7,588,200
				20% ENGINEERING & CONSTRUCTION MANAGEMENT	$1,897,050
6	Sewer Connection Fee (County Sanitation District)	LS	1	$6,620,000	$6,620,000
Total				**GRAND TOTAL**	**$15,200,000**

TABLE B-2					
Roadway System Improvement Costs					
Item #	Item Description	Units	Quantity	Unit Cost	Total Cost
1	Santa Anita Avenue and Lower Azusa Road				
	Roadway Items	LS	1	$36,700	$36,700
	Pavement Structural Section	LS	1	$45,600	$45,600
	Drainage Items	LS	1	$24,800	$24,800
	Specialty Items	LS	1	$5,000	$5,000
	Traffic Items	LS	1	$55,000	$55,000
	Minor Items	LS	1	$16,700	$16,700
	Roadway Mobilization	LS	1	$18,400	$18,400
	Supplemental Work	LS	1	$20,200	$20,200
	Contingencies	LS	1	$55,600	$55,600
	Utilities	LS	1	$140,000	$140,000
	Total				**$418,000**
	Project Contribution (47%)				**$196,460**
2	Valley Blvd and Temple City Blvd				
	Roadway Items				
	Pavement Structural Section	LS	--	--	--
	Drainage Items	LS	--	--	--
	Specialty Items	LS	--	--	--
	Traffic Items	LS	1	$45,000	$45,000
	Minor Items	LS	1	$4,500	$4,500
	Roadway Mobilization	LS	1	$5,000	$5,000
	Supplemental Work	LS	1	$5,500	$5,500
	Contingencies	LS	1	$15,000	$15,000
	Total				**$75,000**
	Project Contribution (72%)				**$54,000**
3	Valley Blvd and Baldwin Avenue				
	Traffic Items	LS	1	$40,000	$40,000
	Minor Items	LS	1	$4,000	$4,000
	Drainage Items	LS		--	--
	Specialty Items	LS		--	--
	Traffic Items	LS	1	$45,000	$45,000
	Minor Items	LS	1	$4,500	$4,500
	Roadway Mobilization	LS	1	$5,000	$5,000
	Supplemental Work	LS	1	$5,500	$5,500
	Contingencies	LS	1	$15,000	$15,000
	Total				**$119,000**
	Project Contribution (100%)				**$119,000**
4	Valley Blvd and Ramona Blvd				
	Roadway Items	LS	1	$14,000	$14,000
	Pavement Structural Section	LS	1	$7,700	$7,700
	Specialty Items	LS	1	$15,000	$15,000
	Traffic Items	LS	1	$35,000	$35,000
	Minor Items	LS	1	$7,200	$7,200
	Roadway Mobilization	LS	1	$8,000	$8,000
	Supplemental Work	LS	1	$8,700	$8,700
	Contingencies	LS	1	$23,800	$23,800
	Total				**$119,400**
	Project Contribution (100%)				**$119,400**

TABLE B-2 (continued)					
Roadway System Improvement Costs					
Item #	Item Description	Units	Quantity	Unit Cost	Total Cost
5	Valley Blvd and Peck Road				
	Roadway Items	LS	1	$36,700	$36,700
	Pavement Structural Section	LS	1	$25,800	$25,800
	Drainage Items	LS	1	$20,000	$20,000
	Specialty Items	LS	1	$40,000	$40,000
	Traffic Items	LS	1	$110,000	$110,000
	Minor Items	LS	1	$21,800	$21,800
	Roadway Mobilization	LS	1	$25,500	$25,500
	Supplemental Work	LS	1	$28,000	$28,000
	Contingencies	LS	1	$76,900	$76,900
	Utilities	LS	1	$90,800	$90,800
	Right of Way Acquisition	SF	1,050	$40	$42,000
	Total				**$517,500**
	Project Contribution (77%)				**$398,475**
6	Santa Anita Avenue and Ramona Blvd				
	Roadway Items	LS	1	$104,400	$104,400
	Pavement Structural Section	LS	1	$43,200	$43,200
	Drainage Items	LS	1	$19,600	$19,600
	Specialty Items	LS	1	$5,000	$5,000
	Traffic Items	LS	1	$300,000	$300,000
	Minor Items	LS	1	$47,200	$47,200
	Roadway Mobilization	LS	1	$52,000	$52,000
	Supplemental Work	LS	1	$57,200	$57,200
	Contingencies	LS	1	$143,600	$143,600
	Utilities	LS	1	$25,800	$25,800
	Total				**$798,000**
	Project Contribution (100%)				**$798,000**
7	Santa Anita Avenue and MTA Way				
	Roadway Items	LS	1	$97,100	$97,100
	Pavement Structural Section Items	LS	1	$23,900	$23,900
	Drainage Items	LS	1	$19,600	$19,600
	Specialty Items	LS	1	$5,000	$5,000
	Traffic Items	LS	1	$285,000	$285,000
	Minor Items	LS	1	$41,100	$41,100
	Roadway Mobilization	LS	1	$45,200	$45,200
	Supplemental Work	LS	1	$50,000	$50,000
	Contingencies	LS	1	$136,600	$136,600
	Utilities	LS	1	$475,800	$75,800
	Total				**$779,300**
	Project Contribution (100%)				**$779,300**
8	Valley Blvd and Ramona Blvd				
	Traffic Items	LS	1	$200,000	$200,000
	Minor Items	LS	1	$20,000	$20,000
	Roadway Mobilization	LS	1	$22,000	$22,000
	Supplemental Work	LS	1	$24,000	$24,000
	Contingencies	LS	1	$66,600	$66,600
	Total				**$332,600**
	Project Contribution (100%)				**$332,600**

TABLE B-2 (continued)					
Roadway System Improvement Costs					
Item #	Item Description	Units	Quantity	Unit Cost	Total Cost
9	Merced Avenue and Santa Anita Avenue				
	Roadway Items	LS	1	$7,200	$7,200
	Pavement Structural Section	LS	1	$5,200	$5,200
	Drainage Items	LS	1	$9,200	$9,200
	Traffic Items	LS	1	$125,000	$125,000
	Minor Items	LS	1	$14,700	$14,700
	Roadway Mobilization	LS	1	$16,200	$16,200
	Supplemental Work	LS	1	$17,800	$17,800
	Contingencies	LS	1	$48,800	$48,800
	Utilities	LS	1	$30,000	$30,000
	Total				**$274,100**
	Project Contribution (61%)				**$161,201**
	Base Subtotal				**$3,432,900**
	Project Contribution Subtotal				**$2,958,436**
	Grand Total				**$6,391,336**

This cost estimate only. These figures are supplied as a guide only. Tetra Tech, Inc. is not responsible for fluctuation in cost of material, labor or component or unforseen contingencies.

TABLE B-3				
Santa Anita Avenue & Valley Boulevard Improvement Costs				
Item Description	Unit	Estimated Quantity	Unit Cost	Total
I. R dway Items				
Roadway Excavation	CY	700	$45	$31,500
Clearing & Grubbing	LS	1	$50,000	$50,000
Curb & Gutter	LF	570	$15	$8,550
Median Curb	LF	860	$15	$12,900
Sidewalk	SF	4,000	$7	$28,000
II. ement Structural Section				
PCC Pavement	CY	50	$400	$20,000
Asphalt Concrete	TON	300	$90	$27,000
Aggregate Base	CY	360	$45	$16,200
III. rainage				
Reconstruct Catch Basin	EA	1	$6,000	$6,000
Storm Drain Laterals	LF	30	$150	$4,500
IV. Specialty Items				
Landscaping/Irrigation	LS	1	$30,000	$30,000
Water Pollution Control	LS	1	$20,000	$20,000
Structure Demolition	LS	1	$100,00	$100,00
Hazardous Material Mitigation	LS	1	$50,000	$50,000
V. raffic Items				
Lighting	EA	1	$25,000	$25,000
Traffic Signals	LS	1	$200,000	$200,000
Traffic Control	LS	1	$15,000	$15,000
Minor Items	LS	1	10%	$62,965
Roadway Mobilization	LS	1	10%	$69,262
Supplemental Work	LS	1	10%	$76,188
Contingencies	LS	1	25%	$209,516
VI. Ri t of Way Acquisition				
Acquisition	SF	21,703	$40	$1,800,000
Relocation Assistance	LS	1	$600,00	$600,000
Clearance/Demolition	LS	1	--	--
Title and Escrow Fees	LS	1	--	--
VII. ilities				
Vault Adjustment	EA	1	$5,000	$5,000
Guy Pole Relocation	EA	1	$10,000	$10,000
Miscellaneous Relocations	LS	1	$25,000	$25,000
TOTAL				$3,402,581

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